



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
August 2010

<http://www.njbmwcca.org>

Volume 41 Number 8

## BimmerWorld Engages Members at July Meeting

On the eve of their successful weekend at New Jersey Motorsports Park, BimmerWorld owner James Clay and his Continental Challenge co-drivers addressed a joint meeting of the New Jersey and Delaware Valley Chapters. BMW of Mount Laurel hosted the meeting at their spectacular facility on Route 73.

Clay told us about his own driving school and racing history, going way back to his early track days in an E30 M3, among other cars. He told us how he began selling parts to help support his track time. One thing led to another, and the business-savvy Clay began what today is a well-known source of BMW performance parts and services. You can check it out at [www.bimmerworld.com](http://www.bimmerworld.com).

Motorsport has been at the core of BimmerWorld's business from the beginning. After several successful years in World Challenge, during which they built the first pro-racing E90 328s in North America, BimmerWorld has switched to Continental Challenge this season, where it is running a two car E90 328i team in the Street Tuner class. Clay and his co-driver Dave White share one of the cars, while Seth Thomas and Bill Heumann share the other. Thomas and Heumann are currently leading the drivers' points championship in the series. BimmerWorld also sponsors and instructs in Tire Rack BMW CCA Club Racing schools.

After Clay told us about his own racing history and the beginnings of BimmerWorld, Seth Thomas, a very fast guy with wins in both World Challenge and Continental Challenge, talked about the E90 328i, the Continental Challenge Series, and the differences between the Continental Challenge endurance series cars (closer to stock, set up to last), and the World Challenge sprint race cars (more exotic and far more expensive to run and maintain).

Both Dave White and Bill Heumann are rookies this year, having made the transition to pro racing from the Tire Rack BMW CCA Club Racing series, where both were national champions and BimmerWorld customers. They talked about making the transition and about their experiences in their first pro races.

Then, all four drivers answered questions from the audience on everything from car prep to memorable races to physical fitness.

The day after the meeting, they began practicing and qualifying on the Thunderbolt circuit at New Jersey Motorsports Park. Heumann's car was taken out by another competitor in a nasty crash in Friday practice. Heumann started from the back of the pack on Saturday after the team spent the rest of Friday and most of the night getting the car back in shape.

Meanwhile White qualified fourth.

At the end of Saturday's race, Clay and White finished a best-of-season second in class behind ST winners Randy Smalley and Owen Trinkler in a Mini. Heumann moved up in the pack and handed off to Thomas, who finished a very strong fifth in class. Fifth was enough to increase the duo's points lead to 13 with two races left. Heumann continues to lead rookie of the year points.

BMW of Mount Laurel was a gracious host, and provided exceptional food and a great meeting space. The chapter thanks the dealership and the BimmerWorld guys for a memorable evening.

- Brian S. Morgan

### BimmerWorld team

Photo by Paul Ngai



Newsletter of the NJ Chapter  
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# The Cone Catcher



by Larry Engel

Last month we held our annual meeting at BMW NA headquarters. As usual, a crowd of almost 200 showed up to be regaled by the BMW Marketing brass. Also as usual, they weren't disappointed by the show. Like last year, we started by gathering outside the Training Center where most of the latest BMW production models were on display. This year, the new 335is and the 535 sedan were getting most of the attention, along with a wonderfully restored E30 M3 cabriolet.

After a while Larry Koch announced that dinner was served and we lined up to get the grub (terrific as usual) and sit down in the lobby of the Training Center to eat and chat. Facility tours were offered to attendees who hadn't seen it before. After dinner, the mass of humanity broke up into four smaller groups and visited four classrooms, where they were told about a specific BMW model by the respective Product Manager and a Technical Trainer. The groups moved every 15 minutes, so we all had a chance to see each of the cars. This year, we learned about the new 5 series, the 335is, the Z435is, and the Alpina B7. (I love that color!!!)

While all of this was going on, everyone couldn't help but notice the vehicle with a car cover over it in the center of the main corridor. The hood bulge and trunk lip spoiler indicated that it was an M3, but we couldn't determine anything beyond that. People were speculating that it was one of the limited edition cars that had been announced earlier in the week. Having it sit there undercover for an hour with everyone passing by reminded me of the days before Christmas when I was young. Seeing all the wrapped presents under the tree created tremendous anticipation. In this case there wasn't a red bow on the package, but the sense of anticipation was the same.

When the moment of unveiling finally arrived, Larry made the announcement and Martin Birkmann pulled the cover off the car. The special edition features the new Competition Package with wonderful 19 inch forged wheels and a paint job that really gets your attention. The color is called Frozen Gray, and it has a matte finish. I had seen pictures of the car on the web, but they don't convey how stunning the car looks in real life. Like it or not, it certainly gets your attention. Those wheels would look terrific on my sedan. Hmmm.

Larry Koch and I were chatting after the meeting, and he was already wondering what they could do to make next year's meeting even better. Stay tuned, and let me know if you have any ideas. Personally, I thought the meeting and format were fantastic! (Don't bother asking for a real M3 door prize - I already did!)

Fast forward four weeks. The first half of this column was written in late June and set aside so we could put more coverage of the Thunderbolt Club Race in the July issue. As I write this, I'm in my hotel room in Millville and getting ready to head to the track to watch the Rolex and Continental Challenge practice and qualifying. It's Saturday morning, and I spent Friday wandering around the paddock and chatting with the people I've met over the years. I seem to meet new people at every race, and then see them over and over at subsequent events. This year wasn't any different. In the clubhouse bar on Thursday night I met a couple of team owners and the track announcing crew. It was great hearing the war-stories.

When I woke up Friday morning and was getting ready for the day at the track, I had an email from a young fraternity brother who I knew was interested in a career in race engineering. He was wondering whether I was at the race because he had just gotten a job doing data acquisition for Autohaus Racing, a team with a nifty Camaro GT car. When I arrived at the track Friday morning, he was the first guy I saw. Turns out he was garaged next to the Turner team, so I saw a lot of him. He informed me that another fraternity brother was the gas man for Banner Racing. Banner's owner, Leighton Reese, was one of the owners I had met the previous night. I was introduced to the gas man, and we shared the surprise that so many of our brothers were involved with Grand-Am. It turns out that another brother works for RRT racing, a BMW team in the Continental Challenge series. The RRT guys are active in the National Capital Chapter, from what I hear. And then there's David Donohue, who fills the age gap between the young crew members and me. (David did a great thing for the guy working for Autohaus a few years ago and gave him his start by letting him help the Brumos team at Daytona test sessions. It was a tremendous brotherly deed by David.)

So, my fraternity house (Theta Chi at Lehigh, for those of you who are curious) has four members who play a role in Grand-Am, and another who is completely addicted to the series and has become a heavy supporter through ticket purchases and consumption of massive quantities of track food.

As I get ready to head out for the Continental race and Rolex qualifying today, a batch of strong storms has just passed through Millville. The air is a little drier, but I have a feeling it won't last long. The temperature is expected to reach 93 today, with building humidity. It was just another summer day in Jersey. Yesterday was the hottest day I ever spent at a racetrack. From the moment I arrived at 8:00, the sun beat down on the place like a broiler oven. Temperatures reached the mid 90's, and the humidity was very high. The only relief came from the occasional breeze. Late in the afternoon, trying to find a spot that was both breezy and shady was almost impossible. I made it my mission to find one. I finally did, and a few short minutes later the breeze died down suddenly. It was nice while it lasted.

Well, I think I've rambled enough for this month. I'm off to watch the races. There are so many BMW teams to root for in the Continental Challenge that it's hard to pick favorites. We've gotten to know the Turner and BimmerWorld teams, so I guess I'll cheer for them. I'll stay neutral by wearing a generic BMW hat. They run in different classes, so there won't be a conflict. I also hope V Pack racing does well. Our own Ken Herskovitz (Bimmertools) is sponsoring them this week, and he's the fire bottle man on the crew. Let's hope you just have to stand around and do nothing, Ken!

Until next month, keep the cones standing!



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## Somerset Patriots Ball Game

The club will be attending a ball game at the Somerset Patriots ballpark on Thursday Aug 19th at 7:05pm. There will be Post-Game Fireworks that night.

The NJBMWCCA have bought a number of discount tickets that can be purchased for \$8.00 we also have 10% off merchandise coupon along with the ticket. If for some reason they purchase and can not attend there are 5 other dates they can attend with this ticket. They are to see AI for the dates.

To purchase tickets please send check for the number of people to attend to address below.

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# Philes' Forum

by Vic Lucariello

Hello, bimmerphiles! This time out I have some information on obtaining collector-vehicle status for your pet Bimmer.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email 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. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report.

In the June *Philes' Forum* I published information, courtesy of Alicia DeLalio, concerning changes to the NJ motor-vehicle inspection program; specifically the emissions test. Since that time more changes have occurred and another significant change is in the works.

You may have read in the paper that NJMVC is discontinuing the "safety" portions of the inspection procedure and that only emissions will be checked from now on. According to the manager of a DMV inspection station, this change became effective on August 1st. So if you have a pre-OBDII vehicle, all you should receive at inspection is the two-stage, unloaded, tailpipe test that I described in the June *Philes'*. If your car is OBDII-compliant, then the inspector should simply connect to your car's OBDII diagnostic port and check for stored trouble codes, etc. According to the station manager, who requested anonymity, no other items on the vehicle will be subject to inspection other than your credentials.

The station manager also told me that, as a cost-cutting move, the State of NJ is considering closing its inspection stations and requiring all inspections to be performed at private shops for a fee of \$75. I know that many of you are using the State's inspection facilities and prefer them to private shops, so I recommend that you contact your state legislators, and Governor Christie, to voice your opinion on this matter. My own opinion is that the State inspection facilities should remain open so that motorists can choose between a State facility and a private shop.

While we are on the subject of vehicle inspections, I would like to relate to you my experience in obtaining collector-vehicle status for my 1988 M3. I had been considering this for some time, and talked to a number of folks about it. As you might expect, I got both good and bad information, so I hope that the following will help you through what turned out to be a simple, painless procedure.

Vehicles with collector-vehicle status in NJ are not subject to inspection except for demonstration of a working odometer and valid credentials. Although there are other criteria for qualifying for collector-vehicle status [See the "Collector Vehicle Status Fact Sheet" on the NJMVC Website], the principal criteria are:

- Less than 25 years old;
- Manufactured in limited supply "*or there must be evidence that the model is currently in limited quantity*" [My emphasis];
- Working odometer;
- Stock condition;
- Insured as a "limited-use" vehicle;
- Driven a maximum of 3000 miles per year.

Note that vehicles 25 or more years old qualify as historic vehicles, not collector vehicles. Historic have a different registration process and also are not subject to inspection.

The first step in my collector-vehicle process was downloading an

"Application For Collector Vehicle Status" from the NJMVC Website. The completed application is mailed to the NJMVC in Trenton along with the following documentation:

- Proof of limited-use insurance;
- Photos of the vehicle;
- "Evidence from either the manufacturer, a recognized car club [on letterhead], or collector organization that the vehicle.....was issued in a limited edition quantity *or that a limited quantity of the original production run remains*" [My emphasis].

A letter from your insurance company stipulating that the vehicle is suitable for collector status should also suffice. This is what I used. [Thanks, Chris Faust!] My sense is that since mine is not the first E30 M3 to be granted collector-vehicle status by NJMVC, the requirement for evidence of collector status is not as rigorous as it was when the first M3 was granted such status. Incidentally, BMW NA was quoted by one person I queried as maintaining that they could not furnish any data pertaining to the number of E30 M3s imported to the US. If this is true, thanks, NA, for your loyalty to your loyalists.

In a couple weeks you should receive a raised-seal approval letter from MVC. In my case they returned the entire application package original, and instructed me to bring the approval letter and package to a motor-vehicle agency. At the agency, one is given another application for collector-vehicle status to complete, and this application, along with the original application package and raised-seal approval letter, is presented at the "registrations" window.

I was issued a "Collector Vehicle Voucher" for \$25, and the MVC kept the approval letter, returning my application package. I requested that they give me a copy of the letter, and they complied. I recommend that you copy your letter beforehand, and file it with your returned application package.

The next step was to present myself, my M3, my credentials, and the aforementioned voucher to the manager of a MVC inspection station. Note that it must be a MVC inspection station and not a private shop. The manager [The same gentleman who is quoted above.], who knew exactly what I was asking for as soon as I presented the voucher, noted my odometer reading and asked me to drive around until at least one more mile was indicated on the odometer. After I did this, he put the sticker shown in Photo #1 on my windshield and bid me good day.



My M3's collector-vehicle status must be renewed in two years. My understanding is that I must go to a MVC agency and complete a renewal application. [No further dealings with MVC Trenton.] For \$10 I will be issued a new voucher. I will need to revisit an inspection station, where I will be issued a new collector-vehicle sticker provided my odometer is still working and provided the M3 has not gone more than 6000 miles in two years. Heck, it'll be lucky to get 600 miles.....

You can bet that I'll be bringing the original application package and the copy of the approval letter when I go to renew.

I hope the foregoing will help at least one of you obtain collector-vehicle status for your Bimmer. It remains to be seen how the collector-vehicle program will be administered if and when the State closes down its inspection facilities.

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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# NJ Chapter of the BMW CCA Board Meeting Minutes

**June 7, 2010**

Board members present: Larry Engel, Jamie Kavalieros, Doug Feigel, Jeff White, Warren Brown, Ross Karlin, Al Drugos and Dave Allaway. Board members absent: Bob Conway, Mark Mallory, Jerry Faber, Paul Ngai. Others present: Barry Stevens, Vic Lucariello, Blake Smith, Chris Engel, Anthony Piero and Colin Voseh.

## President

Larry Engel called the meeting to order at 8:00 PM at New Jersey Motorsports Park. Ross Karlin motioned to waive the reading of the May minutes and Jeff White seconded (approved unanimously). Larry noted that we are \$3 thousand behind last year, based on year-to-date financials, with a \$10 to \$11 thousand deficit projected. Larry asked that each functional area think what they could do to bring us in under budget this year, and provide ideas for saving money next year.

## Vice President

Larry reported, on Paul Ngai's behalf, that meetings are set for June 18th at BMW NA, and July 14th at DeSimone BMW of Mount Laurel featuring the BimmerWorld Grand Am team as guest speakers.

## Treasurer

Larry distributed the year-to-date profit & loss statement from Mark Mallory. We are also expecting \$2,700 from the BMW Foundation for the TireRack Street Survival (TSS) school, a \$500 deposit refund from the NJ Expo Center, and \$400 from the Spring Rally.

## Social Events

Al Drugos reported that 50 tickets have been purchased, and 10 additional seats reserved, for the TD Bank Ballpark on August 19th as the August membership meeting.

## Newsletter

No report. There was a discussion on the rationale for not doing an electronic newsletter. There was also a discussion on combining the November and December newsletters, with a possible \$4 to \$5 thousand savings.

## Webmaster

No report.

## Business Manager

Doug Feigel reported that we had \$1,200 in advertising income this week, with \$1,200

expected next week, and a sponsor has re-signed for one year. Doug will review the advertising rates for next year.

## Driving Events

Jamie Kavalieros reported that the autocross equipment has been packed in the trailer. Doug and Mark will share towing responsibilities. The trailer is currently unregistered, and Jamie will take care of the registration.

## Driver Schools

Jeff White reported that we are close to break-even for the year, after Monticello and Summit Point/ITS. We are expecting a \$7,500 profit from Thunderbolt, which should put us financially on track. At this point, the driving school program should be \$7 to \$8 thousand profitable, versus an \$800 loss in 2009. The July Summit Point driver school has 15 to 18 students so far, and seven BMW Club Racing School registrants. We are continuing to see a pattern of late sign-ups this year.

## Autocross

It was noted that the next autocross is this coming Sunday.

## Old Business

The second TSS of the year has not been scheduled. Larry reported that BMW Foundation reimbursement for TSS will be limited to \$1,500 in the future, which will not cover our expenses. It was noted that the lot rental for the last TSS was \$1,650. Larry will draft a response to Bill Wade (National Program Manager) expressing our concern that this places an undue financial burden on the NJ Chapter.

## New Business

It was noted that the Boston Chapter scheduled a driver school on June 7-8 at Monticello, exactly coinciding with our event at NJMP. Given the New Jersey Chapter's annual efforts to avoid schedule conflicts, the board was displeased with this situation. Larry will discuss improved schedule coordination with John Sullivan (Regional VP) and copy Frank Patek (Executive Director) on any correspondence.

The next meeting was scheduled for July 7th at Alfonso's in Somerville.

Jamie motioned to adjourn at 8:37 PM and Jeff seconded (approved unanimously).

Respectfully submitted,  
David Allaway, Secretary

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**July 7, 2010**

Board members present: Larry Engel, Paul Ngai, Doug Feigel, Mark Mallory, Jeff White, Warren Brown, Ross Karlin, and Dave Allaway. Board members absent: Jamie Kavalieros, Bob Conway, Jerry Faber, Al Drugos. Others present: Elihu Savad, Dave Edwards.

## President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Warren motioned to waive the reading of the June minutes and Mark seconded (carried unanimously). Larry noted that he has contacted three dealerships and is working on more. Larry stated that he has not received any ideas for new events, but that informal get-togethers are being discussed on the website. Larry again solicited cost-control ideas, to be discussed under Treasurer's Report.

## Vice President

Paul Ngai reported that the July meeting will be the 14th at DeSimone BMW of Mount Laurel featuring the BimmerWorld Grand Am team as guest speakers, and August will be at TD Ballpark (see Social Events). The September meeting is not yet scheduled. Ross suggested a new dealership opening opportunity in the October timeframe. Ben Liaw of Rogue Engineering in Upper Saddle River has offered to host a meeting, but this has not yet been arranged. A possible presentation by the 24 Hours of Lemons winners was also discussed. Paul also noted that the NJ Chapter will be the official hosts of the BMW Corral at the Lime Rock Vintage Festival on Labor Day Weekend. The Biergarten event at Deutscher Club of Clark is still scheduled for September 17th, with vintage German cars wanted for display. Larry noted that there will be a BMW Corral at the NJMP Grand Am event.

## Treasurer

Mark Mallory distributed the year-to-date profit & loss statement, including a 2009 vs. 2010 comparison. There was an extended discussion of finances. Jeff White disputed the Summit Point/ITS and Thunderbolt profit/loss figures. According to Jeff, the three driving events so far are \$5 thousand profitable. Ross reported that he is still expecting \$3 thousand reimbursement from National for the Instructor Seminar. He is also working on the Instructor Training School (ITS) reimbursement from National. Additional actual vs. budget discrepancies may be event sponsorship money still expected from High Point Auto Insurance, JMK BMW, and BMW of Bloomfield. As a follow-up, Mark reported that the NJ Expo Center deposit has been refunded.

## Social Events

No report. As noted by Paul, the TD Bank Ballpark get-together on August 19th will be the August membership meeting.

## Newsletter

No report. As discussed under finances, Larry is considering reducing the number of 2010 Bulletins by one or two.

## Webmaster

No report. There was a discussion on forum postings, and enforcement of our prohibition against commercial content (except personal ads and paid advertising).

## Business Manager

There was a discussion of recently paid, and still unpaid, advertising. Additional sponsorship opportunities were discussed. Monticello Motorsports Club and New Jersey Motorsports Park were noted as potential sponsors or advertisers.

## Driver Schools

Jeff White reported that we are undersubscribed for Summit Point (25 out of 50). In addition, we have 19 Club Racing School registrants, compared with 10 originally estimated.

## Autocross

Elihu has scheduled good weather for this Sunday's autocross.

## Old Business

The Campgaw deposit has not yet been received. Larry still owes a letter to Bill Wade regarding Tire Rack Street Survival (TSS) reimbursement. Larry raised the event schedule coordination issue on the last North Atlantic Region teleconference. Jamie Kavalieros still needs to register the autocross trailer.

## New Business

Larry indicated that he is still interested in a second TSS in 2010. Ross will explore possible TSS venues with The Port Authority.

The next meeting was scheduled for August 4th at Alfonso's in Somerville, and Paul will arrange.

Warren motioned to adjourn at 9:08 PM and Jeff seconded (approved unanimously).

Respectfully submitted,  
David Allaway, Secretary

# Autocross Schedule

Aug	8	TDBP
Aug	22	TDBP
Sep	19	PNC Bank Arts Center
Oct	10	TDBP
Nov	7	TDBP

TDBP - TD Ball Park in Bridgewater.  
 EXPO - Raritan Exposition Center in Edison  
 PNC - Art Center off the Garden State Parkway

- Elihu Savad

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## ...and along came an e38 by JT Burkard

In last month's article of the ultimate road trip I made the comment (or threat?) "I'll just buy an e38 740iL specifically for this trip". Sandy has always liked the e38 body style and I have a fondness to the 1995-2001 7-Series myself over the e65 (2002+ 7\_series). Well, guess what wound up in the driveway a couple weeks ago? That's right, a 1996 740iL in Jet Black with Black leather interior. Yes, my car buying is still out of control. I believe we are up to 10 cars again.

It always happens the same way. When I am looking for a specific car, I can never find one I want. If I do, it's usually sold before I pull the trigger. Remember I was in the market for an e30 convertible? I still haven't bought one. When I least expect it, I wind up buying cars I don't need. Example: 1989 Jaguar XJ6 and 1983 Mercedes Benz 300d of recent acquirement. This e38 came about the same way. I wasn't looking for it but it found me. I have been to many dealer auto auctions in the last 10 years I've been with my dealership. For whatever reason, my boss has never allowed me to get an Auction Access card which gives me the ability to bid and buy cars for my shop. About two months ago I finally got my auction card and the boss asked if I can go to the dealer auction with him since there are 22 lanes and approximately 4500 cars that run through each week. He needed help as he felt he was missing deals on good cars for good prices.

I was of course ready and willing to break in my new card and spend the dealership's money for inventory. I always see good deals slip through at the auction, so now is my chance to actually take advantage and scoop up that good deal instead of letting it get away. Usually the day before we go to the auction I make a list of cars we are interested in with the lane and run number of those cars so we can find the cars when they get into the lane. Sometimes they are good, other times they are best passed off to another bidder. My boss was going to watch lanes 1-8 and I was watching lanes 9-22.

I was checking my cheat sheet to see what cars were coming in and as lanes were opening; I was watching for good deals. Usually the first 10 or so cars that go through a lane can be had for a good price as not many people are in those lanes yet. I noticed the very last lane was open and they were only up to car #6. I made my way down to see if anything interesting was coming up. As I got there, I see this black 1996 e38 coming up. Since I had my BMW hat on, I had to walk around it and check the car out. It needed a few cosmetic items but it ran well, the A/C was cold and most of the electrics seemed to work fine. I thought to myself, "this is a car I'd like to own just to say I had one".

A couple moments later the 740iL was pulled up to the auction block. I would say there were eight dealer representatives in the entire lane with their hands in their pockets with no intentions of bidding. The auctioneer started the bidding high and no one bites. Eventually, the price came down to the point where it was sounded like we were bidding on a worn out Ford Taurus instead of a Bavarian Flagship. One dealer starts it off, then another guy raises the bid \$100 over. The original bidder pops \$100 over him. At this point I am thinking this car is chump change and I need to get in on this. I throw in \$100 over the last bid. Both of the bidders looked over at me as if to say "listen kid, stay out of this". No dice buddies, I have my newly acquired Auction Access card and I know how to use it. How fitting to christen it on a BMW purchase.

Back and forth the bids went until we crested the next \$1,000 increment and then all bidding stopped. The auctioneer is now trying to get another \$100 bid from someone, anyone and at that point, dealer reps were walking away as not to be enticed to bid any higher than they wanted to pay. The current high bidder was standing next to me. After numerous calls for another bid, the auctioneer points his gavel (really it was just an 18 inch piece of hose they slap on the podium) at me and said "You have a BMW hat, come on and bid, you know what this car is" - He was right, I did - I knew what it was and I did place that \$100 bid. As soon as I did, the high bidder looked at me and just walked away. Maybe my hat intimidated him, or maybe he knew he was beat. Either way, that was the last bid to be placed on the car. Going once... going twice... the hose gavel drops as final price. The auctioneer looked at the seller and said "Sell it?" - He nods his head in disgust as he was probably looking for more money but figured just dump it.

Wow, I just bought an e38 for cheap. Wait, I was supposed to be buying cars for my dealership, not for my own use. I figured the price was right so there was room to do some minor fixes and the shop can still make a profit. If the boss doesn't want the car, I'll pay for it. I can't lose.

Excited with my purchase, I walked about 18 lanes back to where my boss was and showed him the papers I had signed signifying I bought something. He asked "how is the car?" I said it's in good shape, needs a couple minor things but the price was right. He looked unamused. I told him if for whatever reason he doesn't want the car, I would buy it. That's a win-win situation for him. If he wants it, he will make money. If he doesn't I still pay for the car and he doesn't lose.

Later in the day we bought a 2002 Mercedes C240 so the boss said to me "If you want that BMW, just pay me tomorrow for it." I of course said yes. I found the car out in the huge lot and moved it closer to the lanes so I can show it to him and another dealer guy we know. They both said it was a good deal but I guess my boss wanted nothing to do with it so it became mine. Maybe he didn't realize how cool it was since there was a ski bag in the pass thru for the trunk. Maybe he had Stuttgart on the brain instead of Bavarian aspirations? Fine with me.

So jump ahead a few weeks. I installed a new mirror cover, headlight lens, front fog light, and ordered a new radiator plus hoses for the car. I also found that it might need some front-end work, which I hear is a typical issue for this car with over 100,000 miles. It's worth putting the money into it as Sandy wants to keep it for a while. We might even do the Whack-Your-Turkey rally with it. It will also provide some good newsletter articles as I think this will really challenge my mechanical skills over the other e21 I have been trying to fix up.

So, what's the moral of this story? You might get what you wish for if you're not looking for it. Also 10 is a nice round number.

JT Burkard

Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)

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## Upcoming Events

### 8/19 - Baseball at the Park

The club will be attending a ball game at the Somerset Patriots ballpark on Thursday Aug 19th at 7:05pm. See details on page 3.

### 9/3-9/6 - BMW Corral at the Lime Rock Park Historic Festival

Every Labor Day weekend, Lime Rock Park presents the best array of vintage racing east of Monterey—but never on Sunday! On that day, Lime Rock sees a concours display of some of the most spectacular vintage cars in the country. As an added plus, the first 50 M cars signing up at the corral on Saturday will be allowed on the track for a parade lap during the lunch break. In addition to the corral, space on the track is available on Sunday, at no cost, to all clubs that want to show their cars. Participating Club members will receive a Vintage Festival program and poster, an event hat, and a Lime Rock Park lapel pin. Ticket manager Mike O'Flinn can be reached at 860435-5000, ext. 306, or by e-mail at [mike.o@limerock.com](mailto:mike.o@limerock.com). For further information, you may email Paul Ngai.

### 9/17 - Biergarten at the Deutscher Club of Clark NJ

All members are invited to come out and enjoy our Gemütliches atmosphere in our authentic Biergarten. Each evening will feature live entertainment. We will feature German Cars, showing our German Culture and Engineering. There will be plenty of good German food and beverages available to satisfy every appetite. So plan on spending the evening at the Club with some friends and take advantage of all it has to offer! Experience the excitement of a true German Biergarten right here in Clark, NJ. The Biergarten will be open from 5:30 pm to 10:00 pm. The clubhouse will stay open later, so there is no need to leave early! ALL EVENTS WILL TAKE PLACE RAIN OR SHINE



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# Finish Lines

by Thom Rossi

This week Mrs. R. and I celebrated our 30th wedding anniversary by taking a pleasant ride across the back roads of NJ in Aggie and spending a few days on our own in Cape May. The obvious question is this: what have I figured out about Mrs. R. over the past three decades by observing her relationship with the cars in our lives?

Our first car was a 1980 Chevy Malibu (pronounced mal-ee-boo, by the Texan Leo Pavlis who sold it to us). When we went to the Chevy dealership in College Station, Texas, Leo steered us right to the Malibu as a practical starter car for a young family. As soon as I opened the door for the test drive I noticed that the car was a stick shift. I turned to Leo and told him I thought we'd rather look at an automatic since I had never seen Mrs. R. drive a stick. Mrs. R., however, had other ideas. She looked me square in the eye and said, "Are you kidding me? I learned to drive on a farm tractor. Move over, I'll take the test drive." Actually, this was two lessons rolled into one: 1) expect to be surprised, and 2) never presume to speak for the formidable Mrs. R.

By 1985, I was done with graduate school and it was time for us to buy a new car. We chose the Chevrolet S10 Blazer. Mrs. R. was the primary driver of that one because we couldn't afford two cars and I took the train into work in Philadelphia from Downingtown for the first few years we lived in this region. This was still in our pre-child era, so I remember that car as one in which we had a lot of adventures. My favorite memory is of the time we drove it down to Assateague Island for two days of camping with our dogs before we were driven from the camp grounds by a ravenous horde of mosquitoes. During our stay, we took the opportunity to drive the truck along one of the beaches for a few miles so we could find some of the famous wild horses of the island. As I sped along the strip of sand between the water and the softer area of the dry beach, Mrs. R. kept warning me that if we got stuck we'd probably never see our truck again. Did I listen? Of course not! As the strip of hard sand got narrower, and the waves started lapping their foamy tongues on our tires I eventually reached a point where I knew I could go no further and where there was no room to turn around. I didn't panic until the tires started digging into the mud. Then I jammed it into reverse and tried to follow my tire tracks back out to safe ground before the tide made too much progress. To make matters worse, Mrs. R. insisted that I admit I was scared we were going to lose the truck, so I had to eat a big dose of humble pie. Lesson: never defy the logic of Mrs. R.

Eventually, we were able to afford a second car and at first we went for a very used Chevy Impala we picked up from a neighbor for about \$500. Mrs. R. wouldn't be caught dead in the smoking pile of rust and loose chrome, so it became my commuting car for my drive into Philadelphia. It didn't get great gas mileage, of course, but it did have the singular advantage that nobody EVER pulled out in front of me and cut me off on the streets of Philadelphia. One look at that car was enough to convince anyone that the driver obviously had nothing to lose in a collision. Around that time, we decided to help Mrs. R.'s sister Patti through a rough patch

and had her live with us. Eventually, that Chevy became her first car. It was a classic mismatch. Patti is about 5'11" so her head barely reached the top of the steering wheel. She wears coke-bottle glasses and has the vision of Mr. Magoo but none of the confidence. Needless to say, she found it hard to pilot that barge around the back roads of Chester County, as evidenced by a sudden rash of flattened mailboxes in our neighborhood. The incident that really spooked Patti, however, was the first time she pulled into a gas station and knocked over a neatly stacked pyramid of oil cans near one of the gas pumps. Lesson: Mrs. R. is actually the best driver in her family - go figure.

We did eventually upgrade our second car to a 1989 Mazda RX-7. This was probably our first point of departure from each other in terms of driving habits. The Mazda had a tendency to collect speeding tickets when I drove it. It had insanely great handling compared to anything else I had ever driven, and I often found myself in over my head half way through a corner. Its handling limits were so far beyond my driving capability at that time it was ridiculous. Even when driving it at what felt like slow speeds, Mrs. R. started to get uncomfortable in the passenger seat because she knew that I didn't know what I was doing and the car was going faster around every corner than seemed prudent. Lesson: never let Mrs. R. know how you really drive.

This brings us more or less to the current era of our joint automobile ownership. These days, if you count the race car, the parts car, the collector car, the truck, and my daily driver, I have a whole fleet of cars just for myself. (Lesson - it's better to cheat on your daily driver than to even think about cheating on Mrs. R.). Mrs. R. has done her bit to contribute to the family fleet, too. Ever since she stopped driving the Lexus I had ruined by saturating the interior with a fog of gasoline vapors and the smell of race tires, she's had a hard time settling on a good daily driver. First we bought her a 2004 325xi. It was much loved during the test drive, and even for a year or so of use. Then there was an unfortunate incident when the car was rear-ended heavily by a teenager who didn't see the school bus for which Mrs. R. had stopped. I think that unnerved Mrs. R. and turned her off to the 325, so it became a spare car to be used by the kids when they got their licenses. Her current daily driver is a 2008 Lexus RX 350. Again, this car was much loved during the test drive, but gradually has fallen into disfavor as Mrs. R. has gotten to know some of its limits (over-sensitive steering, jerky throttle response, wallowy suspension) and occasional noise is being made about finding a more suitable ride.

It's these last few years that I find troubling, because I suspect that Mrs. R. has drawn a few lessons of her own throughout our years of joint automobile ownership. Perhaps the primary one goes something like this: cars, like husbands, are fun to test drive but tough to live with for the long haul.

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## Driver School Schedule

School	Dates	Location
Driver School / Club Race Hosted by DelVal	Aug 13-15	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep 11-12	Summit Point Raceway, WV
Introduction of the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

# NJ Chapter Calendar

## August 2010

Thursday, August 19th

The club will be attending a ball game at the Somerset Patriots ballpark on Thursday Aug 19th at 7:05pm. There will be Post-Game Fireworks that night.

## September 2010

Wednesday, September 22nd

Presentation by the winners of 24 Hours of Lemons. We will be back at the Deutscher Club of NJ for our Sept meeting.. Meeting start time is 7:30pm.



## Welcome New Members

Marc Best	Jeremie Greene	William Kadar	Joseph Vena
Richard Bezozo	Dennis Gyma	Sandip Kapur	Kaki Wehmann
Evan Corwin	Kevin Hartshorn	Denis Khublall	Peter Wohning
Charles Craig	Scott Hartung	Nigel Moll	Hojun Yoo
Lizabeth Eggemann	Amy Hillenbrand	Bernita Radabaugh	Marc Yun
Danny Eggemann	George Hillenbrand	Dennis Radabaugh	
Issac Fang	Edward Ho	John Schlitt	
Matthew Giglio	Scott Hodder	Eric Shea	
David Gill	Serge Hunkins	Arleen Urban	

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### WARREN BROWN

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KEN HERSKOVITZ

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DOUGLAS FEIGEL

BRIAN CORRIGAN

NEIL GAMBONY

VIC LUCARIELLO

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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](http://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: \$48.00.

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. Contact the National BMW CCA Office for details.

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## July Meeting at BMW of Mount Laurel



### BimmerWorld Presents



Photos by Paul Ngai

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