



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Spring 2019

<http://www.njbmwcca.org>

Volume 50 Number 2

NJ Chapter Donation to the Westlake School



Pictured (from left to right): Larry Engel, Chapter President Neil Gambony, Westlake School Principal Claudine Tantillo, Race Chairman Ross Karlin, Union County Educational Services Commission Superintendent Terry Foppert, Driving Events Chairman Jeff White, and Stan Mayer.

The NJ Chapter presented our annual donation to the Westlake School in the amount of \$10,000. In our 22 years of supporting the programs at this school, we have raised over \$150,000, which has helped fund programs such as life skills learning facilities and occupational training, as well as provided adaptive equipment for students in wheelchairs. We are able to provide these funds thanks to the generosity and support of our Chapter members, and this year's race sponsor, BMW of Morristown.

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Monthly Meeting at Shade Tree Garage

Photos by: Richard Altman



More Photos on Page 15

President's Corner



By Neil Gambony

I finally made my first visit to BMW's Vehicle Distribution Center (VDC) and can tell you that it is quite an impressive facility; more on that later. This was our Chapter's 7th time there; it always seemed that work or some other reason kept me from attending in the past. I needed to see what the VDC was all about for myself; it's the one event we hold each year that I get the most inquiries about and now I know why. Club members from the New York and Delaware Valley Chapter were welcomed in addition to our own Chapter's members.

An event like this requires the thanking of many people and businesses. Vice-President Paul Ngai organized a small team of Club members to handle registration and the sale/auction of much merchandise generously donated by BMW of Bridgewater, BMW NA, the VDC and the BMW CCA Foundation. The proceeds of this event of which we raised \$6000.00 this year will go to the BMW CCA Foundation. Many thanks to all who attended making this event a great success.

Scott Dishman, the Executive Director of the BMW CCA Foundation, was on hand and invited all that were planning to attend Oktoberfest (October 15-19) to stop in at the Foundation while in Greer, South Carolina. The Foundation is available to all members; they have archived much information about the history of BMW and the history of the BMW CCA, which is now celebrating its 50th year. One of the other programs of the Foundation is the Street Survival School for teenage drivers, of which we have two schools scheduled for the year.

So now about VDC. The VDC was established in 1987 and the one in New Jersey is one of the several centers that BMW has in North America. It is where BMW, MINI, and Rolls-Royce have their vehicles final preparations done after their long journey before they are sent to their prospective dealerships. Security is very tight here; we were not allowed to take any pictures. Yes, they have vehicles here with the crazy paint graphics that are supposed to disguise them.

How many longshoremen does it take to unload a ship full of cars? It could take 60 to 80 of them and a fleet of vans shuttling them out of the ship to get it done in a day. Seeing this process being done was just one of the features of the tour that the VDC provided plus it didn't offend me that they rode us out to the see the ship that was being unloaded in the new X7. Many thanks to BMW of Bridgewater for providing breakfast and lunch for all.

A few issues back, I wrote about receiving your newsletter, The Bulletin, on your personal electronic device by receiving it through an e-mail from the NJ Chapter. At that time, I instructed you to go to the BMW CCA National website and click on your personal preference of newsletter delivery. Unbeknownst to me at the time, the National office was doing maintenance on the website and that feature was unavailable then.

I'm happy to report at this time the feature of changing your newsletter delivery preference is working just fine. All you need to do is follow a few simple steps; login to the BMW CCA website (bmwcca.org), click on "Manage Account" under "My Membership" then go to "My Profile" where you can update your newsletter delivery choice. I know it's simple, I figured out how to do it.

Just a reminder on the benefits of receiving the newsletter electronically, you could receive it up to 2-3 weeks sooner depending on what region you live in since it paper copy goes out in bulk mail. The whole issue is in color if there are pictures in it, and you won't have to discard or recycle it when finished. I

would be remiss not to mention that the Chapter will also benefit in savings on the printing and postage, savings that could be put towards some of our other programs.

Does the BMW CCA National Office have the correct e-mail or street address or for you? You could also update that information there. Not all of our members have provided an e-mail address of where they can be contacted. If you are concerned about the BMW CCA selling your address to other businesses, they do not. That was a concern of mine when I first got my account. Providing an e-mail address would be helpful when we send e-blasts that contain information regarding Club events such as the monthly meetings, Autocrosses, Rallies, and Driver Schools. The e-blast came in very handy this past winter when we had to make a last-minute decision to cancel a Club meeting due to inclement weather.

Do you have an associate member in your family? Not only are they entitled to all of the benefits that the BMW CCA has to offer, they are also able to participate in important stuff like the Club's national or regional elections. The only catch is they need to provide an e-address to the Club since that is the only format of communication from the National Club. They would also be able to receive the newsletter from our Chapter. Yes, you have the option of opting out should you so desire.

Since we are going into the summer months, there are some great events coming up. June is a busy month with several. On the 7th we are returning to the Deutscher Club for their Biergarten. This is a great opportunity for Club members to showcase their cars. June 14-15 is the Driver School and Club Race at NJMP, a Friday and Saturday event. Once again the Westlake School, a school that serves children with multiple disabilities, will benefit from the proceeds of the event. This year the race is a North American Challenge event with 4 races over the course of both days. This will draw racers from all regions including Canada. Club members are welcome to attend the event as spectators even if they are not participating in the school.

June 19th has us returning to Tyspeed Automotive in Jackson, NJ for a Pikes Peak send-off party. Owner Tyler Pappas will be journeying to the Rockies to participate in probably one of the most difficult automotive races in the country if not the world. The Pikes Peak International Hill Climb or "Race to the Clouds" as it's also known, is an event where participants have to be invited to attend. The hill climb has been running since 1916 with a course that has 156 turns in 12.4 miles ascending 4720 feet to a final elevation of 14,110 feet above sea level. Congratulations to Tyler for his invite, let's show him our support. Closing off June on the 23rd is an Autocross at the TD Bank Ball in Bridgewater; please look for information on the Club's website regarding it.

There is another Autocross at the TD Bank Ballpark on July 7th and then we are off to Summit Point Raceway in Summit Point, West Virginia for the 5th Annual Geoff Atkinson Driver School and Club Race. The date for the event is July 20-21. As the normal for me, this is one event I look forward to every year. For information about any of our events please be sure to check our website.





Philes' Forum

By Vic Lucariello, Sr.

Hello Bimmerphiles! This time out I have a couple follow-ups to recent *Philes' Forums*, the *That Ain't What It's For* [Spring 2018] column and the *Coolant Schmoolant* [Summer 2018] column. Archived files of these newsletters can be found at our website NJBMWCCA.org.

In *That Ain't What It's For*, I wrote about the under-dash OBD II diagnostic connector [Photo #1] and how I, along with some respected, experienced BMW techs, do not recommend using the OBD II connector to supply auxiliary battery power to your Bimmer while changing batteries. Well, a recent thread on iATN



Photo #1 - OBD II Diagnostic Connector

[The International Automobile Technicians Forum] presented an example of why. On some BMW models, use of the OBD II port for auxiliary battery power can result in a blown fuse, one that supplies the instrument cluster.

In *Coolant Schmoolant*, I wrote about the different types of automotive coolant available today, and that it is very important not to mix coolant types. I also offered to write a follow-up on cooling-system flushing. Well, to the hundreds of you who emailed to ask for said follow-up and who have been waiting with breath abated, here it is.



Photo #2 - The Sneaky One

This description applies specifically to the E30 M3, but is applicable to Bimmers with engine-block-drain plugs and *without* electric coolant pumps. BMW has seen fit to eliminate block drains on some later models. On electric-coolant-pump models, a special procedure is required to bleed the air out of the cooling system after it has been drained and refilled. I'll save that for a future column [A follow-up to a follow-up?].

The S14 Motorsport engine in the E30 M3 has a plethora of small coolant hoses in addition to the normal radiator and heater hoses. Given an OE coolant-hose life of about 15 years, or according to the *Roundel's* Mike Miller's Lifetime Maintenance Schedule, 120,000 to 150,000 miles, your M3 either has new coolant hoses or it needs them.

Since the S14 radiator, thermostat and heater hoses are straightforward, I will focus on the hoses more likely to be overlooked, particularly one sneaky bugger.

BMW provided a self-bleeding cooling system on the S14. [On some other E30s, along with E36s, E46s, et al, there are coolant bleed valves that need to be opened to expel trapped air.] On the left side of the S14 cylinder head near the front is a little hose [the sneaky one, see Photo #2] that connects to a tube that runs to the rear of the cylinder head. This tube connects to another hose [Photo #3] which attaches to the coolant-expansion tank. A second bleed hose [Photo #4] connects to the top radiator tank. This hose connects to yet another tube that runs



Photo #3 - Sneaky's Connection At Expansion Tank

along the right side of the engine compartment, leading to yet another hose [Photo #5]. The sneaky hose connected to the cylinder head and its cousin connected to the radiator are subject to full engine operating temperature, the same as is the upper radiator hose. The hoses connected to the coolant-expansion tank are subject to almost this same temperature. So, changing the radiator hoses, a common maintenance procedure, without changing the coolant-bleed hoses is, to me, rather foolish.

Mike Miller recommends a two-year coolant-maintenance cycle and the use of BMW OE coolant and distilled water. While my experience suggests that two years may be on the conservative side depending upon how much you use your Bimmer, I recommend the use of BMW coolant and distilled or deionized water, and said so in *Coolant Schmoolant*.

Philes' Forum (continued)

The following is the flush procedure I have developed over the years and use on my personal Bimmers. You may think that this procedure is on the lunatic fringe, and you may be right. If so, you can skip the flushing part and simply drain the radiator AND ENGINE BLOCK and refill the system with a 50-50 mixture of BMW coolant and distilled or deionized water. This alone will be much better than what is done at some professional car-repair facilities.

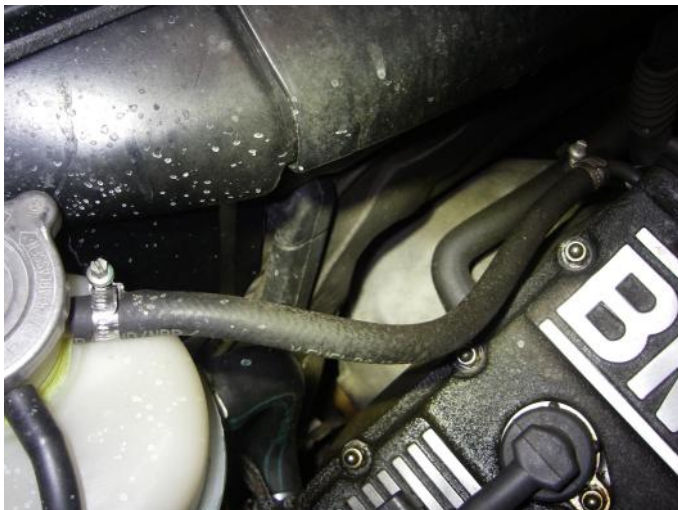


Photo #4 - Radiator-Bleed Hose

I start with a cool engine and by setting the heater-temperature control to full hot and removing the radiator and engine-block drain plugs. On the S14 and many other Bimmers, the block drain is a 19-mm hex located behind the exhaust manifold. I use a flex socket and long extension to remove the block-drain plug, and a magnetic socket insert works even better. Coincidentally, as I was composing this today I received an email from our Webmaster and recent Champ Series winner Colin Vozeh stating that he, too, uses a long extension and flex socket on the drain plug.

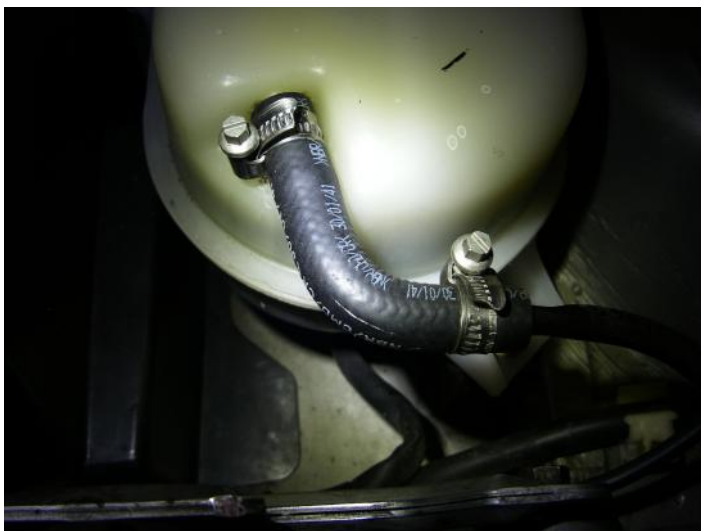


Photo #5 - Radiator-Bleed Connection To Expansion Tank

When you remove the block drain, be sure to capture the drain-plug sealing ring. Sometimes it remains on the drain plug, sometimes it falls to the floor, and sometimes it remains stuck to the engine block. You do not want to re-use this sealing ring, but you *definitely* want to ensure that it has not remained stuck to the block.

What I do next is install a special drain fitting to the block-drain port. See Photo #6. I made this fitting by drilling and tapping a spare drain plug with 1/8 NPT threads and installing a 45-degree street elbow and a drain cock with a hose connection. I connect a clear hose to the *closed* drain cock. The 45-degree street elbow is not mandatory, but it makes life a lot easier.

Next I pour in distilled water until the water draining from the still-open radiator drain runs clear, then I close the radiator drain and continue filling the system completely.

Next I start the engine and quickly open the drain cock on the block drain. I let the engine idle and continuously pour in distilled water, keeping the expansion tank full, until the fluid escaping the block drain runs clear, then I shut the engine off. Note that you do not want to let the engine warm up, and by continuously pouring in distilled water, it won't.

Then I open the radiator drain and let everything drain out,



Photo #6 - Custom Flush Fitting

after which I reinstall the block-drain plug [the exhaust manifold will be hot, so you may want to let it cool a bit] with a new sealing ring and close the radiator drain.

I installed a gallon of BMW coolant [you can use 4 ½ - 5 quarts on the S14 if you prefer] and finished filling with distilled water and 8 ounces of Redline Water Wetter. After warming up the engine, driving the M3 and letting things cool to ambient, I checked the coolant concentration with my refractometer and it came out to 48%, pretty close to the desired 50% if ya ask me. I had to add a few more ounces of coolant to get the level in the expansion tank to the Cold-Fill level.

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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Cars and Coffee with Erik Wensberg

By David Hauter

NJ Chapter members came out on a blustery but nice Saturday in late April for a Cars & Coffee get-together, which was a great way to spend a weekend morning. The gathering in Somerset brought out a great selection of BMWs past and present, including a pair of beautiful E36 M3 Lightweights, the new M2 Competition, a classic 6 Series and an i8. It was a great time of car talk and camaraderie and the highlight of the day was the presence of Erik Wensberg, who capped off the morning with a very entertaining talk.

Erik was the M Brand Manager at BMW of North America from 1985-1998. He directed the transition of the E30 M3 to the E36 3 Series, oversaw the development of the dominant racing programs with the E36 M3 and Team PTG in the late 1990's, and was largely responsible for BMW of North America's "Classic" collection that now includes a wide range of cars including everything from the CSL racer of the 1970s to the E36, E46 and E92 M3s and the McLaren F1 GTR that raced at Le Mans in 1996 among many others. Erik is still heavily involved in cars and motorsport. He's an advisor to the BMW CCA Foundation Trustees and is also a member of the Board of Governors at Lime Rock Park.

Erik told some great stories of his adventures while working at BMW NA, including his first experience with the classic race cars. "When I was at the company for a month, I got a phone call from a guy in Connecticut and he said they had a lot of stuff in storage for us and didn't know what we wanted to do with it and I should come take a look," he says. "So I go to Brookfield, Connecticut and was taken to a dingy storage barn and I peered inside and see a 320i Turbo sitting on the ground with no wheels on it, a March GTP car on the side and all these boxes everywhere. I realized there were half a dozen cars in there that we used to race in North America and they're covered with an inch of dust. They said they were told that all of it was going to be given to a boy's technical school to learn how to cut and drill. I said the hell they are and told them to lock the door and no one goes in until I tell them what to do. The company's

competitive DNA was rotting in a warehouse in Connecticut and we had to do something about it." With Erik's persistence, most of those cars were restored, are still owned by BMW NA today and are worth millions. More importantly, they provide a direct link to BMW NA's motorsport heritage like nothing else could.

If you ever get a chance to see Erik Wensberg, it's definitely something you don't want to miss. The Cars & Coffee event was great fun and also a great success, as auction items and clothes sales raised \$500 for the BMW CCA Foundation.



7th Annual BMW Vehicle Distribution Center (VDC) and BMW CCA Foundation Charity Event

By Paul Ngai

We were extremely excited to attend our 7th annual visit to BMW NA's New Jersey Vehicle Distribution Center (VDC) because we heard that BMW NA has decided to skip the New York International Auto Show this year. As you can imagine, the VDC event was sold out in a couple of weeks with a long waitlist.

For those who were fortunate enough to join us at this event, which was sponsored by BMW of Bridgewater, our 100 members were divided into 4 groups. Each were accompanied by a VDC tour guide. Background: The VDC is located in the port area in Jersey City and is staffed by over 100 BMW employees, not contractors (this is unique among BMW's VDCs). It handles hundreds of BMWs and MINIs per trans-ocean shipment plus about several dozens of Rolls-Royces; all are destined to be delivered to anxiously waiting owners.

As part of the tour, we got to ride in a fleet of brand new BMW X7s where we were given a driving tour to the ship at a near-by dock where new vehicles were driven off the ship to get lined up for their next station. All new vehicles are scanned and then "dotted" with a colored tag indicating its delivery priority. Vehicles with an identified owner get the highest priority and are processed first.

After the drive from the ship, each vehicle is carefully washed and quality inspected to look for things like dents, scratches, and dust particles in the paint. Any defects is fixed, logged and communicated back to the factory.

The tour wouldn't have been complete without listening to John Stavina's talks on paint and body repair process. Mixing paint is like an art to John and his repair look better than the original factory paint.

Lunch was sponsored by BMW of Bridgewater (thank you Mike Yates, GM and his team). We also had a chance to learn about the BMW CCA Foundation by Scott Dishman (Executive Director of the BMW CCA Foundation) followed by a live and silent auction.

Thanks to everyone at the BMW VDC for their hospitality, BMW NA, BMW of Bridgewater, BMW CCA Foundation and to all of our members for their generous donations. We collected \$5500 in donations at this event which will be presented to the BMW CCA Foundation later this year.

Hope to see you again next year!



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Cars and Coffee with Erik Wensberg



Photos by: David Hauter



Photos by: Paul Ngai





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Autocross Season Opener

Photos by: Colin Vozeh



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Initial Ramblings

By JT Burkard

Spring Clean Up Time

The weather is getting warmer, car events have started up and it's time to clean up that daily driver, or your Ultimate Driving Machine, that's been laid up in the garage all winter. Proper vehicle maintenance doesn't just include oil changes and scheduled maintenance. It also includes proper car detailing in the spring and fall, or if you are a fanatic, every weekend. Heck, some of us are probably so fastidious that the riding mower gets a good deep cleaning, a coat of wax and tire dressing. You know who you are!

When I was in my late teens and early 20's, I detailed on the side for a few extra bucks. I was in no way a professional, but I could hold my own with buffer and a wax pad, but things have changed substantially in the last 25 years or so. Technique and products have advanced so much that it's a whole different game now. Being a car dealer, I probably detail several cars a week. From simple wash, vacuum, glass, engine compartments, wheels and tires, to multi-stage paint corrections and interior out clean ups of the dirtiest vehicles. You cannot believe some of the cars I have picked up at auction. Candy, pens, coins, food and garbage crammed into every crevice of the interior. Nasty coffee stains on the consoles and floors. General filth throughout the inside of the car that would make you cry. I have gone so far as to remove the interior, hang the carpet up on a fence, drench it with heavy duty degreaser, scrubbed it, and then power washed it. I've done the same to cloth seats that conventional cleaning methods wouldn't make a dent. A hot water extractor would really be the tool for this, but I do not own one of those... yet. Now, I do not recommend this as this is a last-ditch effort, but I can say that the results were astounding from where I started from. These are extreme measures and I'm sure none of you have let your cars go full of hoarder status so let's move on.

Being car enthusiasts, we like to work on our cars. We get great satisfaction in doing the work ourselves. I think there is something very satisfying spending a day or weekend bringing the shine back into your car. I highly recommend that if you are ready to tackle a full detail but are unsure, YouTube is an excellent source for proper technique, use of equipment plus tips and tricks. Watch several videos so you feel comfortable with what to do. I have subscribed to several professional detailers and always pick up new ideas. I spend hours at home watching people clean their cars. I may need professional help.

So you want to detail your own car? You will need some basic detailing supplies. I recommend for the home detailer the following tools: A hose with a good nozzle. Better yet a power washer with a wash/rinse attachment. Several microfiber wash mitts. Two wash buckets, one for cleaning and one for rinsing out your mitt and tools so you don't contaminate your wash fluids. A good set of detailing brushes, wheel brushes, and a stiff hand bristle brush. Clay bar. A good buffer, I prefer a DA buffer/polisher. I personally use a Porter Cable DA with a 5" backing plate but there are other great machines from Griots, Flex, Meguiars, Torq, etc. With that buffer, you will need a set of Microfiber and/or Foam buffing and finishing pads. BMW's have soft paint so the microfiber pads are better suited for this but if you have some experience; the correct foam pads can be used as well. Pay attention to the colors and style of the pads. They all have different purposes. No detail kit is complete without an array of microfiber towels for compound and wax removal, interior clean up, and any other general towel duties. Plus, you need at least two dedicated drying towels of microfiber or waffle style. Compressed air is very helpful to clean off the buff pads, as well as blowing out water from trim as well as crumbs from the interior crevices. Your own detailing cabinet may have

more or less in it but this will get you started if you are relatively new to home detailing.

Now that you have your tools you need your chemical supplies. A quality brand car wash. Never use dish soap as it will strip the wax from the finish. A spray bottle for all-purpose cleaner (APC) diluted 5 to 1 - 5 parts water, 1 part cleaner. I use an industrial strength cleaner from Zep but you can use whatever you are happy with. Waxes, compounds, glass cleaners, tire dressings, wheel cleaners etc. These are all preference. There are tons of companies out there with wonderful products. I have used Meguiars products for over 25 years, but you will find fantastic ones from Mothers, Chemical Guys, Griots Garage, AMMO NYC, Pinnacle, Gliptone, Wolfgang, etc. The newest innovation in detailing is Ceramic Coatings. I have never used them but I have seen the results. Longevity, protection, and a superior shine is what you can expect from using these products. You can get 1-3 years out of these coatings without having to redetail your car. The most important thing when using these coatings is the paint needs to be absolutely flawless before you treat it. This is really best left to the professionals to take care of for you. It does cost a substantial amount to have this service done though. For now, I'm sticking with wax and sealants.

So let's get into the steps for a quality home detail. I typically start with the engine compartment because this is the area with the most grime. Make sure your engine is cold. Use a vacuum to suck out the leaves, pine needles, creature nests, and whatever has collected over the years. Cover up all of the important electronic items under the hood before starting. Next, rinse with water to remove the dust and loose dirt. This is where the powerwasher comes in handy. Use with care and make sure you are constantly moving the nozzle around. Next liberally spray down the entire area with your APC. With your detail brush, start to agitate the dirt and oil in sections. Once you thoroughly clean everything, rinse again. Don't forget the underside of the hood and all the jams too. Use an old microfiber or towel to dry the easy to reach areas. I like to use compressed air to blow out the hard to reach areas, electrical connections and any standing water. Finally, use some finishing spray to give a protective coating to everything underneath. 303 Aerospace Protectant works well under here.

Next is to move to the interior. Start with a good vacuuming of all of the carpets, seats, trunk etc. remember that stiff bristle brush I mentioned before? This is perfect to use to rub on the carpet and mats to release the embedded dirt and sand. Usually the driver's carpet area will need several passes to get a majority of the dirt out. If there are any spills and stains, use the APC and the brush to clean the carpet, followed by the vacuum to suck out the excess moisture. If you have cloth seats, you can do the same with any stains and discoloration from dirt. You will need to allow it to dry. If you have leather seats, there are excellent products to help clean these as well. Be careful when using your APC to clean up the leather. You don't want it too strong or it could remove the dye. A great item to use if your seats are getting dry is a product called Leatherique rejuvenator oil. It takes multiple applications to get the leather supple again but it does work amazing. If you have some hard to get out dirt and scuffs, a magic eraser is excellent but you need to use it gently as you can damage leather or start to remove the dye in the material. The magic eraser also works wonders on the door panels, door sills, kick panels, consoles, and other hard surfaces in the car. Just spray a little APC and lightly rub out the dirt. Cup holders usually contain left over beverages and crumbs. A quick spray with cleaner and agitation with a detail brush will usually clean these areas up. Same goes for door pockets. Use a microfiber towel to wipe off all of these areas, whether it's the seats, door panels or cup holders. Once the

(Continued on Page 13)

2019 Driver School Schedule

By Jamie Kavalieros

This season we have four great Driving School events and two of those are combined with a Club Race.

The April 12-13-14 at New Jersey Thunderbolt track Motorsport Park has passed. It was a 3-day event held with our friends at the Del Val and NY BMW Chapters. We had 11 candidates trying to become future instructors. We also had 18 new, never been to the track students attend the event. The weather was mixed with some rain early on Friday but cleared later and Saturday was beautiful. Sunday was the opposite of Friday it was nice in the morning and gradually became cloudy but the rain held off till the last run groups.

Saturday we had our banquet at the track and I have to say the food at the banquet has gotten better and better each year.

We still have 3 great track events this season!

June 14-15 NJMP Thunderbolt Driver School/Club Race to benefit the Westlake School This event will be a 2-day Driver School on Friday and Saturday. All three student levels will be available. There will also be BMW Club Racing both days.

July 20-21 Geoff Atkinson Memorial Driver School and Club Race. Please come join us for the Sixth Annual Geoff Atkinson Memorial Driver School and Club Race. We are planning a special celebration of our friend Geoff Atkinson - please come out and make this an event to remember. Our annual combined Driver School and Club race 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.

Our Saturday night barbeque at the track features great food and the chance to relax and compare what you learned on the track and swap stories.

Please note that we will allow open face helmets (**Snell2010 or newer**) for this event for driver school participants.

Oct 5-6 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. Shenandoah was designed by Dr. Bill Scott. He was a driver's driver and the fact that he was a Formula Vee World Champion (twice) should clue you in on the fact that this is a technical, momentum course. To those of you that are new to this sport that means it is tricky to get right. It also means a nimble car can out run a higher powered car. 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.

Lastly this is the only event with a bona fide skid pad. It will help you develop the car "feel" and car control. BTW Gerry Chan's lunch time track walk is not to be missed. I still go out and always learn something new. Sorry for the long rant but I am passionate about this school and want to see it filled. I want another Shenandoah T shirt.

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

2019 Autocross Season

By Elihu Savad

These are the autocross dates at the TD Ballpark in Bridgewater:

May	19
June	23
July	21
Aug	18
Sep	15
Oct	20

BMW CCA membership is no longer necessary. Participants will be held solely responsible for the condition of their vehicles.



Photo by: Colin Vozeh

NJ CHAPTER CALENDAR

Check our website for
upcoming meetings.

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Initial Ramblings (Continued)

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interior is spotless, a protectant is a good idea to keep it looking fresh. Finally, clean all of the interior windows.

Now for the exterior. Start with a good through rinse of the vehicle to remove all of the loose dirt and grime. Next, prepare one bucket with clean water, the other with your car wash. A grit guard on the bottom of the buckets is recommended. Wash your car and make sure you get into those door jams and trunk jams as well. A detail brush is the easiest way to get into the hinge areas. Also the detail brush helps remove the dirt from around the emblems and crevices. Once the car has been rinsed, it's time for the clay bar. Using with a clay bar lubricant, detail spray, or soapy water, take a piece of the clay bar, knead it and then work in 2'x2' sections rubbing the paint to remove contaminants. You will notice a considerable difference in the smoothness of your finish. Once done, wash the vehicle again. A key note is do not use a clay bar if you do not plan on polishing the car after as you may create fine scratches.

Now it's time to do paint correction. Do this in a shaded area or inside the garage. As I stated before, BMW paint is soft so a microfiber pad is recommended for this job. My polisher has 6 speeds, but I genuinely compound on setting 5. I start with Meguiar's D300 DA Correction Compound. I tape off all of the areas I do not want the buffer to hit. It saves time at clean up as well as reducing the white haze on the trim. Now prime the pad with several dots of compound. Then blot the paint with the pad in several areas so you don't have this huge blob that will shoot product everywhere. Hold the buffer to the paint then start the machine. Slowly work your way around the panel up and down, then left to right. If you have any light scratches, work the machine over it in several passes, carefully making sure you do

not remove too much clear coat or paint if its single stage. Less is more. I typically do half the hood at a time, then a fender or door at a time. Wipe clean before you move to the next section. Add only a couple more dots the size of your pinky nail and move on. This stuff goes along way. After you have completed this stage, changeover to your finishing pad. I use Meguiars D301 finishing wax on speed #3. Again work one section at a time, wiping off with your clean microfiber before moving to the next. Once you are done, make sure you wax the door jams as well.

Wheels and tires I usually clean before the wash and wax process but I never dress the tires until the end. Make sure you have the proper wheel cleaner for the rims of your vehicle. Polished wheels and clear coated wheels can be damaged if you use the wrong stuff so pay attention. Lately I have been using Sonax wheel cleaner with great success, as well as my trusted Meguiar's all wheel cleaner as well. To dress the tires, I prefer a straight spray over the foaming tire shine. Then I use a tire sponge to even out the coating. You will find the right one that works for you.

So there you have it. A weekend of hard work, but a year's worth of protection. I stress again that I am not a professional, and if all of this is intimidating, or just not fun, seek an experienced detailer. Now if you will excuse me, I have another YouTube video of a guy cleaning his car to watch.

JT Burkard

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Send comments and suggestions to jtburkard@comcast.net

Welcome New Members

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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/time and/or location. Please check the calendar of upcoming events (or the Club's website).

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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.

Monthly Meeting at Shade Tree Garage



Photos by: Paul Ngai

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