



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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Thunderbolt Driver School/Club Race

Westlake School wins again!

Our annual driver school and club race was held June 6-7 on Thunderbolt Raceway at New Jersey Motorsports Park and, just to add a bit more madness, we also held a Club Race School (sponsored by Bimmerworld). However, as long-time members know, the real reason for the event is to raise money to benefit the Westlake School. This year is the 15th year we have held the event as a charity event for Westlake.

Before we have the usual recounting of the school and race results, let us take some time to thank everyone for their generosity for the Westlake students. First, our primary sponsors deserve special recognition. JMK BMW and BMW of Bloomfield provided sponsor dollars to the event as well as terrific door prizes for the banquet (more on that later) and pace cars for the races and the parade laps. Additional banquet prizes were provided by BMW NA, Bimmerworld, VAC Motorsports (also a Club Race sponsor) and Hoosier Tires. The generosity that we are able to show as a chapter is due in large part to the participation of these sponsors.

The fund raising and fun for Westlake started with the track-side banquet on Monday evening. To get the crowd in the mood, the door prizes were given away first. Craig Hacker, Parts and Service Manager for BMW of Bloomfield, provided shirts, car care products, an M jacket, a very nice lightweight BMW golf bag and two Tourneau BMW chronographs. Mark Carvalho from JMK BMW provided keychains, a BMW umbrella, hats, and a few other prizes, Bimmerworld sent shirts and lanyards, VAC Motorsports donated shirts and key chains, and Hoosier Tires donated hats. At this point, master auctioneer Mo Karamat took the microphone to auction the 4 grand prizes. For those of you who have never been to one of our auctions, suffice it to say that Mo could get the VW Board to bid on an E30 and feel good about it. First up were the prizes from BMW NA. Bill Cobb, from BMW NA public relations and marketing, drove over from Pennsylvania to give us a carbon fiber rear fender from the ALMS M3, a carbon fiber front air intake from the ALMS car (complete with a bit of Ferrari red paint!) and a beautiful book celebrating BMW Motorsport produced only for internal distribution. Winning bids were from Jerry Kaufman, Michael Gershanok and Christian Chandler. Last up was a beautiful BMW mountain bike donated by JMK

(Continued on Page 11)

M3 SIGfest Picnic

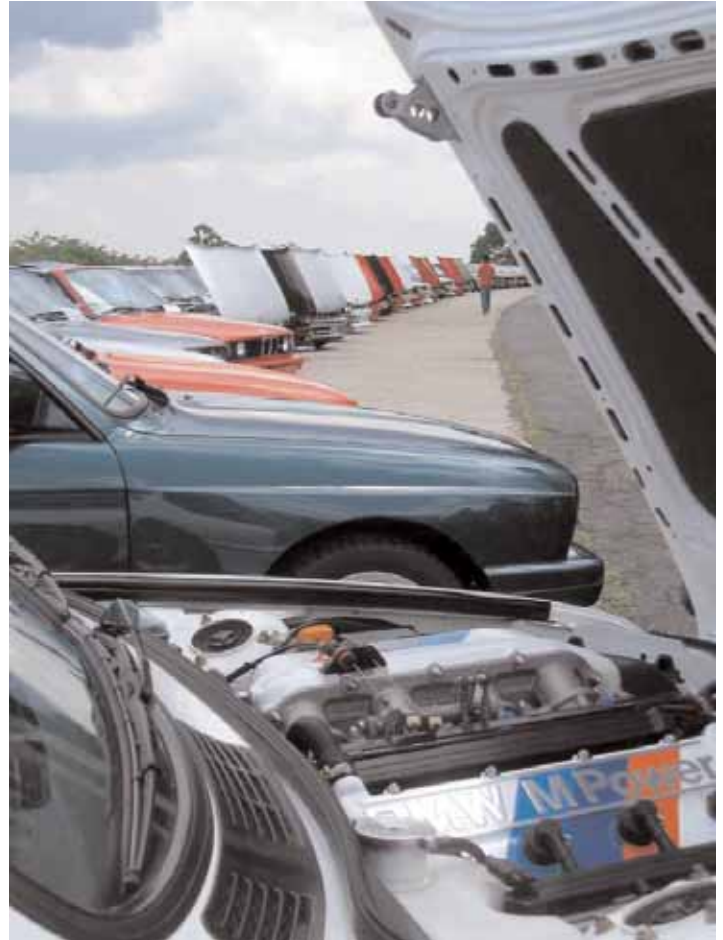


Photo by Elihu Savad

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The Cone Catcher



by Larry Engel

I don't have a single theme to write about this month, so I think I'll use my allotted space to update you on the condition of the club and offer my unsolicited opinions on a couple of topics. Part update, part rant.

We're half way through another year, and club activities have made their usual turn towards emphasis on driver schools, autocrosses, and club races – an appropriate schedule of events for those of us who enjoy exercising our BMWs.

Last month I told you about my experience at the Club Race School we held at Thunderbolt. What I didn't talk about was the Driver School and Club Race that were going on at the same time. In short, they were a tremendous success!

I'm happy to report that the Driver School was a sellout, and we had a great turnout of Club Racers, as well. From a financial standpoint, we made a fair sized dent in the deficit we've run over the past couple of years.

The more exciting news to me involves what we were able to do for our chosen charitable cause, the Westlake School in Westfield. We held an auction after the club dinner which was held as part of the event. More details can be found in other parts of this publication. Needless to say, we're very grateful to our sponsors and to BMW NA for donating the prizes, to Bill Cobb for getting the special BMW race car parts for us, and especially the folks who reached into their pockets to make the winning bids on these items.

Supporting the Westlake School and conducting community service activities like the Tire Rack Street Survival Schools are a tremendously gratifying part of serving the club, and we appreciate the support of our members who help us with these programs.

As I write this, our July Summit Point Race and School are a week away, registration is about to close, and the field is nearly full. It looks like it will be the second event in a row where we'll be able to help restore the balance sheet a little bit. It will take a couple of years to get back where we started, but I'd like to thank all our volunteers for working so hard to make our events so successful. Jeff White, Barry Stevens, Vic Lucariello, Jamie Kavalieros, Ross Karlin and the rest of the Driver School and Club Race staffs deserve our thanks for putting on great events.

We know that there are always things to improve and we're open to comments and suggestions. Recently, we've had to deal with new issues that we think could compromise safety on the track. Specifically, these deal with things like aftermarket harnesses, window tint, and most recently E36 power steering hoses. Awareness of power steering hose problem seems to be growing, and our Tech Chief Vic Lucariello has been a leader in bringing the issue to the forefront. A discussion of the problem can be found in the "forms" section of our website.

We don't make rules because we want to be a pain in someone's neck. We do it because we think certain situations can pose a real safety hazard on the track and we want our schools to be as safe as possible so everyone can enjoy them and be confident that controllable risks have been minimized. We'll continue working to minimize the inconvenience to everyone, but we don't want to compromise safety. Ultimately, our goal is to provide the safest, most enjoyable environment in which to enjoy the capabilities of our cars and to improve our driving skills.

Driver Schools and Club Races represent the largest part of our annual expenses and revenue. Our staff has done a tremendous job guiding the club through difficult economic times. Thank them when you see them.

Attendance is also up significantly at our Autocross events, and Elihu Savad and the Autocross Committee are doing a great job as always. So far this year, they've been able to provide participants with 8 to 10 runs, despite fairly large fields. This is testament to the well-oiled machine that is our Autocross group. We've also been able to keep our entry fees at a reasonable level despite new regulations that have significantly increased our costs over the past few years. As I've said many times before,

Autocross is the most fun you can have in second gear! It's a low cost way to improve your driving skills and get the adrenaline pumping.

Thanks to our members who participate in and support our activities. We'll keep working to provide the safest, most enjoyable environment in which to explore the performance capabilities of our cars and to become better drivers.

And now – the rant. The left lane bandit problem is getting worse. To all those who insist on driving in the left or center lane when the right lane is completely empty, please be advised: The law in New Jersey is "keep right except to pass". In fact, almost every other state has a similar law. I travel up and down the NJ Turnpike on a fairly frequent basis, and the problem has gotten much worse in the past few years.

Road safety relies on each driver being predictable and following a common set of rules. Drivers that don't keep right force others to pass them on two sides or on the right side where visibility is obscured. This isn't safe and isn't necessarily the fault of the people passing on the right. It's dangerous passive-aggressive behavior on the part of the left lane bandit. What set me off on this current rant was watching two slow drivers move from the left lane to a Turnpike exit at the last second. I witnessed this stupidity twice in the same trip! Of course, instead of giving themselves enough time to move to the right lane or accelerating a little bit to smoothly merge into the traffic passing them on the right, they slowed down to wait for a gap in traffic! Idiots!!!! They should never have been in the left lane!

This past week I got tired of sitting in front of the boob tube every evening, so I picked up Bob Lutz's new book, "Car Guys vs. Bean Counters". For those of you who don't know, Lutz recently retired from General Motors at age 79 after a career in which he worked for several car companies, including BMW. Most recently, he was lured to GM in 2001 to overhaul their moribund product planning process. You know, these were the folks who brought us the Pontiac Aztek. That they needed the help of a car guy is an understatement.

Despite the fact that the book was sometimes a little too defensive and self-serving, it did illustrate what can happen to a company when they forget that "it's all about the product, stupid!" He also blasts overly complicated mission statements and how focusing too much on the numbers can suck the innovation and desirability out of a company's products over time.

It was interesting that I decided to read this book during the same week that "BMW – A Driving Obsession" premiered on CNBC. It was a nice documentary on BMW; although I'm not sure it focused on the things that have made BMW what we think it is – a company that builds the best cars for people who love to drive. This is my perception of their mission statement, of course. But it's also the reason the BMW CCA exists, and has a lot to do with the brand's success over the years. After all, what other car company has over 60,000 unpaid salespeople? Don't misunderstand – I think it's great that BMW spends so much time and effort on warning chimes, but it's not a defining aspect of the BMW soul. I imagine Lexus uses similar care when developing warning tones. What I wanted to see more of was the process that makes BMWs different from other cars – the engineering that makes the cars feel like you "wear" them instead of just drive them; the process that makes a comfortable riding car that also handles like a sports car; the process that makes you immediately comfortable in the driver's seat and where you know instinctively where every control is and how to operate it. (Well, two out of three ain't bad.) These are the things that define BMW to me and to many of you, I'm sure. I hope BMW never forgets that these things define their brand, and their success. Fortunately, I know that there are people in Woodcliff Lake and Munich who feel the same way. Let's hope they keep the bean counters at bay.

Thanks. I feel better now that I've vented. Thanks also for your participation in our programs. We'll keep trying to appeal to a wider range of BMW enthusiasts. Until next month, keep the cones standing!



Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This month we are continuing the discussion of brake bleeding and brake-fluid flushing.

If perchance you fail the NJMVC emissions inspection, 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.].

Last month we talked about brake-system bleeding and brake-fluid flushing and the purpose of each. Bleeding is intended to remove any air or other gas bubbles from the hydraulic system, while flushing is done to replace old, contaminated brake fluid with fresh new fluid. Of course, a good flush will tend to remove any entrained gasses. Air or gas bubbles in your brake [or clutch] system can cause a low, "spongy" pedal, while contaminated fluid, in addition to fomenting corrosion, can boil under severe-use conditions and cause... low, "spongy" brake pedal. Generally speaking, when all is said and done, the main difference between brake bleeding and brake-fluid flushing is the amount of fluid put through the system.

There are several methods of bleeding brakes and changing brake fluid, and some methods may be better than others for problem situations. With one exception, all the methods we'll talk about involve fluid movement from the master cylinder, down to the calipers and out of the system. In the case of brake bleeding, the idea is that any air will be expelled with the discharged fluid. I guess the various methods can be categorized as "pressure" or "vacuum". Let's begin with vacuum.

Before we begin, note that regardless of what method you use, you should be capturing all expelled brake fluid in a suitable container via a piece of tubing attached to the bleeder screw. Brake fluid handily removes most paints. And, trust me on this, you definitely do not want to get brake fluid in your eyes! I always use clear-vinyl tubing so that I can observe the color of the expelled fluid as well as any bubbles. Suitable vinyl tubing can be had at any hardware store. And, I always have my eye protection on.

Vacuum bleeding/flushing involves applying suction to the caliper-bleeder screws. This can be accomplished with a Vacula or Mityvac shop-air-powered "brake bleeder", or with a simple hand pump as shown in Photo #1. This particular hand pump is by Phoenix Systems, and it is suitable for both "normal" and "reverse" bleeding [more on this later]. While the air-powered vacuum bleeders are faster, the hand pump works just as well.



Although vacuum **Photo #1 Phoenix Injector In Action**

bleeding/flushing is popular with many folks and is relatively fast to set up, there are a couple of disadvantages to it in my opinion. I guess what bothers me most is that, being that suction is applied to the bleeder screw, you can get fugitive air sucked in around the bleeder-screw threads, and you can't tell if this air is coming from the brake system or sneaking around the bleeder screw. You can minimize the amount of fugitive air by wrapping the bleeder-screw threads in Teflon tape. However, be SURE to keep the tape off of the tapered seat on the bleeder screw. Photo #2 depicts a bleeder screw wrapped in Teflon tape.



Photo #2 Teflon Wrapped Bleeder Screw

A purported advantage of the vacuum method is that it tends to enlarge any bubbles in the system, thereby making them easier to entrain and remove. This sounds quite reasonable to me.

Vacuum bleeding/flushing is generally a bit slower than pressure bleeding [more on this later], and usually vacuum bleeding can only be applied to one bleeder screw at a time. Moreover, one needs to keep close watch on the brake-fluid-reservoir level [this applies to some other methods as well] to ensure that it does not empty and introduce air into the brake system.

Pressure bleeding/flushing can be sub-divided into several categories: gravity, pump-the-pedal [P-T-P], and external pressure. In the gravity method, one simply opens one or more bleeder screws and allows fluid to flow from the system. The gravity method is perhaps the slowest of all the methods I know of, and in some cases, depending upon the arrangement of the system and how long the brake lines are, one may get little or no brake-fluid flow from one or more bleeder screws. Also, being that this method is relatively slow, one may tend to get impatient and walk away, perhaps forgetting to keep an eye on the all-important brake-fluid-reservoir level.

That brings us to pumping the brake pedal. In this very popular [in the DIY set] method, one has an assistant pump the brake pedal, then hold foot pressure on it while the bleeder screws are opened one at a time. The pumping action of the master cylinder is used to expel fluid and any entrained gas. Then [hopefully] after the bleeder screw is re-closed, the assistant releases the brake pedal and the sequence is repeated.....over....and.....over.....and, well, you get the picture. Any of you who has spent any time in repair shops or track garages has undoubtedly heard the "Pump it up.....Hoooold it....OK" litany. One of my first jobs when I began working in the corner "gas station" in Newark lo those many years ago was to be the P-T-P assistant. And that reminds me of one of the disadvantages of the P-T-P method.

When doing the ol' P-T-P routine, your assistant has to be very careful not to release the brake pedal before you say "OK". [Of course, you need to be very careful not to say "OK" until you have closed the dang bleeder screw.] If the pedal is released before the bleeder screw is closed, the system will suck in a nice shot of air. In this august, family-oriented publication, I cannot tell you what ol' Pino Cocuzzo said to me in that Gulf station the first time I took my foot off the brake pedal too soon.

Speaking of less-than-competent assistants, I'll never forget the time I was bleeding the brakes on my hot rod in an effort to alleviate a spongy brake
(Continued on Page 6)

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2011 BMW CCA Membership Contest

The BMW CCA has announced the membership contest for 2011 and this year it is being sponsored by the BMW Performance Center. There are several prizes this year, two of them being sessions for an M School at the BMW Performance Center. 2nd place is a 2012 Oktoberfest registration and 3rd is a Valentine 1 radar detector. The contest ends on December 31, 2011.

As a Club member it's easy to qualify for one of the sessions; all you need to do is refer a new member to the Club. For each referral made to the Club, your name will go in to a drawing with all the other BMW CCA members who refer new members. The good news is for each referral you make, your name will go into the drawing. The amount of referrals you can make to gain entry into the drawing is unlimited.

On top of gaining a chance into the M School session with each referral, you will also receive 5 "BMW CCA Bucks" good for any purchase of BMW CCA merchandise or use them towards your membership dues.

The second M School session is available to a new member who was referred by a current member. This makes whomever you refer eligible to win the session along with all the other new members who were recruited.

There are three ways a new member can join; the first is calling by phone to 800-878-9292 to submit an application with a credit card. The 2nd is visiting the BMW CCA website at www.bmwcca.org and submitting an

application on-line. The 3rd way is sending an application by mail to the BMW CCA office at 640 S. Main Street, Suite 201, Greenville SC 29601-9919. Please be sure of whatever method you use to sign up a new member that your name and membership number are on it so you will receive credit for the new member. For membership applications, please contact neilgambony@njbmwcca.org

To be eligible for the contest, current BMW CCA members must be paid up member in good standing through December 31, 2011. Members that were comped a membership by the BMW CCA or any of its Chapter are ineligible.

Now there are some rules regarding what a new member is. A new membership is defined as a membership for an individual who has not previously belonged to the BMW CCA or an individual that was previously a BMW CCA member but whose membership lapsed at least 6 months prior to the date of the new membership. A new membership with a corresponding associate membership counts as one membership.

A comprehensive set rules for the contest can be found at www.bmwcca.org.

Neil Gambony

Philes' Forum Continued

(Continued from Page 4)

pedal. I must have repeated the "Pump it – hold it" litany for 15 minutes [at least it seemed that long] with no success before I realized that my assistant was depressing the CLUTCH pedal.

Assistant incompetence aside, my main concerns regarding P-T-P bleeding/flushing are that it takes quite a while, and many pedal cycles, to pump a liter of fluid through the system, and that the master-cylinder's piston seals are dragged repeatedly over areas in the master-cylinder bore that they normally do not contact. In uncommon cases [perhaps more likely with older, cast-iron-body master cylinders], this can cause the master cylinder to fail. Yes, this has happened to me. Of course, one needs to keep close watch on the fluid level when using the P-T-P method. And a closer watch on the assistant!

The P-T-P method does have one great advantage over the other methods we are talking about. Even moderate foot pressure on a brake pedal can produce 1000 psi [pounds per square inch] pressure in the brake system. To put that in perspective, the pressure provided by a common pressure bleeder [more on this later] is only about 20 psi. Opening a bleeder screw with 1000 psi behind it results in a high-velocity jet of brake fluid, and this high velocity can sometimes expel a recalcitrant air bubble that has resisted other methods of brake bleeding. I rarely have to resort to P-T-P when bleeding a brake system. And of course, when you are doing a simple fluid flush, there should be no air in the system to begin with.

That brings us to external-pressure bleeding/flushing and unfortunately to the end of *Philes' Forum* for this month. See you next time, Bimmerphiles.

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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Photo by Jerry Faber

Driver School Promotions

Promotion	Benefit
For students who were "First-timers" at our 2011 October Intro School, attend April - Lightning	\$50 rebate for your next school #
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

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- Jeff White



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Finish Lines by Thom Rossi

By this time, you should have seen my completed race car on the track at one of our NJ driving events. The only problem is that I don't have one. Here we are half way through the season and my build project is way behind schedule. Delayed parts delivery, limited time, and the need to learn new skills along the way have all combined to make me carless at this late date. That is not to say, however, that there has been no progress since my last column on this topic.

At least I have a drivetrain. The transplant engine, transmission, new differential and associated mounts, connectors and tidbits have all been installed, along with a double something or other shifter linkage that Geoff Atkinson hooked up. Just about the time we got that done, body panels started showing up.

Well, they didn't just show up. Technically, Geoff drove down to Virginia and got them, thus saving a fortune on shipping (thanks, Geoff!). For the first couple of weeks, I just kept them stacked in my garage while I worked on other things like finishing up the brake plumbing and making some progress on re-installing the wiring harness and a semblance of a dash board, complete with new instrumentation. But, I never left them completely alone. It's just so amazing how much these parts don't weigh. I loved being able to go over to a stack of doors, bumpers, and a hood, wrap my arms around them, and just pick them up. Collectively I'd say they weigh about 10 pounds. It made me feel super manly to be able to pick a door up by a corner with a couple of fingers and haul it around the garage. The original doors, of course, weigh a lot, especially with the glass in them. It's all one man can do to pick one of those puppies up and move it around with two arms wrapped tight. I did it several times around Mrs. R. to impress her with my heroic strength, but of course this went unappreciated because my efforts were eclipsed by her focus on the fact that our side yard is starting to look like a salvage yard.

Now that the body panels are installed on the car, it's actually starting to look like a BMW again. That's pretty exciting.

Yet, there are still many parts missing in action. For example, it would be so nice to have shock absorbers and springs. These were ordered in February from a company located in the Netherlands: Moton. At the time, we anticipated they might take about 6 weeks to build and ship (they are custom built parts). By the time June rolled around with no word from Moton on the delivery date and very few answered and returned phone calls, I knew we had a problem. Then I saw a press release stating that Moton had been acquired by another company. Ohhhh.... Most of us have had our own personal experiences with corporate mergers and take-over as members of the modern work force, so we all know that business as usual just doesn't happen in these situations. Upon follow-up inquiries with the company we were told that my shocks had not yet been built, and no delivery date could be promised. Good bye, Moton. We've now switched suppliers to JRZ USA for very similar shocks, and at a slightly lower price than the Motons. There were a few other alternatives I considered, but the JRZs have been successful in our club racing program, are reasonably priced, and are at the right level of technical complexity for me. Moreover, they have promised a delivery date and are good about answering questions on their progress. So far, I like working with these guys.

The net result of all this is that instead of getting my car on track in April or May, I will be lucky to have it running in August. Bummer. It takes longer to build a race car than I thought. Next time, I'll be able to plan better. (Just kidding Mrs. R.!!! Just kidding. I know this is my once-in-a-lifetime free pass from any house work for the summer!)

One thing that is building faster than expected though, is friendships. Doing this build amongst my set of friends is kind of a modern day version of a barn raising. This coming weekend the plan is to work with Mike Bovino to get the paint done. Mike is a car guy I met through one of my daughter's friendships. Over the years we've exchanged tales of working on our respective passions (he's into Corvettes, motorcycles, and various German marques). Last summer I got a chance to see some of his work on a motorcycle he rebuilt and painted. It came out great! So when Mike took an interest in the build and asked if I'd like to get some help painting it I jumped at the chance to work with him. Over the course of the past month

we've picked out paint colors (sorry, that's not going to be revealed until I show up at the track) and have planned and prepped the car for painting. Provided that everything shows up as planned tomorrow, I'll be spending this weekend immersed in that aspect of the project.

Every race car needs a color design/scheme. Mine was developed in collaboration with my daughter's boy friend (Ben Cahill). He has quite an artistic eye, and after a few sessions of looking at on-line images of e36 and e46 race cars, Ben did a few photoshop work ups. We picked a concept and traced it on the car and I love it.

So far, then, I would sum up my progress as: race cars built, less than one; friendships built, more than one. Indeed, things are going far better than I had planned.

Autocross mid-season standings

Our autocross program has three events behind us, and the champ series now has a three-way tie with Chris Leckenby, Doug Feigel and Scott Parthum for first place.

Our next event is Aug 7 at the ballpark. We welcome all the SCCA members and non-BMWs that help make our events successful, as well as our NJ Chapter members. Many newbies are finding autocross much to their liking, and there are always a lot of smiling faces when the owners of these cars discover what they can do with them.

Help us celebrate mid-summer with a day of autocross!

Elihu Savad

2011 Autocross Season

- **August 7** TD Bank Park Bridgewater
- **September 18** TD Bank Park Bridgewater

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



Photo by Jerry Faber

Driver School Schedule

Driver School and Club Racing schedule for 2011:

- **September 10-11** Summit Point WV. Shenandoah, Driver School
- **October 16-17** NJMP Lightning, Intro School

Driver School Registration on Motorsportreg.com

Initial Ramblings

by JT Burkard

Putting miles on the "other" BMW

I feel I am losing touch with my Bavarian roots, sort of. Since the Beirgarten Event, I haven't driven the E21. I haven't diagnosed the battery drain issue and fear getting stuck in a parking lot with no way to jump the car. Even more perplexing is the E38 has not been out on the roads that much since then either. I think I took it two or three times to work in the last month. What a shame for such a great road car. But in a strange turn of events, I have been racking up miles on another BMW. This one has two wheels. Did you guess I bought a Beemer? Perhaps a R1200GS, a vintage Airhead or maybe even an R1100R? Guess again. This one doesn't even have an engine. Confused yet? It's my BMW Cruise Bicycle. That's right; BMW makes a human powered bike. Believe it or not BMW has over 60 years of experience in bicycle manufacturing and yes, they have an M-series Bicycle too! Some of you may have read in the past about it as I made a few references to it here and there in past articles. Since we have been watching the Tour de France on TV the past two weeks, I have actually put more miles on the bicycle than the cars. Sad for the cars but not for my fitness.

Not only does BMW make fantastic cars and motorcycles, but they can also make one heck of a bicycle! Its build quality is up there with the major manufacturers of pedal machines. So is its price but it's well worth it if you are a cycling fan. No BMW collection should be complete without one. So far, I have taken it on a group ride with some serious cyclists and it has attracted a bit of attention. These are people with \$2,000+ road bikes with matching lycra cycling clothing, clip in shoes and who know all the correct hand signals and lingo. Here I am with a Margaritaville T-shirt, shorts, no helmet, and a spare tire above my waist and they have to be saying "what is this guy doing on this beautiful bicycle". Its styling is very low key with no huge graphics on the side, just some small discreet Roundels molded onto the side of the frame by the seat post and one on the handlebar stem. It was a cool conversation starter as I tried to see if I can recruit a fellow cyclist into our club who hopefully owned a BMW Car/SUV. Unfortunately, no one in the group of 30 had a BMW.

The local bike shop I visited to get my bike computer mounted up had never seen one, or for that matter, heard of one. The guys were all over it like a bunch of gear heads salivating over a Shelby 427 Cobra or Koenigsegg Agera R. It was pretty cool to see guys who have been doing this hobby for many years get excited when I show them something they have never seen before. It took them 10 minutes to mount up the electronics but I spent an hour just chatting with everyone there. It seems that this hobby is full of the same type of enthusiasts ours has.

Fear not my faithful followers, I will not be converted to one of those engine hating hippie cycling environmentalist car free wackos. And for proof, I bought another car. Oh yes, did you think I can go more than a few months without buying something else? This time I was smitten by something Italian. More specifically an 86 Alfa Romeo Spider Graduate. Of course it's in the best color combo of red with black top and black interior. You know how I always say these cars find me, I don't go looking for them? It was traded in on a classic Mustang we had at the shop. After driving it home and taking Sandy out for dinner in it, we thought it would be a cool car to have for the summer. After driving it a few more times, we were really enjoying it. This, of course, was still owned by the dealership and not us. I spoke with the boss, who incidentally wanted to possibly keep it for himself. I convinced him he needed to sell it to me for a birthday gift for Sandy. A week later, and it was sitting in our driveway and Sandy was presented the keys on her birthday. Plus I've been saying for a few years we needed a convertible. It's not the E30 I was seeking but I think it will fill the void well.

Now we have officially ran out of room. Between the E21 in the garage, the E38, the Acura, my Truck, this Alfa and the 66 Mustang I got a few months back, the driveway is overflowing. Not counting the three other cars we own that are parked at different locations. We can't even have guests over the house unless we park some of our cars in the backyard or the side lawn. I should just put up a USED CARS neon sign in the front window of the house. At least we have good looking vehicles, no Gremlins on cinderblocks or mid 80's Buick Station wagons with rusted body parts hanging off with one bolt holding it on waiting for Mike and Frank from American Pickers to show up. I briefly thought that if I become some hardcore cyclist type I would buy an early 80's Volvo 240 Wagon to load up the bikes with and tour Vermont but then I snapped back into reality. I'd rather buy a VW Vanagon Westfalia camper instead. At least it's German. Plus, that can serve a different purpose, Camping, not just another vehicle. See, you need purposeful reasons to buy different vehicles.

So with writing this, I will make sure I take BOTH 4-wheeled BMW's out this week, give them a bath, wax, and a blast down some twisty back roads. Then head out to the local bike trails with the other BMW to continue my duties of Ambassador of all things BMW.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

New Jersey Chapter of the BMW CCA Board Meeting May 11, 2011

Board members present: Jerry Faber, Mark Mallory, Doug Feigel, Jeff White, Deb Kolar and Dave Allaway. **Board members absent:** Larry Engel, Al Drugos, Colin Vozeh, Ross Karlin, Paul Ngai and Jamie Kavalieros. **Others present:** Barry Stevens, Neil Gambony, Elihu Savad.

President

On behalf of Larry Engel, Dave called the meeting to order at 7:37 PM at Alfonso's in Somerville. Jeff White moved to waive the reading of the April minutes and Barry seconded (carried unanimously). Paul reported that the June meeting will be Friday the 24th at BMW NA. Doug noted that Paul has posted information on the Biergarten at Deutcher Club of Clark which will be Friday June 3rd at 5:30 PM (display cars to arrive 4:30-5:15). Elihu has the banner.

Vice President

No report. It was noted that the meeting on May 17th will be at Vulcan Motor Club.

Treasurer

Mark Mallory distributed the year-to-date income & expense report and current assets. We are currently at a \$2,273 deficit, not including the ITS seminar. Mark noted that there are no lingering items from last year. Jeff noted that we need to buy an extra hour of track time at NJMP. Mark reported that we have made a \$500 deposit for Expo.

Secretary

Dave thanked Larry and Doug for the March and April minutes. The conformant chapter logo as submitted to BMW AG was reviewed.

Social Events

No report.

Newsletter

Jerry reported that the deadline will be the May 13th and that there will be room for the annual report.

Business Manager

Doug Feigel reported that a new advertising rate sheet is being worked on. He currently has

the DelVal and GVC rate sheets for comparison purposes, but not NY Chapter. Doug believes that we are not charging enough for banner ads. Doug now has a bill of sale from Ed Walters for the autocross trailer. To obtain a New Jersey DMV registration, he still needs proof of taxpayer ID, corporate ID, certificate of insurance, certificate of formation, certificate of authority, and notarized power of attorney, among other items. Doug and Mark will work on this. Doug is working on due-to-expire contracts.

Driver Schools

Jeff White reported that registration for June (Thunderbolt) is doing well, with 50 regular students, 8 club racing school students, and 20 racers so far. NASA licensed racers will be allowed on track. We are set for a banquet at the track (free to participants) with additional guests at \$25 each. It was reported that Ross Karlin has engaged Bloomfield BMW and JMK BMW as sponsors.

Autocross

Elihu Savad reported a surprisingly successful recent event, especially X class. Additional website promotion is needed. The TireRack Street Survival school is set for Sunday. Donations for EMT's are set. Lunch has been ordered. A backup projector is needed.

New Membership

Neil Gambony reported that new member letters went out last week. He will do a newsletter write-up on the new membership drive by National.

Old Business

As a follow-up to Larry's request for investigation, Deb Kolar reported that we are already on Facebook, with 80 members, and recommended that we just use the existing page. She will talk to Colin about linking with the website.

New Business

Jeff confirmed that the e-mail blast regarding Motorsport Reg worked well. No date was set for the next board meeting.

Jerry motioned to adjourn at 8:42 PM and Mark seconded (carried unanimously).

Respectfully submitted,
David Allaway, Secretary

NJ Chapter Calendar

August 2011

No Meeting

September 2011

September 21st

Monthly meeting at Deutscher Club. 7:30pm

October 2011

TBD

November-December 2011

December TBD

Monthly meeting at Deutscher Club. Annual election and Pinewood Derby Race. 7:30pm.

SIGfest



Photos by Elihu Savad

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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: \$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.

Thunderbolt Driver School/Club Race

Westlake School wins again!

(Continued from Page 1)

BMW. After some spirited bidding and overt browbeating by Mo, the final bid went to Dan Feldman. We also need to make special mention of Larry Fletcher who provided two "matching" bids for the auction so that the final tally was over \$3,600 raised for Westlake! For those of you who do not know Larry, he is the embodiment of what is great about our Club. He works timing and scoring for the Club Racers and is one of the true "behind the scenes" volunteers that make our events work. Larry specifically flies up from his home in Texas just to be part of NJ Chapter events and we are grateful for his friendship.

The fun continued on Tuesday when the students and staff from Westlake arrived during the lunch break. After a quick break to receive their event shirts and hats, everyone climbed into cars for a set of parade laps around the track. The huge smiles on the faces of the kids are the reason we do this every year. The rides were followed by the awards for the racers for the feature race, pictures with the pace cars and then a bit of spectating for the final club race on Tuesday.

Meanwhile, while the kids were having fun, a busy schedule of driver school, club racing school and club race was going on. The Bimmerworld Club Racing School was held at Thunderbolt this year to give potential club racers time to get through the school and obtain their license in time for our July Club Race as well as DelVal's Club Race held at Lightning in August. Ron Checca, well-known to club racing fans, was chief instructor for the club racing school. Praise for the school was uniformly high from all the participants. If you are an advanced student and want to expand your skill set, you should put this event on your calendar for next year.

The driver school portion of the event was a sell-out with 65 students registered (and 10 disappointed people on the waiting list). The large instructor contingent meant everyone had ample time with his or her

instructor and our instructors were not overtaxed in the hot weather conditions. Driving lines and speeds improved noticeably over the two days and all reports were that everyone had a great time.

Finally, the club racing results. The event this year received designation as a Premier Event and so all three races were eligible for points for club racers. With 37 cars posting a qualifying time on Monday and 40 total drivers, the turnout for the races this year was better than we have seen in some time. Every race was spirited with different winners each time: Bob Solomon took first on Monday, Alfredo Galossi was the winner of the Feature race Tuesday and Josh Koropchak was first to see the checkered flag in the second race Tuesday. Please look for Brian Morgan's article in a future issue of the Roundel listing all race participants and finishes as well as photos.

We will be on the main track at Summit Point for another combined driver school/club race on the weekend of July 23-24 including our traditional BBQ at the track. If you have never been to Summit Point you owe it to yourself to come. This is a track that everyone loves for its flow, elevation changes and speed. Watch for a full report in next month's newsletter. In August (23rd-25th) our friends from DelVal have their 3-day Driver School/Club Race event at NJMP on Lightning. This event always sells out so register now. Next up for us is our annual trek to the Shenandoah Circuit at Summit Point on the weekend of Sep 10-11. This is truly a driver's track and it is the only event where everyone has time on the skid pad for both days. Registration for all events is on-line at Motorsportreg.com.

Thanks again to our dedicated volunteers, all our participants and our generous sponsors for making the Thunderbolt event a terrific success. See you at the track.

Ross Karlin
Jeff White

June Autocross



Walkthrough



Preparation



E46 M3



E36 M3

Photos by Jerry Faber

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