



# New Jersey Bulletin

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Photo by JT Burkard

Newletter of the NJ Chapter  
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# The Cone Catcher



by Larry Engel

The driving season has officially begun, and it couldn't have happened soon enough. After one of the worst winters in memory, it was really nice to get out onto Lightning Raceway on April 11th and 12th.

We had a pretty decent turnout for an early season event. (Actually, we had an excellent turnout for so early in the season!) The weather on the first day was perfect, and the rain held off on day two – so the event was almost completely dry. We were also able to complete another event without any major incidents, which is always a plus!

If you haven't driven in one of our events, you don't know what you're missing! I did my first Driver School at Lime Rock in 2004. I can still remember the nervous anticipation, the tension of going through my first tech line, and the sweat dripping from my brow before my first run. (By the end of the run, I was completely drenched by my system's response to all the adrenaline pumping through me – and I couldn't have been happier about it!)

Those of you who've been around for a while remember the days when everyone anxiously awaited the opening of registration for one of our Driver Schools. If you didn't get your application postmarked on the first day of registration, you might be out of luck. If you sent your application early and it was postmarked before the first day allowed, it was returned to you unopened. Ah, the good old days – at least for people running events. We didn't have any trouble filling our events in the first few days of registration, and instructors were always available to help out.

There's been a major change over the past few years. At a recent board meeting, Vic Lucariello called it a "new paradigm", and I agree with him completely. First, the soft economy has impacted the number of people willing to spend the money on driving events. It looks like this aspect is starting to return to normal, thank goodness. Let's hope for further improvement in the economy and peoples' ability to make a decent living.

The second factor, and perhaps the biggest, is the construction of three new racetracks in the Northeast – Thunderbolt and Lightning Raceways at New Jersey Motorsports Park and Monticello Motorsports Park in New York. This has resulted in what amounts to a doubling of track capacity at the same time the market is contracting – not a great dynamic. There are also numerous new organizations hoping to run driving events at these tracks, and so the pieces of the pie get smaller and smaller. Drivers have more choice as to when and where to run, and instructors are getting spread pretty thin, too. In the last couple of years, we've had to limit the number of students at a couple of our events because we didn't have enough instructors. It isn't from lack of trying, it's just that the pool of instructors is limited and they have many options available to them. (Thankfully we run an Instructor Training School each year and the pool of instructors is growing.) This year, Monticello has announced that they won't be open to clubs, which should help us fill our schools.

The bottom line is that in order to keep our Driver School Program healthy we need to maintain a unique identity that appeals to a wide audience, is cost-competitive, and maintains standards that will keep us welcome at host facilities and keep our customers coming back.

What do I mean by this? Let me explain my interpretation.

From my standpoint, our unique identity is one that provides the safest possible environment in which to develop high-performance driving skills, welcomes and nurtures new participants by providing qualified and patient training, encourages experienced participants to continue improving their skills, and maintains the highest overall standards of conduct so our participants can fully enjoy high performance driving.

For those of you who haven't participated in a Driver School before, there may be several reasons. It may just not be of interest to you, which is fine. On the other hand, why would you spend a lot of money on something and then not use it to its fullest capability? You might respond that you like knowing the capability is there if you need it – but will you know how to use it when you need it?

Many people are concerned that participating in a Driver School is dangerous. My response would be that those who think so are probably grossly underestimating the danger of driving on the Garden State Parkway or NJ Turnpike, not to mention some of the scarier secondary roads around the State. Are there risks in attending a Driver School? Yes. But, the events are held at facilities that are specifically designed to provide a safe environment for high-performance driving, with wide runoff areas and the latest safety equipment. Furthermore, specific "rules of the road" are enforced to make sure passing is done safely and that overly aggressive drivers are not tolerated. (The GSP would be a far more enjoyable road with our rules.) Students are matched with others of similar skills, so beginners don't have to worry about being out on the track with seasoned pros. Finally, an instructor is always in the car with each inexperienced student, and we keep a transcript of each student's development. One of our sponsors, High Point Insurance, specifically maintains your coverage when you are at one of our events. Another company, Lockton, provides an agreed value insurance policy for your car while it's on the track at a BMW Club event. It covers the value of the car minus a deductible, and is not a liability policy. You can buy coverage through the BMWCCA website. The Lockton policy is not needed if you have a High Point policy and only run our events.

Another reason people are reluctant to participate in driving events is concern about wearing out or damaging the car. They don't want to abuse their car. Let me point out that there's a difference between using a car to its fullest capability and abusing it. BMWs are all made to handle the rigors of the German autobahn and mountain roads. They're "drivers' cars". What we do during driver schools isn't much different than driving on a European ski vacation on the Autobahn and mountain roads in the Alps. (It might be a little more intense and concentrated, but no more abusive.) Do you experience some additional tire and brake wear? Yes, but maybe not as much as you think. We do require that your car be in good mechanical condition, but wouldn't you want it to be mechanically sound anyway? By the way, you don't need a race car to enjoy our Driver Schools. Just ask our Business Manager Doug Feigel, who seems to be having an absolute blast in his 120 horsepower 1985 325e. For safety reasons, we don't allow convertibles (even the "hardtop convertibles") or SUV/SAVs at our track events. Other than that, you can run almost anything.

So, you have nothing to fear. Join us at one of our Driver Schools!

If the time requirement and cost of Driver Schools is too much for you, Autocross is a great option. It's not as time-consuming or expensive, and our Autocross group welcomes new people who've never tried it before. Many of us started with Autocross and still enjoy it. It's a great builder of driving skill, and really helps you understand the limits of your vehicle. It's the most fun you can have in second gear!

I'd like to close this column by making an appeal to our members who have enjoyed our Driver School and Autocross programs in the past – please help us attract more participants by telling your friends how much fun you have doing this stuff! I'm sure there are lots of people out there who would love to try one of our events, but they don't know how or where to start. Invite them along and act as their mentor. Tell them how professionally we run our events, and about our determination to keep the events safe and enjoyable. We'd love to see bigger turnouts at all our events this year. We've got a great staff of volunteers to help make it more enjoyable, and we hope more of you will join us and have some fun!

Thanks for helping us spread the word about our activities. Next month I'll return to my normal driveline – I should be able to report on the Performance Center delivery of our new X3. I'm looking forward to it and counting down the weeks!

Until next month, keep the cones standing!





# Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This time out, I have a special DIY item, pertaining to cabin-air filters for you E39 owners. Just in time for your spring cleaning!

If perchance you fail the NJMVC emissions inspection [OBD II or tailpipe test], I would very much like to receive a copy of the inspection report. 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 for each pollutant along with your exact model [e.g., 328i, not 3-Series] and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.].

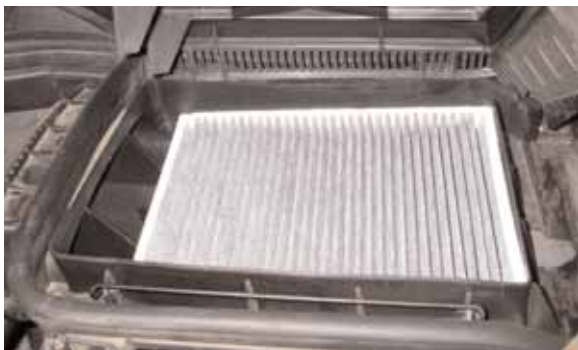
Inveterate *Philes' Forum* correspondent Art Neufeld reports that his 1999 Ranger pickup has again passed its emissions test at 146,000 miles. The 4-cylinder truck sports its original catalytic converter and oxygen sensors. Art also reports that evidently NJMVC no longer provides a written report for passed emissions tests. Thanks, Art!

Earlier this week, while I was at our season-opener driver school at New Jersey Motorsports Park, school instructor and club racer Dave Hellman was kind enough to give me a copy of a recent motor-oil-analysis he had done for his E30 M3 racecar [Some say that when referring to the iconic E30 M3, "M3" suffices. I happen to agree.]. I, too, have been experimenting with oil analysis, and find it to be a useful tool for determining engine-wear rates, fuel dilution of the oil, coolant contamination of the oil, remaining oil life, and even how efficient your air filter is! So, if you are using oil analysis and care to share your results, please send them in to *Philes' Forum*. Thanks, Dave!

It's pretty simple to have your oil analyzed. Blackstone Labs, for example, provides sample containers and detailed instructions on how to sample your oil and how to pack it properly and send it to them via U.S. Mail. If you do have your oil analyzed, consider paying a bit extra and having the analysis include "TBN", or Total Base Number. TBN, especially when compared with the TBN of virgin oil, is an indicator of how much useful life remains in the oil. For more information, visit Blackstone's website and Bob Is The Oil Guy.com.

One of the easiest jobs in all of Bimmerdom is changing the cabin-air filters in E39 models [1996-2004 5-Series]. But alas, every job in all of Bimmerdom seems to have its caveats. Without said caveats, however, there would be no need for *Philes' Forum* and I would be out of a job!

Gaining access to the cabin-air filters is simple, simply move the bail that retains the filter cover and pivot the cover up and off. You will already know how to do this if you



**Photo #1 - The Filter Looks OK?**

have checked and/or changed your brake fluid. There is another identical filter on the passenger side of the cowl.

Photo #1 depicts the driver-side cabin-air filter on a typical E39. The filter looks pretty good, wouldn't ya say, Alphonse? But wait: here is Caveat *numero uno!* You are looking at the CLEAN side of the filter! Removing the filter, which just slips vertically out of its housing, reveals the rather yucky underside of the filter, as shown in Photo #2.

Caveat #2 is pretty obvious once you remove the filters: be sure to remove all the detritus you find inside the filter housings. See Photo #3. I have found that a vacuum cleaner works best for this. If you borrow your spouse's household vacuum for this job, please do not tell him or her that it was my idea.



**Photo #2 - Yucky Business End**

Now for Caveat #3, the whole purpose of this discourse. If you look VERY closely at the filter housings, you will see one or more drain tubes. Check carefully these tubes for pluggage with the same junk you just vacuumed out of the housings themselves. Photo #4 depicts a completely obstructed drain tube. I had to rod it out carefully with a wooden stick while keeping the tube's discharge end open with a small screwdriver. If you do not unplug the drain tubes, you can expect wet cockpit carpeting after a heavy rain or visit to the car wash.



**Photo #3 - Detrimental Detritus**

While you are checking your E39 cabin filters it is also a good time to check your brake fluid level and condition. Removing the driver-side cabin-filter housing will reveal the brake master cylinder and fluid reservoir. I guess we can call Photo #5 Caveat #4: Don't let your brake fluid look like this! BMW recommends that it be changed every 2 years. I do our personal cars yearly, BMW's recommendation prior to their including brake-fluid changing in their "free" maintenance. Hmmmm...



**Photo #4 - Plugged Drain Tube!**



**Photo #5 - Shame on You!**

That's all for now, Bimmerphiles. See you next month!

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

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# April Driver School / ITS at Lightning

The 2011 driver school season got off to a terrific start on April 11-12 at Lightning. We had 11 Instructor Training School participants, 42 driver school students and 44 instructors – an excellent turn-out for an early event held during the week.

Monday morning broke with the best weather of the year: temperatures reached into the 80's, plenty of sunshine and dry track. We tried something new this year for this event and opened the student group to participants of all skill levels. This allowed several "First-time" students to participate as well as a number of students who participated in our October event last year and now were ready to learn more. With only two student run groups, the breadth of skill levels within each group was a bit larger than usual but the more experienced students were patient and things on the track sorted out by the middle of the first day so that everyone was able to run well. We had a couple of students experience the effects of driving beyond the limits of traction but, due to the large run-off areas at Lightning, they experienced nothing more than a dirty car.

As happens in April, Tuesday morning greeted us with weather that was significantly different with gray skies, lower temperatures and threat of rain. For those students who kept the faith and stayed on the track, we were able to run all day without rain. With fewer cars per run group, the students had plenty of open track to hone their skills. The interesting aspect of Lightning is that it is a track where beginning students can learn their way around and get comfortable fairly quickly but it is also a track where experienced students can work on nuances of each corner to find more speed and grip.

While all of this was happening with the driver school, our Instructor Training School was running seamlessly in parallel. Our instructor candidates, through the guidance (and torment) their mentors, were experiencing the full range of likely situations they will see as an instructor. The ITS program is extremely intense; candidates are either in the classroom or on the track for virtually every minute of the full two days. The result is that we have instructors who are as well-trained and capable as you will find anywhere. Congratulations to our new instructors – we are ready to put you to work!

Thanks again to all the students and instructors who participated at Lightning. A special thank you to Charles Karnati and Geoff Ehrman (from the NY and DelVal chapters, respectively) who came out to be our classroom instructors.

The driver school schedule takes a break for May this year. Our next event is our annual Driver School and Club Race to benefit the Westlake school on June 6-7. Once again we will be on Thunderbolt Raceway at NJMP. New for this year is that the Club Racing School will now also be held during this event. The Club Race has been designated as a Premier Event (double points) so we expect a larger turnout of racers. We will be busy but it is for a good cause so come on out and have some fun.

See you at the track.

Jeff White

## Driver School Promotions

We have updated our promotions for 2011. Once again, our goal is to encourage participation in multiple events. The rebate we had issued for our Introduction to the Track school is now incorporated into its price. However, we have added a couple of new promotions:

Loaner Helmets: We are continuing our Loaner Helmet program but we have far fewer helmets available as new NJ State regulations require the use of full-face helmets. This program is designed for students who are

| Promotion   | Benefit  |
|---|--|
| Bring a friend who has never been to a NJ chapter school to the April – Lightning event         | \$50 rebate for you and your friend  |
| For students who were "First-timers" at our 2011 October Intro School, attend April - Lightning | \$50 rebate for your next school #   |
| Attend April-Lightning event  | \$50 rebate for Shenandoah or pay for both April Lightning and Shenandoah by April 2 and get \$80 rebate @ |
| Attend any 4 schools  | Receive a \$300 credit toward 2012   |
| Attend Lightning, Thunderbolt, Summit Point or Shenandoah ^ as a First-time student             | \$50 rebate for Shenandoah# or \$50 off your next school in 2012   |
| Attend the Club Race school in June   | Receive a \$50 credit toward your July Summit Point racer registration fee                                 |

- @ Must attend both events to receive discount
- # Cannot be combined with the combined Lightning–Shenandoah registration promotion
- ^ Shenandoah First-time students only entitled to 2012 discount

Rebates will be issued as a "credit" to your Motorsportreg.com account after the event.

Please e-mail the registrar to be sure you are properly credited.

coming to one of our schools as a "First-timer" (you've never been to the track before) and have concerns about the costs involved. If you don't have a helmet to use, we may be able to help! We have helmets that we can loan to you for the event (limited number and sizes), so sign-up early by contacting Jamie Kavalieros at [helmets@njbmwcca.org](mailto:helmets@njbmwcca.org). Take the plunge and come on out – you'll never forget it.

- Jeff White





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# Finish Lines

by Thom Rossi

As the old cliché goes: timing is everything. With regard to the race car build, the timing factor mostly revolves around the delivery (or not) of parts that have been on order for quite some time. As of this writing, the chassis remains on my lift with a few pieces of the suspension in place – subframe and trailing arms in the rear, cross member and control arms in front. What's there is actually pretty cool stuff, with all rubber bushings now having been replaced with either solid aluminum mounts, or bearings. A few trick parts have been added for maintaining the proper suspension geometry despite the significant lowering of the car.

I also have a garage full of other parts starting to accumulate, but not all the parts I need for the next step of the project. Right now I have 12 racing wheels stacked up, along with an equal number of racing tires, an electronic dash and data acquisition system, a whole bunch of Earl's plumbing for the re-fitting of the brake lines, and some factory parts that were needed to help reinstall the fuel tank. But what I don't have is shock absorbers, a differential, the brake pedal/master cylinder assembly, or body panels. Therefore, while I can continue to make progress on the wiring and brake plumbing, the really big pieces of the project (like finishing the suspension and installing the drive train) are stalled while I wait for parts.

In the meantime, the driving season has started with our first event of the year – advanced drivers and instructor training school – having just been conducted this week. For me, it was an eventful couple of days with a mixture of solid fun and oh-crap moments, plus a couple of laughs thrown in for good measure.

Let me start with the oh-crap moments. I sold my old race car about a week before the event (bad timing since the new one is not ready). As it turns out, in one of those funny quirks of fate, the new owner is a member at New Jersey Motorsports Park and asked if I wouldn't mind delivering the car to his mechanic in Millville. No problem, said I, knowing that I was heading down there anyway for our opening event. When Sunday April 11th rolled around, I made my way to the Finch farm to load the car on my trailer for delivery. As I was backing it up my mind was wandering and thinking about all the good times I had with her and just starting to get nostalgic when...crunch. I had backed into the bumper on David Finch's F-350. That gave me a double feel-bad moment because not only had I broken a tail light on the car, but I also put a dent in David's bumper. Not cool – oh-crap moment number one.

After delivering the car, sans right tail light, I made my way to the track. Evidently, a lot of people in the club haven't really been paying attention to the way I normally drive at a track event, because quite a few folks offered to let me drive their cars for a session or two. I was only too happy to accept those offers, one of which was from David Finch who lent me access to his M3 lightweight. The lightweight is a very special car with a limited production history and it's quite a treat to get to drive one. However, my next oh-crap moment ended up splashing a little more crap onto David. I was about half way through my second run session in his car when I couldn't get the thing in gear coming through turn 1. As it turns out, a sloppy down shift without proper rev matching put too much of the wrong torque on the lightweight's clutch, sending it into mechanical spasms and rendering it useless. To misquote my Latin – it was Crape Diem time again. Twice within 24 hours I had damaged the same friend's stuff, which is most definitely not cool and especially so when it happens to someone who is as generous as David. Of course there is a protocol to follow in such circumstances to make good on the damage caused, but you really can't compensate someone for the inconvenience.

My next mind-fart came in Barry Steven's E30 M3. Barry was also kind enough to let me use his car for a few sessions. Toward the end of the first day, we went out together in his car with Barry driving for half the session and me driving in the second half. Do you have any idea how embarrassing it is to drive someone else's car off the track when the owner is sitting in the right hand seat? I do. Bad timing for landscaping: no doubt. Fortunately, no damage, and thank goodness it was Barry: no one is as calm, cool and collected in a car as he.

I chalk all of these little calamities up to bad timing: bad timing when backing up, bad timing on my race car build, bad timing selling my old number 34, bad timing with my pedal-work in the lightweight, and bad

timing with my excursion in the M3. But, despite all of this, I am still not the king of bad timing. No, that title belongs to someone else at the event.

To understand how all of my bone-headedness could be outdone by someone else vying for the championship of bad timing, you will have to recall that early last season my car was bumped off the track by another driver who was passing me when we came together. There was some slight damage to number 34 in the right rear: in particular a piece of molding was molested rather badly. As mentioned above, there is an etiquette to follow when you damage somebody else's stuff at a track event and it's pretty simple: you break it you buy it. So the other driver involved in our on-track tête-à-tête immediately found a source for a replacement piece of molding. But he didn't give it directly to me. Instead, he gave it to Ross Karlin because he is a friend of Ross and he also knew that Ross and I attend just about all the same races throughout the driving season. The trouble is, for the next six or so events that we showed up at together, the other driver would ask me if Ross had delivered the molding, and Ross sheepishly admit that he forgot it at home in his garage. Bear in mind this has been going on for a year.

This past Sunday I dropped off number 34 to her new owner about a half hour before arriving at the track with my now-empty trailer. As I stood in line to complete my instructor registration: who should come up to me but Ross Karlin himself. Unbeknownst to him, he was about to deliver my most laughable moment of the event. He looked happy and proud of himself as he said with a smile, "I have something for you." That look was quickly replaced by bewilderment as I burst out laughing. Ross, as I said at the beginning of this column: timing is everything!

And thus the season begins.

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## Driver School Schedule

Driver School and Club Racing schedule for 2011:

- **June 6-7** NJMP Thunderbolt, Club Race/Driver School
- **July 23-24** Summit Point WV. Main Circuit, Club Race/Driver School
- **September 10-11** Summit Point WV. Shenandoah, Driver School
- **October 16-17** NJMP Lightning, Intro School

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## Driver School Registration on Motorsportreg.com

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## 2011 Autocross Season

Join for an exciting autocross season.

Fee changes for 2011 will be \$45 for CCA members, \$50 for non-members.

The 2011 season schedule is:

- **May 1** TD Bank Park Bridgewater
- **June 26** TD Bank Park Bridgewater
- **July 10** TD Bank Park Bridgewater
- **August 7** TD Bank Park Bridgewater
- **September 18** TD Bank Park Bridgewater

- Elihu Savad



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# Initial Ramblings by JT Burkard

## You have to know when to fold em

Much like playing poker, and the Kenny Rogers song, you need to know when to hold them and when to fold them. Most of all you need to know when to walk away and when to run. Last month I mentioned my shop had a clean E36 convertible that had an issue with the convertible top not functioning correctly. The top and the boot were not opening and closing in sync. It seemed it just didn't want to reset properly and when all my efforts to repair it properly failed, I brought it to a professional.

I thought we were winning the battle but didn't win the war. There were many issues with this top and when it all came down to it, it was going to be very expensive to fix and not worth the dealerships money to tackle something with an unknown resolution and cost. Plus, we found the front shocks were blown out and in need of replacement and the rear wheel bearing was also recommended for replacement. In the end there was no money to be made when all the repairs were done, and we would lose money on the car. Since my goal is to maintain a very good reputation for quality cars, it was best to run from this one back to the dealer auction. I can find a better car at the next one. Honestly, I think that BMW was possessed and Mr. M Car doesn't offer Exorcisms on his menu of services.

So with one problem solved, I also was able to walk away from another. This past weekend I spent three days sitting in a 20"x60" space of asphalt filled with car parts, and surrounded by car enthusiasts at the Englishtown Raceway Park Spring Swap Meet. I have had my own vendor spots here since 1990 and this is one of the things I look forward to every spring. I get to clean out automotive items from the garage and shed and sell them off. This year I also bought a cheap 97 Chevy van a week before the swap just to use for the weekend and resell. I had a good mix of stuff from engine blocks and a Circle Track race engine to Camaro, Chevelle and Mustang parts. I also brought my infamous Jaguar to the swap, and guess what. . . IT SOLD! Ah the car gods are shining down upon me this weekend. A years worth of frustration solved with a positive end result. It went to a Jag enthusiast who once owned an e28 as well.

I was able to walk away from that XJ6 with my head high as I have put a lot of time and effort into that car to bring it up another level and when it all came down to it I took a car that was in need of some love and turned it into something nice again. The best part of the whole saga is the buyer knows those cars well and is the right owner for it. Even better for you, the reader, you will never hear about this English car again in our German car publication! I have learned my lesson and will stay far away from the car with the Leaping Cat on the hood. Now I have to sell that darn van I purchased to use and no one wanted to buy from me. Thankfully, you won't hear any stories about that creepy thing.

I actually left the Swap Meet early on Saturday because Sandy and I had tickets to see Charlie Sheen's "My Torpedo of Truth, Failure is not an Option Tour" in Atlantic City. Since the rain came in early, I didn't feel I lost any

sales since the racetrack emptied out faster than a Jackrabbit out of a Snake hole. We were not quite sure what we were expecting from the Warlocks tour. We ordered tickets several weeks before. We figured if it was good we can say we were there to see it and if it was a disaster we could say we were there to see it. Either way, there would be some entertainment value. The arena at the Taj Mahal looked more like a High School gymnasium than a concert hall. The 18" wide seats we were forced to sit in were about as quality as something in a catering facility. They also zip tied the chairs together so you couldn't move them around. Let's say you wound up being very friendly with your seated neighbor. The show was supposed to start at 8pm but Charlie showed unfashionably late at 8:50pm. By this time people were getting restless and one inebriated woman started to dance on top of her chair only to get booed within minutes, and rightfully so. When Sheen walked down the aisle the fans went into applause as people were high fiving him as he walked by. His excuse for being late, "That's how I roll". Good way to tick off your fans. But he redeemed himself within the first few minutes as he told stories of the firing from his TV show, 7 gram rocks of crack, Tiger Blood, Winning, Ex-Wives, the Goddesses, etc. As he started to lose the audience, one man yelled out "I want a refund" so Charlie reached into his coat pocket, whipped out a fat bankroll and peeled off a \$100 and told the guy "to get up here now tough guy, I'll give you a refund". His money was handed off and then Sheen informed the guy he was being escorted out of the show, right before the best part.

Jeffrey Ross, a comedian known for his brutal Comedy Central Roasts, came out in a HAZMAT suit because he heard there was a "bomb scare". Ross said "I'm use to roasting classier people like Flava Flav and Courtney Love" and "Even Bernie Madoff wanted his money back after seeing this F(expletive) show". I think Ross was the best part of the show as he tried to give some direction to Sheens unscripted circus of confusion. Toward the end, they brought audience members up on stage to ask questions, not one of any real value, and Jeffrey roasted each and every one of them. Also they brought some fan on stage that played a real mean blues harmonica riff. This show had no direction, no real purpose, and yet it was entertaining because you didn't know what to expect. We didn't know what the show was about when we went in and we said the same thing when we left. I think our overall view was it was worth seeing and we had a good time. There was no reason to run from this one, the Warlock wound up Winning this round. We didn't get home until 2:30am, only to have to wake up early to get back to the Swap Meet in the AM again for the last day of sales.

It was a long weekend but full of adventure. We walked, we ran, and we stood for hours on hard surfaces. In the end, there were stories to be told, but now I need a foot massage.

JT Burkard  
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Send comments and suggestions to jtburkard@comcast.net



# NJ Chapter Calendar

## May 2011

Sunday, May 15th  
Tire Rack Street Survival. Raritan Convention Center, Edison, NJ. 8am - 4pm.

Tuesday, May 17th

Monthly meeting at Vulcan Motor Club. They offer a number of driving and other special

events with their fleet of exotic vehicles (Ferrari 599GTB, F430, Audi R8, Lamborghini Superleggera just to name a few). Address: 125 Maple Avenue, Chester, New Jersey 07930. Time: 6:30pm-9pm.

## June 2011

Friday, June 3rd  
Biergarten at the Deutscher Club. This will be a great time. Check website for details.

## Welcome New Members

Bram Alster  
Earl Blasi  
Chian Boen  
Richard Buonanno  
Angel Burgado  
Nancy Feigel  
Jonathan Fein  
Steven Goeller  
Rick Goeller  
Marvin Griffith  
Alyson Grippo

Kristen Inaugurato  
Chris King  
Christopher Kipila  
Mike Klein  
Brian Kochisari  
David Lee  
Ron Lipson  
John Lu  
Vineet Madan  
Ian McDonald  
Rodman Middleton

Bill Neely  
Thomas Olsen  
Carl Paladino  
Valerie Paranicas  
Greg Paranicas  
Glenn Patti  
Christopher Rodriguez  
Thomas Schemly  
RoseAnn Schottenfeld  
Glenn Shimamoto  
John Siller

Eric Strelko  
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Blake Smith

Registrar

Member  
Member  
Member

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Scrub  
2nd Asst Scrub  
4th Asst Scrub

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David McIntyre  
Gary Bossert  
Justin DaSilva

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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.

# April Monthly Meeting - Stump the Experts



Photos by Paul Ngai

The Experts



The Class



The Rewards

Correct Answers



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