



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Fall 2019

<http://www.njbmwcca.org>

Volume 50 Number 4

BMW of North America Hosts E30 M3 SIGfest and NJ Chapter Cars and Coffee

(See story on Page 6)



Photos by Klaus Schnitzer

If BMWs were meant to fly they would have wings.



See newsletter announcement on Page 13.

Summit Point Driver School



It's more than the driving;
it's the friends we have
and make at club events.

(See story on Page 12)

Photos by Jamie Kavalieros



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Monthly Meeting

Jake Mooney from BMW NA speaks to members.



Photo by Paul Ngai

President's Corner



By Neil Gambony

The end is here, or it's pretty darn close. I suppose you are wondering what I am referring to; it's the printed newsletter that you are currently reading. Why do I say close? The Board Meeting when we are going to make the decision of when to stop the presses on the printed newsletter won't be until after the submission date for this newest Neil's Way to our Newsletter Editor.

Earlier in the year, the National Board members of the BMW CCA decided that Chapters no longer have to publish newsletters as of January 1st 2020, printed or otherwise. In making such a decision, it also means that the funding or Chapter rebates (now called allocation) as they have been called have also been reduced. The printed newsletters are for some Chapters their biggest expense; this will now free up funding for them to use towards their own events whatever they may be. There is something new National has in mind for the future, I'll cover that later.

The Bulletin, the NJ Chapter newsletter, will still exist but will only be delivered electronically every quarter or so since we are now not bound to any deadline to publish other than to our advertisers. You may have been receiving the Bulletin over the past year via email, now this may be the norm. We have only been able to send it our members who have provided an email address to the BMW CCA. This is a good time to update your profile on the National website and either add an email address if you have not provided one or update your current one. For those of you who have chosen not to provide an email address of where we can send it to, you can view the Bulletin on the NJ BMW CCA website after it has been posted.

So how did we get here and more importantly where are we going? It turns out that the Roundel, the magazine of the BMW Car Club has been taking a hit on advertising the last several years, to the tune of \$700,000 this past year. You don't need to work for NASA or TESLA to see where that will take us. Have you noticed your home newspaper or your other favorite publications have been thinner than they used to be? Advertising revenue certainly provided them with more content features.

The Roundel, which many members look forward to receiving each month, will continue; however, it is being cut back to 10 issues per year. In place of the 2 missing issues will be (here's what new) a slick magazine called Bimmerlife, the same name as the weekly email from the BMW CCA, just not the same in content. Different size, different paper, Bimmerlife will have more stories of lifestyle adventures, human interest and feature great photography, just not so much in the technical aspect that we are accustomed to in the Roundel. You also won't be able to write a letter to the editor to express your opinion.

Bimmerlife will be regional; we are in the North Atlantic region. There will be a section where the local Chapters, of which there are 14 in our North Atlantic region will be given 2 pages or so to provide articles of interest, it will be up to our Newsletter Editor Jerry Faber to determine what to provide from New Jersey. This will certainly provide us with a glimpse of what other Chapters in our region are doing; maybe some events we may want to participate in that are within a few hours' drive. The first issue should be out in the Spring and I'm looking forward to it; Jackie Jouret will be the guest editor. Who knows, I may be going regional!

Some other news from the National Office is that the demise of Octoberfest may have been greatly exaggerated. This is not to say that it will carry on in its current tradition of events, there may

be some changes to that. It may be shortened to a 2 ½ to 3 day event, most possibly over a long weekend and there may even be a name change. I'm sure we may refer to it as the "event formerly known as O'Fest" for a while, whatever it may be called. There may even be a "Mini O'Fest" held in each region which will help reduce the travelling expenses for many. I know this has been discussed for our region already; it's in a conceptual stage at this time.

Getting back to our own Chapter's happenings, it's time to thank someone who has served the Chapter in many different capacities for years and is now relocating to be closer to his family. Many thanks go to Warren Brown, our current Chief Technical Inspector for our Driver Schools. Warren took over the position when Vic Lucariello Sr, technical guru and the author of Philes' Forum, relocated to Colorado several years ago.

Warren joined the Club in his youth many years ago while he was residing in Connecticut and is one of the Charter members of that Chapter. He also has a low 4-digit membership number and had the foresight to become a Lifetime member. Warren was the Treasurer of our Chapter when I joined the Board many years as a Member at Large. Although he will no longer be serving as our Chief of Tech, he will still be participating with us as an Instructor for our Driver Schools. I am looking forward to welcoming Driver School Instructor and BMW Club Racer Mirril McMullen as our new Chief of Tech in the upcoming year.

Thanks go to BMW of Bridgewater for providing us with coffee and bagels for our Cars and Coffee event held in conjunction with our last autocross of the year on October 18th. It was our inaugural Cars and Coffee but looks like an event we will be sure to repeat in the future. Thanks go to Jeff White who organized the event.

Some other members I would like to give thanks to are Tim Farnsworth and Rob Chrzanowski who stepped up to be the Rallymasters for the Whack Your Turkey Rally, held on November 24th. This Rally has been a Club tradition for longer than I've been a member and is one of the events of the Championship Series. For the last several years we have used the proceeds to benefit the food bank of NORWESCAP, an organization that helps the food bank network throughout New Jersey. Thanks to all of our members who participated making it a success once again.

Now that the end of the year is approaching I would like to take this opportunity to thank my Board of Directors, Paul Ngai Vice-President, Ron Gemeinhardt Treasurer, David Allaway Secretary, Jerry Faber Newsletter Editor, Colin Vozeh Webmaster, Jeff White Driving Events Chairman, Jamie Kavalieros Driver School Chairman, Ross Karlin Club Race Chairman, and Bob Isbitski and Mark Hulbrook, both Members at Large.

Some others to thank are Matt Baratz Business Manager, Larry Engel Street Survival School Chairman, Elihu Savad Autocross Chairman, and members of the Driver School Committee, Mark Mallory Registrar, Bill Van Ocker Chief Instructor, and Warren Brown Chief of Tech.

I also can't forget to thank our regular Newsletter columnists, Vic Lucariello Sr. who writes from afar and JT Burkard, who's right here in Central NJ.

As we go into the Holiday Season, I would like to wish everyone to have a Healthy and Happy Holiday, wherever you may be.

Neil Gambony

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If It Ain't The Bulb.....

Hello Bimmerphiles! Happy Holidays to you as *Philes' Forum* completes 32 years of publication in the *Bulletin*. [Congratulations! - Jerry] The introductory column appeared in the January, 1987 issue. This time out I have a cost-saving procedure for you frugal E36 [92-99 3-series] owners.

When replacing the cabin filter in an E36 Bimmer, first, the glovebox must be removed, and the first step in glovebox removal is to remove and unplug the glovebox lamp. When going after the cabin filter on our 1995 325is, I noticed that the lamp was not working, so I thought I would address this at the same time.

Removing the glovebox lamp is easy. Pry out the lamp from the glovebox roof with a small screwdriver inserted into the forward end of the lamp. Even a simple bulb change requires removal of the lamp assembly.

While most reasonable folks would try replacing the bulb as their first diagnostic/repair step, being that I had to remove the bulb to replace it, and being that most reasonable folks [except Vic Jr.] describe me charitably as not-reasonable, I tested the removed bulb. This can be done with an inexpensive multimeter, such as the Harbor Freight multimeter shown in Photo #1. An incandescent bulb such as shown should test at a low resistance with the multimeter set on the low-ohms scale. As you might expect, a bad bulb usually tests as an open circuit [very high or

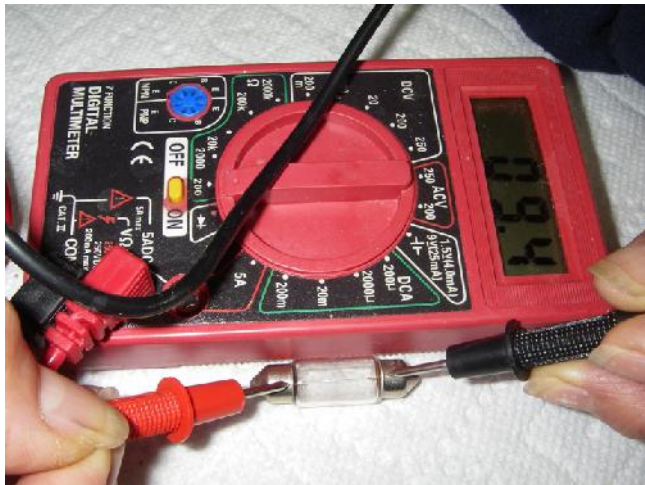


Photo #1 Checking the Bulb

infinite resistance]. In this case, the bulb tested good, and applying 12 volts across it as a double check caused it to illuminate.

Okay, if it ain't the bulb, what is the problem? The E36 glovebox-lamp circuit is one of the simplest in all of automotivedom. Believe it or not, no expensive "smart" modules are involved on non-convertibles. Fused power [Fuse #44 on non-convertibles] from the Accessory Bus is supplied to the lamp on one wire, while the second wire provides a ground. A switch in the lamp assembly controls when the bulb is on or off. They don't make 'em like this anymore.

After determining that the bulb was good, my next step was to put the ignition switch in Position 1 [Accessory] and connect a test lamp across the power and ground contacts in the still-connected glovebox lamp. See Photo #2. The test lamp

illuminated, proving both the power supply and ground legs of the circuit with one simple test. [Electric Troubleshooting 101 tells us that any electric circuit needs both power and ground (i.e., a complete circuit) in order to work. ET-101 also insists that a test lamp be checked by placing it across a known-good 12-v source prior to doing any testing. **Trust me: This is very important.** Anyone who has wasted time testing only to find out the test lamp is NFG will testify to this.] Note that most incandescent-bulb test lamps are not polarity sensitive in that they will illuminate regardless of whether their probe or "ground" wire is connected to the hot leg of the circuit. Note also that if this test had not resulted in an illuminated test lamp, my next stop would be the fuse. Now things were getting



Photo #2 Checking Power and Ground

interesting and worth writing about! Power and ground to the lamp were good and the bulb was good. WTF?? The problem had to be within the lamp assembly.

At this point most reasonable folks would simply call their BMW dealer and order a new glovebox lamp. [Are you seeing a pattern here?] It is part number 63-31-8-360-027, and costs about \$12, but will very likely need to be ordered. The same lamp is listed

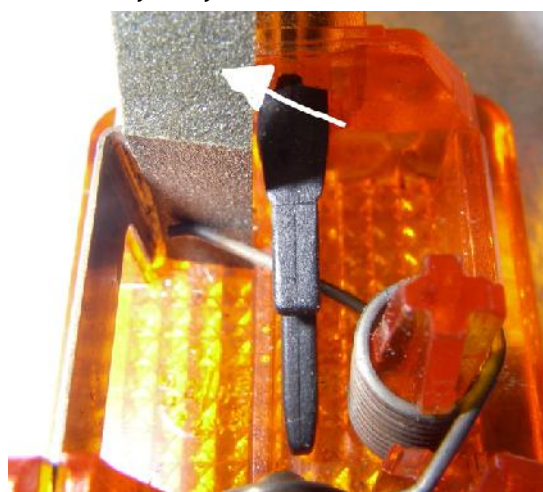


Photo #3 Cleaning the Switch Contacts to Save \$12

for virtually every E36, but the lamp is unique to E36s. The original part number has been superseded, and based on the following I am guessing that the present part has better switch contacts than the original.

By the way, should you need a new bulb for the lamp it is part number 63-21-7-100-805.

Frugal cheapskate that I am, I traced the circuit within the lamp and determined that its internal switch was not completing the

(Continued on Page 5)

Philes' Forum (continued)

(Continued from Page 4)

bulb circuit when the switch sensed that the glovebox door was open. Closer examination of the switch under magnification did not suggest any broken parts, and manipulating the switch's sensing lever revealed that the switch contacts were opening and closing as designed. Again: WTF??

I cut some 400-grit color-sanding paper into thin strips. I was able to sneak the paper between the switch contacts as shown in Photo #3. In the photo, the arrow points to the 400-grit paper. A few swipes with the paper, reversing it to get at both contact surfaces, and I was ready to find out if all this effort was fruitful. I put the ignition key into Position 1 [Accessory], plugged the lamp back into its cable and *vedi!*, the bulb illuminated! Moreover, manipulating the switch lever caused the bulb to go on and off as it was supposed to. I concluded that

the switch contacts had gotten dirty over the past 25 years, despite not having been operated very many times. So I reinstalled the lamp and patted myself on the back for saving, ah, \$12. But I wish that replacing that dang cabin filter had been this easy!

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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Adventures In Throttle Response

By Ron Acher

My Journey From American Iron to The Ultimate Driving Machine

When I bought my first BMW 11 years ago this month, the seller, Mike Perrino (owner of the late lamented Beverly Hills Auto Spa in Basking Ridge, the best auto detailer in NJ) told me that the throttle response on BMWs is different from what I might be used to from driving large cubic liter American V-8s.

It was, and is, a 1996 E36 328 automatic convertible, with a removable hardtop (which was the main reason I bought it, thus being able to drive it year round in New Jersey, though regrettably not on any NJ BMW CCA track).

He was right. It is a very fast car, capable of a speed-limited 124 MPH. But boy, do you have to lean into the pedal to get it to pick up! And it does, if you do.

But you have to know that I was coming off more than 30 years of driving two specific American cars, a 1970 Mopar 440 high performance unmarked detective car, and a 1977 440 high performance state police highway pursuit vehicle. Both of these cars were specifically designed for "spirited" driving in excess of 80 MPH (shifts out of second at 98 MPH), but they were also great for everyday driving between 30 and 70 MPH because they had gobs of torque at the low end. (For a long time in America after about 1971, you could only get real performance in a family sedan by buying a police car.)

I drove these cars in a very relaxed way, even at high speeds, by having the seat as far back as possible, being very light on the throttle, but expecting and getting instant response from the slightest "curling of my toes" on the throttle pedal, let alone actually depressing the pedal to any noticeable degree.

My 328 was different, and I've only recently come to realize why. Firstly, all BMWs that came to America up through the 90s were routinely detuned at the factory (because BMW AG maybe thought that Americans didn't know how to drive -- after all, they drink coffee while driving!).

Secondly, European sports cars are designed for people who like to continuously take corners and shift gears, so throttle travel is designed to be much longer in general, thus providing more precise throttle control, especially when cornering hard under power.

And thirdly, I was forgetting that my beloved American big iron

automatics had never heard of overdrive. Top gear was 1:1 - which is only 3rd gear in my 328. My 328 goes into 4th gear (overdrive) at 30 MPH around town. Even though the 328, at 192 HP, is probably quicker through the gears and at the top end than either of my beloved old Mopars (at 250 corrected BHP, down from the factory-claimed 350 of the 1970 car), I shouldn't really have ever expected comparable throttle response under similar driving conditions.

So I set out to fix all this. The first thing I did was to flash the DME with Jim Conforti's Shark Injector, which made an immediate difference to power, torque, and throttle responsiveness.

The second thing I did was to learn to drop a gear when desiring to pass fast above 80 MPH - which made an astonishing difference at the top end. The car leaps like a shot out of a catapult if you drop a gear and floor it between 80 and 90 - precisely because power and torque are designed to be all the way up there, rather than having big torque at the low end.

But neither of these things really affected pickup in Drive between 40 and 50 MPH, where there is to be found the notorious BMW 6-cylinder torque "flat spot." (Intake VANOS in 1996 helped, but it wasn't until the 1999 TU and later E46 engine when exhaust VANOS was added, that this was relieved.)

But only recently, and purely by accident, I discovered the final and most effective performance improvement technique of all for this car. And it's totally free.

I just happened to be giving a ride to some friends with the top down, one of them tall enough that I had to move the seat considerably forward to give him sufficient room in the back seat behind me. It was then I noticed that, while my leg was a little cramped, the car was suddenly performing MUCH better, even with the weight of 3 extra people.

And so it hit me! If your leg is more tightly angled when you drive, your foot movements on the throttle pedal are sharper and more aggressive, and even a light touch produces more pedal travel. And presto! Much snappier performance!

Dear Mike, I love you. But when you told me about the pedal response, you forgot to tell me how to solve it. Move the seat forward!

Cars and Coffee and SIGFest; a Great Day at BMW NA

By Brian Morgan

The New Jersey Chapter's Cars and Coffee at BMW North America in Woodcliff Lake, NJ on September 21 was an opportunity to see old friends, check out an impressive array of BMW's latest cars and motorcycles, get a close look at several iconic BMW race cars, and spend time with BMW's knowledgeable product experts and with their tech people, both one-on-one and in seminars. Of course there were the BMWs of the 150+ members who came to NA, making up a car show of their own in the parking lot. And there was more; SIGFest shared the space with Cars and Coffee, bringing 60 E30 M3s to the party.

The event began at 8:00 AM on a sunny Saturday morning. At 8:00 the new cars were already parked outside BMW NA's Technical Training Center. Among them were coupe and convertible M8s, an M2 Competition, an M850i xDrive Gran Coupe, a 330i xDrive SportsWagon, an X3M, and many others. There were two Minis, a Cooper S and a Cooper S electric, and there was a beautifully turned out E28 M5.

Four race cars were being rolled out as the day began. There was the Stars and Stripes M3 GTR from 2001, an example of the legendary Le Mans-winning V12 LMR, a PTG Group E36 M3, and the 2017 M6 GTLM that Bill Auberlen drove in his 400th race at Petit Le Mans in 2017 (he scored a class win, sharing the car with Alexander Sims and Kuno Wittmer). The car, replete with race grime, was parked at the front of the driveway into the tech center.

BMW tech people were available in bays in the training center to answer questions and to provide a close-up look at cars, engines, and more. Over the course of the day four seminars were offered, including one each on BMW electrical systems, InFotainment and Advanced Driver Assistance Systems, BMW Chassis design, and BMW drivetrains.

SIGFest, the E30 M3 special interest group, occupied the lawn outside the tech center. Walking onto the lawn, participants first encountered two very rare E30 M3 cabriolets, one owned by event organizer James Liu, who put the 20th anniversary SIGFest together along with co-chair Tony Rausch. Next to it was Mike Gallino's beautifully restored '91 cabriolet; the amazing story of Gallino's restoration odyssey was reported in Roundel way back in 2011. The car still looks every bit as good as it did then. Eric Heinrich's Gulf-liveried E30 M3 race car sat near the two cabs. Beyond them on the lawn was a fantastic array of E30 M3s ranging from garage queens to daily drivers (well, maybe not every day, but there was a class called "Road Warrior" for high mileage, frequently driven cars). Mike Gallino's cabriolet was judged best in show. A complete list of winners, along with more information on the event, can be found at www.sigfest.com.

Thanks to the team at BMW NA for inviting us to their great facility and for hosting an exceptional event. This was a not-to-be-missed occasion for BMW aficionados.

2020: NJ Chapter to Celebrate 50 Years

Stay tuned for details.

Road Atlanta



BMW NA Hospitality



Bill Auberlen racing

Photos by Larry Engel



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Oktoberfest 2019



Photos by Larry Engel

Performance Center M2s Burning Rubber



John Hulbrook's Alpina B10





Inspecting Larry Engel's M3

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Support Vehicles (Larry Engel in background)

Photos by Brian Morgan

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Whack Your Turkey Rally

(See story on Page 13)



Rallyists waiting for Instructions



Scoring



Send-off by Rally Masters



Relaxing after the Rally

Photos by Jerry Faber

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Initial Ramblings

By JT Burkard

The Great Change

Many of you may have noticed that I missed last quarter's column. Usually I am running late to the last day of the deadline, or perhaps a little over it. Poor time management, busy life, forgetfulness, writers block, the excuses can go on. Our editor, Jerry, has been very patient with me. Unfortunately, I didn't even think about the deadline or my column this last issue because I wound up doing something I said I would never do. It took up all of my time and focus. Something that went against my core values. Something that made me re-evaluate my life. What is this heinous act you ask? Have I sold my soul to the devil? Well, not that extreme but close. I sought employment at a new car dealership. [GASP] Well surely you think I went to BMW, right? No, but it was a top choice if there was a dealer hiring at the moment. What about Mini? No. Mercedes? No. Audi? No. Alfa Romeo, Porsche, Maserati, Lamborghini, Lexus, Acura, Jaguar? No. Anything luxury or sporty? No. Ok, enough with the NO (channeling Grumpy Cat here).

So where did I wind up? Ford, yup Ford... sort of. How the hell did I wind up there you ask and what do I mean by sort of? I have owned Dodge trucks for 20 years so just walking into a Ford dealership was automotive adultery. Let's be honest though, Ford makes very good trucks. There is a reason why the F150 is the bestselling pickup for decades. But, it wasn't the Ford product that I was looking to peddle; it was something different, more challenging, more commercial. Tow Trucks. Those glorious vehicles that transport your vehicle when it breaks down or needs to be moved from one place to another not on its own power. I am proud to say I am the Jerr-Dan Sales Consultant for All American Jerr-Dan in Old Bridge NJ. [Insert shameless plug]. This isn't that much of a stretch for me. I have a background in towing. From 1996-2000, I worked as a towing operator. I also owned 3 tow trucks myself in the past 23 years. Plus, I have done a lot of transport work. It seemed like a good opportunity to combine my 19 years of sales experience and my tow knowledge together. I certainly didn't want to hustle Mitsubishi Mirage's or Chevy Trax's.

The first thing that I needed to get used to was NOT being the manager. For years, I have been manager or partner in some capacity for the other dealers I worked for/with. Now I have managers, many of them, and they have managers too. And the paperwork, my God, the paperwork, so much paperwork. I think hostile corporate takeovers have fewer things to sign. Plus, everything has to be precise, not "ish" as the previous places were. Finally, the hours. 40 hour work week? What are you, part time? If you are getting out in under 50-55 hours you are lucky. And it doesn't end when you punch out. It's all day and night talking with customers. The moment you wake up until the moment you went to sleep. I was used to that already though.

The upside, volume. This is a busy place. Even doing the specialty wrecker and flatbed sales, it's got the business. Plus, I get to play with all sorts of trucks, not just Fords. On any given day I would hop into a Hino, Freightliner, Peterbilt, Kenworth, Internationals, and even Rams and move them around or drive them to customers. I am the road salesman so that means I get to travel this vast state, visiting shops, towing companies, body shops, etc. It's a lot of fun.

Now, how does this relate to BMW's? Being that I have a 30 mile commute each way, I decided that the E21 needed to stretch its legs a couple days a week. As long as there is no snow or salt on the road, I will drive it. I have to say, 17 years we have owned this car and I still get massive amounts of enjoyment every time I drive it. Crank open the windows and sunroof, get the radio going and cruise all the way up and back enjoying life. When you think you had a rough day, nothing like cruising an older BMW to put a smile on your face.

One thing about working for a car dealership that sells Shelsbys and

Roush is there are a bunch car enthusiasts there. Several of them, Bimmerheads too! The couple of BMW guys that work there already scoped out the ol' 320i in the employee parking lot. Yesterday, the one Subaru sales guy said "You are the one with the Mercedes SLK?" I said yes, that's actually my wife's car. We have a bunch of stuff. Then I mentioned the e21 to him. He said "I didn't know that was yours too, we need to talk later". He owns Audis. It's still German so it counts. My car guy status has been solidified.

Now that I have been driving the 320i more than usual, I have discovered a few things that need to get taken care of. First, there is an exhaust leak on the head pipe coming out of the manifold. A crack has developed and it's leaking just enough to annoy me. I crawled under to see how bad it was. I even tried to use some muffler cement as a temporary fix. It didn't work. I started looking for an Ansa exhaust to replace it with. Years ago I wanted to do a full Ansa system but was being too cheap and decided to pass. Now when I need to do it, I can't find them anymore. The only Ansa exhaust is basically a stock replacement like the Bosal I have on there now. The down falls of owning a 42 year old car.

The other thing is I need to get a new stereo. The Blaupunkt cassette player that was strangely mounted under the left side of the steering column in 1986 is ready for replacement. Only 2 of the 4 speakers are working and of the two remaining, one fades in and out. Plus, the little 4x6 speakers are old and blown out so the sound quality is subpar at best. Being that I do not want to hack the uncut factory stereo location, I wanted to put a hidden stereo in it. On eBay I found the perfect solution, a 5"x3"x1" 50 watt 4 channel mini amp that works with iPods, satellite, and MP3 players. Since I rarely listen to regular radio, this was an ideal set up. Hide the unit, run a remote mini jack to plug in your device and jam out. I just have to pick out the right speakers since they all turned to dust.

None of these will be fixed by the time our Whack Your Turkey Rally happens so I will just deal with it over the winter or early spring depending on when I tuck the car away for the winter. Now, if I can only get to that E28 project I bought several years ago, I can rotate that into the daily driving duties.

So for those of you who enjoy this column every issue and were looking forward to my adventures but missed them last issue, I apologize for being so caught up in the new job, I neglected your entertainment needs. Never fear, we have gone back to our regularly scheduled editorial. Stay tuned, more BMW action after these commercial messages.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



Photo #1: Is that a kidney grill?

2019 Driver Schools

By Jamie Kavalieros

We concluded our 2019 season at Shenandoah Race Track in Summit Point West Virginia. This track is my personal favorite. It is a very technical track where a nimble momentum car can rival a higher horsepower and heavier car.

One of the other reasons I enjoy Shenandoah and going to the track is camping and hanging out with my track buddies. About a decade ago I started camping in my trailer at the track. There are a large number of drivers who do so. It ranges from guys in a tent to people who have a dedicated RV. I, like most of the guys, fall in the middle. I tow my enclosed car trailer that has a few comforts added: A/C, heat and electrical hookup with a bed strapped to the wall over the wheel well. It is home for the weekend. Along the way I have picked up a few strays. Greg was a tent guy but when the weather turned to heavy rain, I invited him to throw his sleeping bag on the floor of my trailer. Now he is a permanent fixture. Kevin is a friend who started coming back to the track about 5 years ago. He had 2 (now 3) children and to save a bit of money he stays in my trailer as well. There are many others that do the same: Dave, Bill, Mirril, Jim, Greg, Mark, Scott, Vin, Ron and more. As you can see the list has grown over the years and I am sure I forgot a few.

We started an email chain to see who was bringing what food as well as some post track refreshments a few years back. It started simple with who will bring breakfast, yogurt and pop-tarts,

dinner burgers and dogs. Shenandoah was the place we started to cook a real meal. Buffalo wings, soup, penne pasta, ice cream, cake and much more. Over the years other groups formed and enjoyed camping. We cross over and share food, drink and stories. Many of the camping participants remark half the fun of going to the track is camping.

This year we decided to expand part of the experience to everyone at Shenandoah and had our first ever Pot Luck Dinner. The amount of food was incredible. There were 50+ participants. Stories were shared food was eaten and drinks were had. It was great to see new students listening to veteran drivers swapping their experiences and knowledge. The Pot Luck was a huge success and I hope to see you next Season at the track!

2020 Track Season Schedule

1. April 17-18-19 Thunderbolt: Friday A-Solo open track and Instructor Training; Sat-Sun Driver School and Sunday New to the track Intro School
2. June 8-9 Thunderbolt: Club Race and Driver School Mon-Tues
3. July 18-19 Summit Point: Club race and School Sat-Sun
4. Oct 3-4 Shenandoah: Driver School Sat-Sun

2019 Autocross Season

By Elihu Savad

Our autocross program wrapped up a great 2019 season on Oct 20th with a record turnout of 62 drivers. Although the event was rain-shortened, everybody got enough runs to put a smile on all faces. Everybody is looking forward for our 2020 schedule. We had many non-BMW attendees, as well as many drivers new to autocross. Our autocross committee and other volunteers made the events run smoothly. Jamie Kavalieros and his son filled in the critical need for equipment storage and transport. Thanks to everyone; we couldn't have this series without you.

Our thanks also to Bridgewater BMW who supplied refreshments for our NJ Chapter Cars & Coffee which was right next to the autocross area. This was much appreciated by the autocrossers, and although we didn't give them a lot of spare time to browse through the social/car gathering, we hope we can run this arrangement again in the future.

In the Championship points race, Jaime Kavalieros and Colin Vozeh are neck-and-neck with a sizeable lead over the rest of the field as this is written. That could change as we still have the Whack Your Turkey rally and Pinewood Derby to run; both are double-points events, so anything could happen.



2018 New Jersey Chapter Financial Statement			
Prepared by Ronald Gemeinhardt on 13 Mar 2019			
Balance Sheet			
Assets			
Cash in Bank Accounts	100,131.70		
Inventory	0.00		
Equipment	0.00		
Accounts Receivable	0.00		
Prepaid Expenses/Deposits	17,781.25		
Other	0.00		
Total Assets	\$117,912.95		
Liabilities & Equity			
Accounts Payable	0.00		
Other	0.00		
Equity/Retained Earnings	108,956.26		
Net Income (Loss)	8,956.69		
Total Liabilities & Equity	\$117,912.95		
Income Statement			
Income			
Membership Dues	35,392.15		
Rebates from National	0.00		
Advertising Revenue	13,618.50		
Driving School Fees	175,566.26		
Autocross Fees	7,870.00		
Other Event Fees	3,140.00		
Merchandise Sales	0.00		
Interest	14.96		
Misc./Other	10,666.01		
Total Income	\$246,267.88		
Expenses			
Newsletter Costs	15,329.90		
Postage	288.48		
Insurance	639.47		
Driving School Expenses	185,417.42		
Autocross Expenses	13,207.84		
Meeting Expenses	1,273.09		
Other Event Expenses	4,665.19		
Telephone Expenses	624.24		
Misc./Other	15,865.56		
Total Expenses	\$237,311.19		
Net Income (Loss)	\$8,956.69		
		Misc./Other Income	
		Cash donations to charity	5,525.00
		Street Survival Rebates/CCC	4,754.67
		Instructors seminar	386.34
		Total	\$10,666.01
		Misc./Other expense	
		Street Survival/CCC	3,669.43
		Instructors seminar	795.43
		Charitable donations	10,425.00
		New member expenses	250.00
		Web site & electronic media	337.99
		Bank & transaction fees	295.72
		Other	91.99
		Total	\$15,865.56

End of an Era Welcome to the Future

By Jerry Faber

At the last NJ Chapter Board meeting, we discussed recent National Board's decisions that will affect us in 2020. One result, and to quickly come to this point, is that you are reading the last printed issue of The Bulletin, aka, the newsletter. I've been at the helm for the last 16 years and this change has come rapidly (see Neil's column on Page 3).

The newsletter has been an effective medium to share what we have done and what is upcoming, long-term. However, we now expect rapid-fire communication of Chapter activities; to achieve this we use e-mail blasts and our website. As one who enjoys picking up printed material to read, I know the hard-copy-approach cannot keep pace with the delivery of information via electronic media.

Important Action:

Please go to the National website (bmwcca.org) to verify that you have an email address and it is correct. If you don't have an email address, now is the time to pick a platform and create one. Moving forward, as with our e-mail blasts, your receipt of NJ Chapter communications relies on this.

Over the course of more than two decades, one newsletter partner has been behind the scenes. This is PrintTech and its dedicated staff who have provided proofing of final copy and quality printing. I thank PrintTech for providing unwavering support and focus, so our newsletter was produced with high quality and reached our members in a timely manner. If you have printing needs, contact them; they are a great group to work with.

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Whack Your Turkey—2019

By Jeff White

It was a cold and rainy morning on the last Sunday in November when an intrepid group of 52 club members, friends and family gathered in Flemington to run the NJ Chapter's annual Whack Your Turkey rally. Once again, the rally was being run as a charity event to benefit NORWESCAP, a non-profit organization dedicated to helping low income families in northwest New Jersey through a variety of services including a food bank and nutrition assistance.

First time Rallymasters Tim Farnsworth and Rob Chrzanowski decided that having run as participants for many years, it was time to sit on the other side of the scorer's table and be the fiendish clue-masters. The rally route began at the Flemington circle and sent us through a combination of winding back roads searching for clues connected by stretches of higher speed country roads where drivers and navigators could catch their breath and just drive. We enjoyed views of Flemington, surrounding farms, Stanton, up to Quakertown and then around Clinton. It is likely that this route set a new NJ Chapter record for the most single lane bridges crossed in a single drive - some of which were beautiful, old iron bridges. We finished at the Clinton Station Diner where early arrivals filled the antique rail car dining area with the overflow crowd in the main dining room.

When all the scores were tallied (and pleas for alternate answers denied), the class winners were announced. In the Competition Class, Andy and Liz Potechko edged out the runner-up team of Neil Gambony and Ross Karlin out of a field of 11 teams. Their prize was a pair of watches. In Family Class, Joaquim Noronha and family took first place out of a field of 7 teams. Their prize was a 2-year extension to their BMW CCA membership. However,

no one went home empty handed as door prizes were available for everyone courtesy of Chapter sponsors and excess Chapter inventory. Most importantly, we raised in excess of \$600 for NORWESCAP to provide food assistance for those in need during this holiday season.

If you didn't make it this year, plan to come next season. It is a great way to see scenic rural roads in NJ that you are likely not to have driven, you can bring the kids and it supports a great cause.

Rally Clues:

Where can you put gas in your tank?

Where does the R.V. get its mail?



Photos by: Rob Chrzanowski

Welcome New Members

John Adamo	Christa Cheng	Dan Finch	Michael Kamin	Ryan Lee	John Mondano	Steven Resch	Kim Thayres
Alberto Alamo	Jeeseon Choe	Douglas Fleischman	Lillian Kaminsky	Yu Jeong Lee	Geoffrey Morris	Jon Resnick	Michael Tidwell
Yael Alexander	Nicholas Chomut	Joseph Fortunato	Christine Kamvosoulis	Dimitri Leles	Scott Morris	Eric Rho	Maya Tilipman
Samantha Algieri	Michelle Claro	Oscar Fuentes	Michael Kane	Yan Li	John Murphy	Beatrice Riccardo	Priscilla Tom
Aimon Altaai	Kevin Coelho	DEAN FUSCO	Sanjay Kapoor	Andrew Lieberman	Anup Nair	Fior Rodri	Anthony Trama
John Atanasio	Shanaaz Coelho	Stephanie Gaglioti	Devor Keizer	Jonathan Lieberman	Aristel Nan	Nickolas Romanides	Joseph Truncate
Chirag Atulkumar Kothari	Steven Cohn	Debraj Ghosh	Jason Keller	John Lipchak	Peter Nastro	Robert Roth	Christine Utter
Mortimer Bailey	Tc Coppola	Saad Gilani	Ibrahim Khaddash	Yury Lipovskiy	Clarissa Nazon	Gregory Roukema	Robert Vadala
Elena Baker	Mark Corigliano	Jack Giordano	Mina Khalil	Amanda Lorenz	Perry Nazon	Gennaro Rubino	Bob Varca
Ayoub Benmoussa	James Critchlaw	Jared Glueth	Jamal Khan	Victor Lucariello	Dan Neff	James Ryoo	Heileen Vargas
Arthur Berman	William Crockett	Alan Gong	Rizwana Khan	Ji Ma	Robert Noskovicz	Amjed Saffarini	Steve Vecchio
Jt Berndt	Dori Dado	Garrett Goodman	Parveen Khattar	Robert Macneill	Steve O'Hare	Atul Sahaney	Manish Virwani
Steven Blumenkranz	Christopher Dalupang	Christopher Greco	Brian Kim	Sumanth Madimsetty	Miyoon Ok	BENHAM SALARI	Hitesh Vora
Shital Bobdey	Sherri Davidson	Jessica Greenberg	Doo Kim	Angelo Mascola	Janice Onorato	Thomas Sansone	Colin Vozeh
Elinora Borr	Irving Dayan	Daniel Gulick	Joseph Kim	Roger Masi	Anson Orr	Justin Santos	Kamal Wadhvani
George Boudoughian	Rainier De Leon	Serdar Gurhan	Garret Koeber	Raj Matharu	Dean Paranicas	Nitin Sapru	Chad Wain
Maryann Bryla	Jamison Desantis	Simon Guro	Joseph Koodray	James Mazewski	John Parkes	Vaibhav Saraiya	Peiqi Wang
Michael Bubb	Brian Doyle	Ian Guttman	Roy Kouruth	Daniel Mazon	Robert Pasek	Gage Savar	Lijun Wang
Denise Buchanan	Carol Doyle	Sang Han	Sebastian Korzec	Mike McCoy	Ankita Patel	Jon Schmitt	John Wapelhorst
Eric Buchman	Michael Dunn	Robert Harris	Ara Kradjian	William McGovern	Jay Patel	John Scicutella	Shaan Waqar
Rene Calvopina	Mikhail Dyadyuk	Ibrahim Hasan	Stanislav Krason	Rob Mcinerney	Sachin Patel	David Scott	Kevin Watt
Lee Canas	Geza Eckert	Enn Hashmi	Enn Kunnapas	Robert McPherson	William Pena	Warren Sekino	Matthew Willigan
Joseph Candela	ANNA EGOROVA	Chris Hayes	Mirlinda Kurtisi	Shreyas Megalamane	Patrick Pindar	Alicia Setzer	Robert Woods
Kim Cantor	John Elbasan	Clara Ho	Steve Kwak	Mario Meise	Michael Pinsky	Samir Shah	Yan Yan
Michael Carr	John Embry	Chris Holt	Thomas Kwan	Zalman Melamed	David Pitman	Yuliya Shikh	Qian Yang
Miguel Carvalho	Brett Ferdinand	Edward Hynes	Joseph Lao	Eric Mendez	Nicole Plaku	Ashish Singh	James Yardley
Moshe Castiel	Tim Fern	Hossam Ibrahim	Jose Larin	Mark Mettias	Alex Polster	Igor Solodky	Nicholas Yee
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	Nazareth Festekjian	Frank Jordan	Robert Lee	Mike Minerva	Dhinesh Reddy	Scott Tarone	

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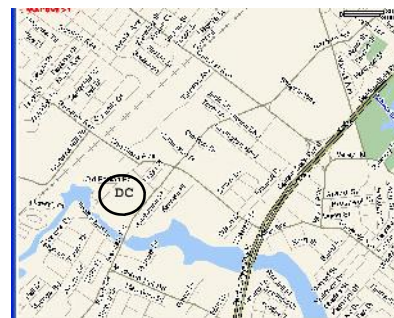
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MEMBERSHIP MEETING INFORMATION

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

800-878-9292 (Mastercard or Visa)

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

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