



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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TireRack Street Survival



Students and staff pose for a group photo at the special TireRack Street Survival program at Campgaw Reservation. Indy Car star and ESPN analyst Scott Goodyear (front right) joined the group.

Article by Larry Engel
Photos by Paul Ngai



Prep work.

Bill Wade, the National Program Director for TireRack Street Survival, approached the New Jersey Chapter in early September to ask whether we would be interested in putting on a special school for the children of BMWNA employees, possibly at their Headquarters in Woodcliff Lake. Ross Karlin and Larry Engel met with Charlene King in Corporate Communications at NA to set a date and determine a suitable site.

It was quickly determined that the parking lots at BMW headquarters weren't big enough for the job. After a frantic search for a location near Woodcliff Lake, we decided to try Campgaw Reservation in Mahwah, which was the site of our first Street Survival several years ago.

The date was set for October 17th, and the plan came together at the last

minute with receipt of the site permit on the 15th and commitment from the Ramsey Volunteer Fire Department to provide a water truck on Friday the 16th at 4:30 in the afternoon.

Saturday the 17th dawned damp and cold, and instructors began showing up at 7:00am, with students at 8:00. Indy Car star and ESPN analyst Scott Goodyear was on hand to help out. Scott, who flew in from Indianapolis, got involved in TireRack Street Survival as a volunteer after two of his own children attended the program. Although heavy rain occurred around New Jersey, the day was mostly dry at Campgaw. As always, the students had huge smiles on their faces as they performed the driving exercises designed to make them safer and better drivers.

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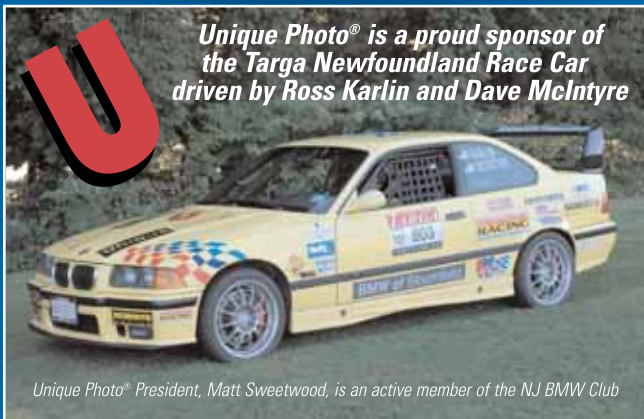
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The Cone Catcher



by Larry Engel

Last month I shared my car-buying deliberations with you. If you recall, our X3's lease expires in December and we needed to make a decision on buying or replacing it. I felt that the buyout was a little high, so we looked at some other options. It came down to a Jetta TDI (my choice to save some fossil fuel and ease the guilt of driving the M3) and a Mini Cooper (Karin's choice because she thinks they're cute).

I felt that although we could get by without an SUV cargo hauler vehicle, we still needed something that would be a comfortable highway cruiser. Visions of 600 mile runs between fill-ups kept me thinking about the Jetta. Karin thought it looked too plain. She also claimed after the test drive that she didn't get the same "wearing it instead of driving it" feel after her test drive. She really liked the Mini, and she test drove both a Cooper and a Cooper S. I hadn't driven one, so I made arrangements to go back to Tony Malgapo at Morristown Mini and try one on for size myself. What a little go cart! I guess I've been driving smooth straight sixes and V-8s for too long, because the 4 cylinder Mini engine felt a little agricultural to me. Still, it was great fun to drive, even with an automatic.

Despite my suggestion that we needed a car with room for four, Karin couldn't get the Mini out of her head. She reminded me that it had been a long time since she'd been able to pick a car she liked. (The last one was her 1982 Prelude, I guess. This was the car she learned how to drive a stick on. It was a Civic with a cute body, and not much of a sporting car. We owned it for six years, and had to give it up when our second son Chris came along. (Greg was three, and the thought of two kids in the back seat was somewhat frightening.) This marked the beginning of Karin's mommy mobile career, a saga that came to an end about three weeks ago.

Needless to say, she got her wish. It was kind of a win/win. She wanted the Mini. I wanted to get out of the leasing routine, which was forcing me change cars at inopportune times. She wanted the Mini. I wanted something that got good gas mileage. She wanted the Mini. I wanted something that was fun to drive. She wanted the Mini.

We talked about colors and options. She wanted white or dark silver with a black roof. I wanted a Cooper S. She wanted an automatic. I wanted a stick. (She won.) I wanted it pretty well optioned. She didn't have much preference other than heated seats. I asked Tony to do a search for an '09 and he found one in Atlanta. It was so well optioned that the price was a little shocking, so I went to Morristown Mini's website to look at their inventory. The car kind of jumped out at me. It was a '09 Cooper S, white with black roof, automatic, cold weather package, and premium package. I called Tony and asked if it was still available. After a quick check he confirmed that it could be ours, so we made a second trip up to Morristown to seal the deal.

Although I would have preferred a car with more options and a stick, Karin smiles every time she drives it. That makes me happy, too. Yesterday, she

told me that she and Elizabeth were out in it and an older gentleman pulled up next to them at a stop light, motioned to roll down the window, and asked if they were sisters! If you're reading this column, you're probably among the people who think the car you drive helps define you. Karin admitted that the Mini Cooper S helps define who she is, and she never imagined that a car would be anything more than a tool to help her get from one place to another. Now, if I could only get her to autocross it...

Now that Karin has her car, there's still a bit of a mission fulfillment gap in the family fleet. If it's just the two of us, I suppose the Mini will be fine for long distance cruising. The M3 sedan is exceptionally comfortable, but it uses too much gas and I'm trying not to put a ton of miles on it. Besides, it's too tempting to stand on the gas and listen to the S65's song. The M3 is going to make a tremendous track car some day. Until then, I'm going to try to preserve it the best I can.

This leaves my first Bimmer, the E46 328i sedan. After 10 years, I can't part with this car. It's now got 86,000 miles on it, and it's mostly used for foul weather and track work now. I just replaced the urethane front control arm bushings that I'd been using for the last four years with stock rubber units again, and the ride is much improved. I'll know in a couple of days whether there's much of a sacrifice in track handling. Maybe I'll use the old warhorse for long distance travel again. It gets well over 30 miles per gallon on the highway, and it's comfortable for two. I still love driving it - something I never in my wildest dreams thought I'd feel about a ten year old car.

We'll be without a cargo hauler for the first time in more than 20 years. The Mini will be the only vehicle with a hatch, and although both 3 Series have folding seats, they can't handle too much stuff. I figure I really need some sort of super-efficient, four door hatchback. The new 5 Series GT is appealing from a utility standpoint, but I'd like a diesel instead of the twin turbo gas V-8. I think the price of this one will be a little higher than I want. I'm even more excited about the rumors that the next generation 3 series will include a five door hatchback. If they put a diesel in it that can get close to 40mpg, that'll be my car! All-wheel drive would be a nice touch, too. A single car that would do just about everything - that's what I need! I'm hoping our friends in Woodcliff Lake are working with Munich on this as we speak, because I figure I'd like to order mine in about three years, just about the time the replacement for the E9X 3 Series is due!

That's about all for now. I've got to get the E46 ready for Lightning! Until next month, keep the cones standing!

larry_engel@njbmwcca.org

Welcome New Members

Robert Adelman
Daniel Antolino
Lisa Barton
Martin Bedigian
Andrew Benti
Nicholas Bulko
Mark Detgen
Michael Fox
Ian Gage
Vincent Gallo
Lester Garcia

Robert Gethard
Moya Goldman
James Haper
Dean Harley
Louis Hickman
Jeff Hlavacek
Bruce Kimelblatt
Nick Korinis
Libor Kovarik
Keehong Kwon
John Laurenzi

Thomas Laurenzi
Sandra Laurenzi
Gary Marks
Steven Martino
Thomas Mcneill
Jill Melnyk
Michael Melnyk
Emil Michaels
Charles Nasto
Al Navarro
Jameson Neumann

James Oh
Robert Orlando
Jay Peterson
Donna Pontrelli
Stacy Quinn
Marcus Santos
Barbara Schiffman
James Service
Daniel Shaw
Justin Tharaud





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This month I have three easy maintenance/repair tips that even non-gear-heads might appreciate.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and be mentioned in *Philes' Forum!*] Please include both the test results and the pass/fail criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed.

You know, I never particularly liked the way E30 M3 [88-91] radiators are held in. There is a little rubber grommet [see Photo #1] at the top of the radiator that secures it with a bolt.



Photo #1 - E30 M3 Radiator

On the radiator bottom, there are 2 rubber "feet" that fit into the unibody and upon which the radiator sits. [Sorry, no photo of these.] As the rubber deteriorates with age and repeated radiator removals for water-pump replacement, etc., the radiator becomes progressively less securely mounted to the car. On a couple cars I have seen recently, the radiator was actually flopping back and forth a bit. Tightening the bolt on the top grommet is ineffective because the grommet has an internal sleeve that prevents overtightening when the rubber is new and pliable. When the rubber is old, said sleeve prevents tightening the bolt enough to secure the radiator.

The fix is quite simple and inexpensive. A new grommet [BMW Part # 17 11 1 117 442] is about \$2, and new feet [17 11 1 150 984] for the radiator bottom are about \$4 each. The grommet can be replaced in about 2 minutes without removing the radiator from the car. The feet do require radiator removal, so have them on hand for the next time you have the radiator out for cooling-system maintenance. If you are really anal about your prized M3 [Are you listening, Bob Isbitski?], when you replace the grommet you can install shiny new washers [51 43 6 440 260] with it for about another buck. BMW uses some of the nicest fastening hardware I have seen on modern automobiles.

With Ol' Man Winter [no, I don't mean you, Alphonse] approaching, it is a good time to check your Bimmer's battery. [Note that this does not apply to newer BMWs with Absorbed Glass Mat (AGM)-type batteries.] Even if you do not have battery-testing equipment, anyone can check the battery's electrolyte level and top it off, if required, with distilled water. This simple expedient can greatly extend the life of a battery. Indeed, I just replaced the original battery in Joanne's 1995 325is! The problem is that more recent Bimmers have batteries that appear to be maintenance free, that is, lacking cell caps. See Photo #2, which depicts the battery from a 2002 525i.



Photo #2 - Where Oh Where Are The Cell Caps?

Photo #3 shows what I found after carefully slitting and removing a portion of the plastic label atop the aforementioned battery. This battery has the same cell caps we were used to seeing on older BMW OE batteries, only the caps were covered by the label. Photo #4 shows the battery with the caps unscrewed and removed for an electrolyte check. **NOTE THAT THE TIME TO PUT ON YOUR SAFETY GOGGLES IS BEFORE YOU EVEN**



Photo #3 - Cell Caps Revealed!

If you peer down into the battery's cells with a flashlight, you should see the electrolyte level above the top of the battery plates. On BMW OE batteries, there is usually a little plastic "foot" that indicates the desired electrolyte level. If the electrolyte is not up to the "foot", add distilled water until it is. If you find that one or more cells require a large amount of distilled water with respect to the others, it is likely that your battery is nearing the end of its life. I have found that, when the battery is in the car, using a small mirror greatly facilitates seeing where the electrolyte is. Also, I made a squeeze bottle that makes it quite easy to add small amounts of distilled water to a battery without spilling any.

APPROACH THE BATTERY.

If you peer down into the battery's cells with a flashlight, you should see the electrolyte level above the top of the battery plates. On BMW OE batteries, there is usually a little plastic "foot" that indicates the desired electrolyte level. If the electrolyte is not up to the "foot", add distilled water until it is. If you find that one or more cells require a large amount of distilled water with respect to the others, it is likely that your battery is nearing the end of its life. I have found that, when the battery is in the car, using a small mirror greatly facilitates seeing where the electrolyte is. Also, I made a squeeze bottle that makes it quite easy to add small amounts of distilled water to a battery without spilling any.



Photo #4 - Cell Caps Removed For Electrolyte Check

Where exactly is the battery located on a BMW? For the vast majority of sedans and coupes on the road today, it is located in the right rear of the luggage compartment, under a plastic tray or cover. On the BMW X3 and X5 SAVs, the battery is located under the rear cargo floor. On some SAVs, an access plate must be removed to access the battery, and on others, the spare wheel must be removed [!]. Thanks to Ray Adam for confirming the SAV battery locations for us!



Photo #5 - E46 Exhaust Bracket

On virtually any BMW out there, there is a support bracket between the rear of the transmission and the exhaust system. Photo #5 depicts a typical bracket, this one on a 2002 E46 3-Series. Notice that the bracket looks shiny and new? That is because it is shiny and new! It is shiny and new because the old bracket, shown in Photo #6, was yukky, old, and half gone. This is something to keep an eye out for whenever you are under der Bimmer. The bracket is easily replaced with common hand tools. When ordering the bracket parts for your Bimmer, be sure to have your VIN handy. Also, note in photo #5 [See arrow] that the bracket halves are held to the exhaust pipes with a through-bolt. When you order the bracket pieces, also order this bolt, as it is rather long, and your bolt will likely be either rusted beyond redemption or missing completely, as was the case with our photo car.



Photo #6 - Yukky E46 Exhaust Pipe Bracket

Now tell the truth, weren't those three easy tips?? That's all for now, Bimmerphiles. See you next time!

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

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Driver School - Ending the Year on a High Note

Our busy and successful Driver School season for 2009 came to a close with our inaugural Introduction to Driver School event on Monday October 26 at Lightning Raceway at New Jersey Motorsports Park. The event was conceived as a way to allow new students to "try out" a driver school without either a large financial commitment or the trepidation that often comes with a student's first event.

The response to the school vastly exceeded our expectations. By the time registration closed, we had 38 students registered who had never been to a track event before (as a participant) as well as 61 experienced students. With this unexpectedly high turnout, we pulled out all the stops to convince and cajole a total of 62 instructors (some of whom we had not been at the track in quite some time) to come and make the event work. With 161 participants, this became the largest one-day event the NJ Chapter ever held and rivaled the total turnout at our 3-day event at Thunderbolt Raceway last year!

The event actually started Sunday night as our expert Tech Crew managed to get 60 cars through Tech inspection; without their dedication and hard work we would never have gotten the school started on time the next day. Monday morning came around quickly with cloudy skies and seasonably cool temperatures. After the Driver's meeting, the first-time students headed to the classroom while everyone else headed to the track and paddock. The program for the new students also included a series of car control exercises using slalom and threshold braking maneuvers as well as skid pad sessions. With our new students divided into Odd and Even groups and the mix of car control, classroom and on-track sessions, no one had time to get bored. Most importantly, by the end of the day, everyone had improved their skills and realized how much fun they had been missing. Based on the feedback these students provided at the end of the day, I expect that we will be seeing all of them back on the track next season.

Meanwhile, our experienced students were having an equally great time. The weather improved throughout the day and became absolutely perfect for a driver school. The configuration of the Lightning Raceway allows for multiple passing zones and once we got through the first run group of the day, the two student groups sorted themselves out well such that the mix of skill levels (and vehicle capabilities) was not an issue. Everyone did a fabulous job of keeping the cars on the asphalt so that the entire event ran on schedule and, apart from a couple of mechanical issues, the cars all went home in the condition they arrived.

I also want to mention that we were able to welcome a number of participants (both students and instructors) from other chapters as well as other marque clubs, including the NJ Audi Club with whom many of our chapter members ran over the preceding weekend. We appreciate the different perspectives that students and instructors from other clubs bring us. Moreover, the spirit of camaraderie that our chapter members display to newcomers is just part of what makes our chapter so great.

And so the 2009 driving season comes to a close. We started the year with a very ambitious schedule: 7 events over 7 months, more than we had ever done in a single year and in the face of difficult economic times. We

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finish the year on a very high note. Over 450 students attended our schools this year, including a total of over 110 students who attended their first driver school. We ran in cold, heat, rain, wind, and sun, all in the name of having fun while improving our driving skills. All in all we can look back at a highly successful season.

Planning for the 2010 Driver School season has already begun. We hope to introduce some new opportunities for new drivers to come out and join us while we maintain our excellent programs for experienced drivers. I want to finish by paying special thanks to all the volunteers who make our schools a success, from the autocross instructors who helped with our Intro School to our Tech Crew who get up when it is dark and raining to be sure everyone gets through Tech, to our Pit Lane workers and to our instructor corps who are tireless in their dedication to making sure every student stays safe while having fun becoming a better driver. None of what we do would be possible without each and every one of these people. Thanks too go to all the experienced students who lend a hand or bit of advice to our new students.

Have a great off-season and I look forward to seeing you at the track in 2010!

Jeff White

November 1st Autocross

Our last autocross of the season had only 36 participants, but they were treated to an unprecedented 15 runs each. The wet weather of the early morning made the course slippery, but it quickly dried out. We have been especially lucky this season with the weather, as we have had no rainouts.

The course was provided by Ivan LeGrand, and it was great! There were sweepers, power parts, and enough technical stuff to keep us on the ground and in second gear. Seasonal award plaques were presented to most of the autocrossers that had earned them. If you won at least 3 autocross finishes in 1st, 2nd or 3rd place this season and did not get your plaque, be sure and come to the December 2 Pinewood Derby meeting and get yours.

The results are posted and the champ series has been updated. The champ series winner may well be determined by the last event of the year.

We are a lucky chapter to have so many talented and willing volunteers to enable each event to take place. Everyone who attended our events this season learned something, became a better driver, and had more fun and excitement with their car than they could have imagined. My thanks to everyone that helped make our autocross series a great and significant part of our chapter.

Elihu Savad

October Meeting at Open Road BMW

I've been to Open Road BMW many, many times. I grew up in a neighboring town and still travel Route 1 frequently. I have friends who work there. My sister's condo is pretty much behind the dealership. Heck, I even recently bought my wife a pre-owned Beetle from Open Road

Honda, which is right down the highway. How is it that I took the wrong road to Route 1 and got on after the BMW dealership? I think my brain did it to me intentionally, knowing about the U-turn that takes you under the bridge and back onto Route 1 North. Anybody who knows this particular exit knows exactly what I mean!

And why do you ask was I making this trip to the dealership? Well, Open Road BMW opened their doors to the BMW CCA this night and hosted our monthly meeting. They really put on a nice meeting for us. There were a couple of member's cars up on lifts so we could take a better look at them from all different angles. The rest of the shop was also full of other great BMW's, some in mid-repair; one M3 looked like one of those exploded view diagrams!

When it was announced the food was ready, was I surprised. There was a buffet consisting of delicious gourmet foods. With the round tables, potted plants and wonderful food, I almost mistakenly thought I was at a wedding!

Then came the real treat, no, not a chocolate lava cake! We had a very special guest speaker, BMW North America M Brand Manager, Larry Koch! For those of you who have been around for a while, you know that Larry is a great friend of the club. He is always more than willing to meet with us, and show us something special! This night, Larry went over some of the innovations of the current M Brand. He went over things like the tach on

the gauge clusters, M-Drive, and EDC. I dunno, I spent 3 hours in my e30 M3 after the meeting looking for the M-Drive button with no luck, I think I did find the I-Drive though. Lots of interesting facts were gone over. Do you know how much heavier the S65 engine out of the new M3 is compared

to the S54 out of the e46 M3? 100 pounds? No. Fifty pounds? No. How about 22 pounds? Yes! My own weight can fluctuate this much in a week depending on what I eat for lunch! Larry also gave us an overview of the X5 and X6 M's and their X-drive system. It was an excellent presentation, as always. It makes you realize how lucky the NJ chapter of the BMWCCA is to have such close ties with BMWNA, more so than the other state's chapters out there.

Open Road BMW wasn't done with us yet. I thought maybe Christmas had come

early? Nope, but there was plenty of gifts. Open Road hosted a very generous door prize raffle for us. The gifts include hats, key chains, safety triangles and shirts. Furthermore they raffled off BMW car models, small ones, full size ones, even a couple Art Car models. And the grand prize was a breath taking array of BMW models spanning from the beginning of the brand to the present in a large collector case. There were a lot of happy winners in the crowd. And how could they not be happy? Complimentary fine dinner, free to walk around the service bays, and for some, a great door prize! If you are not coming out to the meetings, you now know what you are missing. So come on out to the next one. Thanks again to Open Road BMW and Larry Koch for the great night out!

Jeff Burgess

New Jersey Chapter of the BMW CCA - Board Meeting - October 14, 2009

Board members present: Larry Engel, Jamie Kavalieros, Al Drugos, Neil Gambony, Jeff White, Barry Stevens, Warren Brown, Ross Karlin and Dave Allaway. Board members absent: Bob Conway, Deborah Kolar, Jerry Faber. Others present: Paul Ngai, Brian Morgan, Vic Lucariello, Mark Mallory, Doug Feigel.

President

Larry Engel called the meeting to order at 7:56 pm at Brian Morgan's offices in Branchburg. Larry thanked Brian for providing a meeting venue on short notice. Al Drugos moved to waive the reading of the September minutes and Jamie Kavalieros seconded (motion carried unanimously). Larry discussed the upcoming TireRack Street Survival (TSS) event, and reiterated his request for instructors. Ross Karlin reported that he expects an answer this evening on Fire Department availability, and noted that we would provide a donation. He had also made inquiries regarding commercial water. Neil Gambony has arranged for a tractor-trailer. Bill Wade will do classroom. Scott Goodyear will be a guest. Ross did a lot of legwork to secure the site. Larry covered details regarding Friday setup and Saturday plans. Jamie Kavalieros and Mo Karamat will be co-chief instructors. A demonstration air-bag deployment is planned.

Secretary

Dave Allaway read the current 2010 Board slate into the minutes as follows. President: Larry Engel, VP: Paul Ngai, Treasurer: Mark Mallory, Driving Events Chair: Jamie Kavalieros, Social Chair: Al Drugos, Secretary: Dave Allaway, Members-at-Large (two positions): Neil Gambony [since withdrawn] and Doug Feigel. Warren Brown subsequently expressed his intention to run for Member-at-Large.

Vice President

Barry Stevens reported that the November/December general membership meeting (elections and Pinewood Derby) will be December 1st at the Deutscher Club of Clark. Paul Ngai noted that the October meeting will be a catered event at Open Road BMW, with Larry Koch presenting. Door prizes will be provided. Members are encouraged to pick up their parts orders the evening of the meeting.

Treasurer

Warren Brown distributed the current P&L statement, and reported a projected loss of approximately \$16,000 for 2009, with no major change expected, excluding the Westlake School donation [Warren has since revised the 2009 loss estimate downward to \$6-8,000 based on newly posted receipts]. This reflects the costs of Shenandoah and Lightning events since last month, and newsletter expenses, with little income. We lost money on all driving events except Summit Point and Thunderbolt. Warren suggested that we think about raising driving event rates. It was noted that Shenandoah partially conflicts with Watkins Glen, and has consistently lost thousands. A decision on whether to continue with the Shenandoah event next year was left to the judgment of the DE committee. There was a discussion on competition from the tracks themselves. No profit is expected from the joint event with DelVal (Lightning race/school), but we have not yet received an accounting. The consensus was that we continue with Monday-Tuesday scheduling (vs. weekend) to minimize cost. After discussion, Al motioned to set the Westlake School donation at \$4,000 and Neil seconded (motion carried unanimously).

Driving Events

Driver Schools - Jamie Kavalieros reported that registration is effectively closed for Lightning. He noted that we have a tremendous need for loner helmets for new students, and requested authorization to purchase additional helmets for the upcoming event. Ross also suggested the purchase of disposable balaclavas, for sale at the event. Dave Allaway motioned to authorize purchase of three helmets for the upcoming event and Ross seconded (motion carried unanimously). It was agreed that a special letter be sent to new driver school attendees regarding window-tinting and brake fluid. There was a discussion on policy for admitting non-NJ Chapter instructors to the instructor run-group, for possible use as instructors if needed. Vic Lucariello voiced an opinion that we should not employ non-ITS instructors. Ross offered to call the South Atlantic DEC representative for a list of their ITS graduates. Jeff White noted that we have 95 students registered for Lightning, the largest number ever. Jeff confirmed that we will provide event T-shirts.

Rally - Ross Karlin reported that the Whack Your Turkey Rally will be on the traditional date, the Sunday before Thanksgiving (November 22), and will begin in Bergen County. Prizes are needed.

Social Events

No report. Al Drugos was asked to secure a location for next month's Board meeting. A date of Wednesday, November 11 was agreed upon.

Newsletter

No report.

Website

No report.

Business Manager

Paul Ngai reported that Zeckhausen Racing/StopTech has been secured as a full-page color advertiser.

Old Business

Larry reported that High Point Insurance is amenable to the changes authorized at last month's board meeting, and he will finalize post-TSS.

New Business

Larry will respond to a chapter website posting criticizing another club. He will request that the poster refrain from such comments, out of respect for other clubs' policies.

Ross motioned to adjourn at 9:40 pm and Jeff seconded (motion carried unanimously).

Respectfully submitted, David Allaway, Secretary

Finish Lines by Thom Rossi

Racing and life are about overcoming the unexpected.

Inevitably, the season will bring a series of driving errors, racing "incidents", weather changes, mechanical breakdowns, victories, losses and various other highs and lows along with lots of down time between runs and many meals shared with friends. The vicissitudes of the track environment refract the complex characters of my fellow participants like a prism reveals the individual colors that make up a beam of light. If you're lucky, as I have been, you will find people in this venue who offer much to admire and with whom deep ties are steadily forged.

That's how I feel about the Atkinsons. Geoff and Jebb both drive with the club. They have welcoming personalities that tend to draw people around them. Geoff is a rookie racer this year in the I-Prepared class and Jebb is an advanced high performance driving student. This past weekend we traveled together to the Mid-Ohio race track, where Geoff opened a can of whoop you-know-what on the locals to take the class win against very stiff competition. Although it was only his third event ever as a racer, it was his second class win and his first win of the "feature race" of a weekend. In those two sentences I've just done more bragging about Geoff's racing skills than you'll ever hear him do about himself in a lifetime. That's one of the things I like about him. It's rare that you meet someone with the inner drive required to perform at high levels of competition, but without the need to project aggressiveness in any way. I've also seen Geoff handle unexpected setbacks ranging from the mundane (no rain tires available for a wet race) to the severe (helping a fellow racer rebuild his car after a heavy crash - ever notice the "thank you Geoff" on Alfredo Galossi's wing?).

Throughout the course of the season, I've come to feel very close to Geoff and Jebb, and have at times wondered how these two young people, 20 years my junior, came to possess so many qualities that I would wish to emulate.

On Sunday, we got a late start home from the track and were facing a solid 8-9 hours of towing across Pennsylvania. We decided to stop for an overnight break on the western edge of the Pocono Mountains. As we headed up to our rooms late in the evening, we said our goodbyes and made plans for separate early-morning departures. I found myself once again thinking about how much I like these people. I went to bed with a smile.

Monday morning brought the unexpected, but this time, in a real-life form well beyond anything we typically encounter at track events. I woke up to find that Geoff had become seriously ill over night and had to be taken to a local hospital. By the time this column is published, Geoff's difficulties will have become common knowledge amongst his broad circle of friends and we all will have found our own way of supporting him and Jebb as they work through this unwelcome setback in their young lives. Right now, my prayers are with Geoff for a speedy recovery and I cannot imagine writing a column this month that concludes with anything but my personal expression of support and encouragement for this admirable couple who will together face many challenges in the coming months. Geoff, we all look forward to seeing you back on track in the number 52 IP car, and in the paddock with Jebb smiling at your side and another class win sticker in your hand.

Whack Your Turkey Rally 2009

This year's Whack Your Turkey Rally will be held on the traditional day, the Sunday before Thanksgiving. Reserve November 22nd for a fun yet challenging adventure. Rally masters Ross and Karen Karlin have designed a route that will take you through parts of North Jersey.

For those who are unfamiliar with the format, this is a gimmick rally. You will receive a set of instructions, and as you follow the rally route, you will have to answer questions. The rally will take approximately 3 hours and will end at a restaurant, where you will be able to relax and buy lunch.

There are two classes: Competition, for driver and navigator (eligible for NJ Chapter Championship Series points), and Family, for more than two participants.

Registration will begin at 9 AM. The drivers' meeting, where you will get important instructions and information, will be held at 9:30. The first car will be off at 10 AM. There is a \$20 fee per car, payable at registration.

The rally will start from the parking lot outside the Oakland Post Office, 332 Ramapo Valley Road, Oakland, NJ 07436. There is a Dunkin Donuts next door.

To register, please send an e-mail to ross@rosskarlin.com.

For directions and for any last-minute information, check the chapter website.

Ross Karlin

2010 Board Elections

The election of 2010 NJ Chapter Board members will be held Tuesday December 1st at the Deutscher Club of Clark. Nominations are closed effective November 11th. As of November 1st, the candidates are:

- " President: Larry Engel
- " Vice President: Paul Ngai
- " Treasurer: Mark Mallory
- " Secretary: Dave Allaway
- " Director of Driving Events: Jamie Kavalieros
- " Director of Social Events: Al Drugos
- " Member-at-Large (two positions): Warren Brown, Doug Feigel

We are anticipating a good turnout for the elections and Pinewood Derby, but a minimum number of attendees is required, so your participation and support is appreciated. Thanks, and see you there!

Dave Allaway, Secretary

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Destination: Maine

My mother used to refer to me as the Happy Wanderer when I was younger. I would get off the school bus and go straight to a friend's house or just do something outside the home without going inside our home first. She used to call the neighbors and ask if I was over their homes with their kids. One neighbor even inquired if she ever knew where I was. It was a common occurrence.

Skip ahead 25+ years later and I am still wandering. The exception to this is my mode of transportation is greater than the sneakers, bicycle, or skateboard that was once my only means of getting places. Now my travels take me farther and more interesting. I do enjoy a good road trip. With my job I have been from Maine to Florida and out to Indiana delivering or picking up specialty cars. I enjoy being on the road when it calls.

It's even better when I get to take a trip on leisure with no business attachments. For the last 14 years or so, Sandy and I have vacationed in the New England states. We have taken many day trips to Maine and New Hampshire from our base camp, more like hotel, in Massachusetts. This year, a week after the Bavarian Auto Show and Shine, we went back up to the region and actually stayed in Maine for the first time. We got a hotel in Wells, Maine, about 20 miles or so into Maine from New Hampshire on the coast. We've been to Wells before so we were familiar with the area.

For those of you who prefer Bed and Breakfast accommodations, the area is loaded with B&B's as well. The coastal region is beautiful with the waves sweeping onto the beaches, or crashing onto the rocky shore. The tiny harbors are full of lobster boats and fishing vessels. There is a lot to do up here, or you may choose to do nothing. Within a short driving distance is Kittery (famous for their outlet stores), Ogunquit, Kennebunkport, and just north is Portland with the quaint Old Port area with great shops and restaurants. You will find museums, state parks, lighthouses, quaint seaside shops all too numerous to mention which beckons travelers to this area with offerings of true Maine "Down East" hospitality which frequently finds an end to a perfect day gazing over an expanse of ocean while enjoying a feast of steamed clams and lobsters. We prefer clam "chowdah" and fresh fish.

Whale watching is popular in these areas but we have yet to do it. We always seem to get caught up doing something else. Life seems to slow down a little while we are up there. If we don't get to do something, we figure we'll do it the next time up. The sign into Maine states "Maine, the way life should be" - I agree. If Antiquing is your love, then we have the road for you, RT 1. It seems that every other shop is a huge antique center. In just a two mile stretch, you can find over 20 shops, all with vintage finds. One place even had a 1957 Ford Ranchero parked out front with vintage Texaco and Sunoco signs leaning against the barn/store.

Wells, Maine offers quaint Antique stores, a great local restaurant called Mike's Clam Shack, which I mentioned in my last article, and the Wells Auto Museum. Unfortunately, we have yet to see the collection as they are only open from Memorial Day to Columbus Day. We always seem to just miss it. The collection of the Gould family who started in 1946 with a Stanley Steamer (7.5 horsepower built in 1904), hasn't stopped yet. There are a Pierce Arrow, a Stutz Bearcat, and Model T, runabouts from 1900, a 1908 Baker Electric with the original working Edison batteries, a Chrysler Town & Country, a sleek 1935 Lagonda, a tiny 1908 Renault, and names like Rolls Royce, Avanti, Maxwell, Stutz, Metz, Cadillac, plus all the standards totaling 120+ cars and motorcycles. The oldest is a 1894 Wolf Muller motorcycle, a German-built oddity that burned benzene and whose rear wheel was turned by an apparatus functioning analogously to a steam locomotive's connecting rod. They run through a 1971 Quasar--a sports racer modified for early ground-effect evaluations.

Kennebunkport is a nice little artsy town, right by the Kennebunk river and port. This town is loaded with fine gift shops, clothing and jewelry boutiques, art galleries and some of the finest restaurants. There is a great Art Gallery with excellent photography that is one of my favorite places to visit. There is also a shop called Carrots and Company that has a 1970 VW Beetle Convertible INSIDE the store. They actually had to remove the front window to get it in there. Most of the men inquire about the car as the women shop. The most famous retiree is President Bush, Sr., with his vacation compound surrounded on three sides by the ocean.

Ogunquit is another one of these small harbor towns with lots of shops, art galleries, museums, artist studios, crafts stores and restaurants. In the warmer months, you can even rent a kayak and go paddling around the harbor and sea. I mostly enjoy sitting by the ocean on the seawall and watch the waves come in.

One of our most favorite locations is Portland, more specifically, Old Port. Portland's Old Port is one of the most successful revitalized warehouse districts in the country. Seamlessly connected to the waterfront, the Old Port is both a working waterfront and a chic shopping, dining, and entertainment district. The cobblestone streets add to the quaint charm of this district. The boutique shopping, one-of-a-kind stores, restaurants serving Maine's famous lobster dishes or the latest nouveau cuisine, and a vibrant nightlife are all unparalleled to any other New England city. Some of the better places for food are the Portland Lobster Co, where you can find great chowder, D'Millios, a ferry turned floating restaurant that offers a fantastic dining experience, Gritty McDuffs, a pub style place with their own brew, and Bull Feeney's another large pub. Shops will consist of a Life is Good company store, Cool as a Moose, a clothing and souvenir shop, Fetch, a shop offering items for dogs and cats, Mexicali Blues, a Hippie shop, and lots of other interesting stores.

This region is also close to other popular tourist locations like the New Hampshire Lakes Region, only an hour drive away, and Mt. Washington. We were hoping to drive to the 6,288 foot mountain, home to the world's worst weather and highest winds on record but the conditions were less than favorable. The day we were to take the two hour trip, the road to the top was closed due to snow and heavy winds. With no railings on the roads edge, this made good sense.

Overall, I would suggest to anyone who is looking to get away with no real agenda this is the place to go. At the time we went, the trees were at their peak colors and it was beautiful and picture perfect. You just can't beat it.

JT Burkard

Send comments to: JTFormula@aol.com



NJ Chapter Calendar

November 2009

Sunday, November 22nd

Whack Your Turkey Rally. See article and website for more details.

December 2009

Tuesday, December 1st

Our December meeting will be held on Tuesday, December, 1st. at 7:30 PM. Agenda includes the Board Elections and the famous Pinewood Derby. Please join us for our year end fun meeting.

January 2010

TBD

January Monthly meeting.

February 2010

Saturday, February 20th

Annual Banquet. Held at Grand Colonial in Perryville, NJ.



NJ BULLETIN STAFF

EDITOR JERRY FABER
jerryfaber@njbmwcca.org

CLASSIFIEDS EDITOR CHET MARFATIA
ckmarfatia@hotmail.com

TECH EDITOR VIC LUCARIELLO
vic.sr@njbmwcca.org

BUSINESS MANAGER PAUL NGAI
pkngai@yahoo.com

CHAPTER OFFICERS

PRESIDENT LARRY ENGEL
larryengel@njbmwcca.org

VICE PRESIDENT BARRY STEVENS
barrystevens@njbmwcca.org

DRIVING EVENTS JAMIE KAVALIEROS
jimkavo@optonline.net

SOCIAL EVENTS AL DRUGOS
glaad1auto@netzero.net

TREASURER WARREN BROWN
whbrown1@optonline.net

SECRETARY DAVID ALLAWAY
david@allaway.us

WEBMASTER ROBERT CONWAY
rgconway@njbmwcca.org

MEMBER AT LARGE JEFF WHITE
jwhite@njbmwcca.org

MEMBER AT LARGE

rosskarlin@njbmwcca.org

MEMBER AT LARGE NEIL GAMBONY
neilgambony@njbmwcca.org

MEMBER AT LARGE DEBORAH KOLAR
deborahkolar@yahoo.com

CHAPTER TOOL BOX
ken@bimmertools.com

MEMBERSHIP
neilgambony@njbmwcca.org

DEALER LIAISON
pkngai@yahoo.com

LEGAL COUNSEL
briancm3racer@aol.com

CHAPTER LIBRARY
neilgambony@njbmwcca.org

TECH TIPS
vic.sr@njbmwcca.org

DRIVER SCHOOL COMMITTEE

Chairman Jeff White
Chief Tech Advisor Vic Lucariello
Chief Instructor Barry Steven
barrystevens@njbmwcca.org
Registrar Jamie Kavalieros
jimkavo@optonline.net
Member Mark Derienzo
Member Warren Brown
Member David Finch

ROSS KARLIN

NEIL GAMBONY

DEBORAH KOLAR

KEN HERSKOVITZ

NEIL GAMBONY

PAUL NGAI

BRIAN CORRIGAN

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CLUB RACING COMMITTEE

Chairman Ross Karlin
Scrub David McIntyre
2nd Asst Scrub Gary Bossert
4th Asst Scrub Justin DaSilva

AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Ed Walters autox@teamdf.com
Robert Steele steele@whaff.com
David Ngo dngo@commvault.com
Pete Revenidis takibmw7@earthlink.com
Steve Pulvers sbpulvers@msn.com
Walter Baliko balticvid@msn.com
Charlie Meagher charlesmeagher@msn.com
Brent Jerolomic bjerolomic@comcast.net
Jim Kavalieros jimkavo@optonline.net
Mike Marvuglio mmarv@patmedia.net
Mo Karamat karamatm@optonline.net
Mark Mankoff manko@optonline.net
Douglas Feigel Douglas2499@gmail.com

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



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MEMBERSHIP MEETING INFORMATION and LOCATION

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 force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

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)

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

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 NJ Chapter by sending \$15.30 to the National BMW CCA Office.

TireRack Street Survival

(Continued from Page 1)

Two new sections were added to the normal program. A. Duie Pyle was gracious enough to provide a 53-foot eighteen wheeler and training driver so the students could climb into the cab and get an appreciation for the blind spots that tractor trailer drivers have to deal with. We also detonated a front passenger seat airbag to demonstrate the explosive power of the device. Hopefully, these kids won't be putting their feet up on the dashboard after seeing the force of the airbag deployment.

The day ended with the usual combined exercise. We're told that the event

was water cooler talk at BMW NA for days afterward, and it was a great chance for them to see how their support of the BMWCCA Foundation is used to promote the company's desire for improving driver safety.

We give our thanks to Scott Goodyear, Bill Wade, A. Duie Pyle, Ramsey Volunteer Fire Department, County of Bergen, and all the volunteers who helped out. Special thanks go to the Delaware Valley Chapter members and NJ Chapter members from the southern sections of our territory that drove a long distance very early in the morning to help make the event a huge success!



A. Duie Pyle provided a truck and driver to demonstrate the blind spots that tractor trailers have to deal with.



Braking test volunteer.



Getting the skid pad ready.

Braking test.



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