



New Jersey Bulletin

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Club Racing 2011



Photo by Brian Morgan

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The Cone Catcher



by Larry Engel

I've just returned from my second trip to Northern Vermont in as many weeks, and I have mixed feelings about the whole thing.

The major plus is the reason for going in the first place. Our son Greg and his wife Alicia are the proud parents of a son – Sebastian Peter. Greg's in grad school at UVM and hopes to finish his PhD next year, so it looks like Grandma and I will be traveling north fairly often. I'm not usually the sentimental type, but I have to admit I became pretty emotional the first time I watched my son holding his son. At any rate, this is a car club newsletter, so let me dovetail some car stuff into this story.

When we travel to Vermont, we usually stay at Karin's sister's home in Morrisville. It's way up there north of Stowe and the trip includes some of the best driving roads I've ever traveled. The first two thirds of the trip is on Interstate highways, namely Route 287 in New Jersey and Route 87 in New York State. From the Jersey State line to Albany Interstate 87 is part of the New York Thruway, and I'm surprised that any highway in such a densely populated state is mostly two lanes in each direction. This is the case with the Thruway most of the way to Albany. Surprisingly, north of Albany the road goes to three lanes in each direction and becomes known as the Northway. (The Thruway makes a left turn at Albany and becomes I-90 as it heads west to Buffalo.) As the name implies, the Northway heads north through towns like Saratoga, Glens Falls, and all the way up the west side of Lake George and Lake Champlain.

We used to get off the Northway near Ticonderoga and take a bridge over the southern tip of Lake Champlain into Vermont. It was a two lane bridge with a steel superstructure and very steep approaches from both sides. It was very rusty and I often wondered whether anyone was making sure it was safe. In 2009 someone else wondered whether it was safe (NY State) and apparently the answer was "no." It was closed in October 2009 and demolished shortly thereafter. A new bridge is scheduled to be completed in the next couple of months. In the meantime, travelers can either take a free ferry across the lake or find an alternate route.

We elected the latter. We've been taking the Fort Ann exit and heading up Route 4 to a delightful Vermont road called 22A. Getting from the Interstate to 22A is a bit of a pain because you have to deal with an outlet center and some touristy stuff, but it's worth it. I think it's a 41 mile run from Fair Haven to Vergennes, and it's sparsely traveled and posted at 50 miles per hour most of the way. It heads through the farmland of the Champlain Valley with the Adirondacks to the west and the Green Mountains to the east. Depending on the mood or the weather, we might take 22A all the way to Vergennes and then Route 7 into South Burlington, Interstate 89 South to Waterbury, and then Route 100 north through Stowe and into Morrisville.

If I'm really in the mood to drive, I'll make a right on Route 17 in Addison instead of going into Vergennes, and take this road over the Green Mountains past the Mad River Glen ski area and into the quaint town of Waitsfield, where you can pick up Route 100 and head north. It takes a little more time, but Route 17 is worth it. It twists and turns over the mountain, and there's a pond and bog near the summit where I've seen moose grazing in the past. It's steep and narrow, and perfect for driving any BMW. Last weekend, we took 7/89 up, and 17 on the way home. Karin has never seen a Moose in the wild, so I figured it was our best bet. It didn't happen – so maybe we'll see one next time.

We've taken the X3 on the last two trips to Vermont, but the mileage is racking up at a pretty high rate. I'd like to take the M3, but the final approach to Karin's sister's house has kept the M car out of Vermont recently. To get there, you have to drive more than 3 miles down a dirt road, and then up the driveway. Mountain stream bed is more like it. The driveway is gravel and dirt, and winds through the woods and then up a hill for about a quarter of a mile. They re-grade it every once in a while, but the snow melt and heavy rains this year have made it close to un-drivable for a low ground clearance car like the M3. Still, I think I'll have to risk it at least once before the cold weather sets in and the M3 is put away for the winter. I'm putting too many miles on the leased X3 anyway, and those roads are so tempting – I just have to drive them in the best road car in the fleet.

The other problem with the trip to Vermont is the traffic. As I already mentioned, I have a hard time believing the NY Thruway is only two lanes in each direction for much of its length. This translates to massive traffic jams on Sunday afternoons, as people head from resort areas like Lake George and the Catskills back to reality in the big city. I've found that if I leave Morrisville by 7:30 in the morning, the Thruway traffic usually isn't too bad and I can get home around 2:00. This past week we left at 8:00 and the trip took an additional 30 minutes. Chris (who was driving separately) left Morrisville at 9:00 and the trip took him over an hour longer. The traffic really takes the joy out of driving a great car on a nice long trip.

At the risk of sounding like a broken record, I'll repeat my plea to teach and enforce the lane discipline laws. During several points in the trip, traffic was slowed by one car in the left lane meandering along at 5 below the limit and 10 or 15 below everyone else on the road. This is caused by either pure ignorance or some sort of passive-aggressive problem. (I should stop here – the rant was last month. Sorry for getting off track.)

While in Vermont last weekend, Chris, my nephew Kyle, and I visited the antique car show that was being held in Stowe. There was an impressive collection of iron, from turn of the century motorized wagons to 1970's muscle cars. I couldn't believe the number of certain car models that were being displayed. There must have been 20 or 30 Chevy Chevelles, about 6 MG TD's (but only one TC that I could see), and three mid 60's Buick Sportwagons. The Sportwagon was Buick's version of the Olds Vista Cruiser. They both featured a bumped up rear roof and glass panels on the vertical panels of the raised roof. My family had an Olds F-85 wagon, which looked similar to the Vista Cruiser but didn't have the neat raised roof and was a little smaller. It wasn't in my father's nature to buy the more expensive car. Still, seeing the big Buick wagons in Stowe brought back a lot of memories for me.

There were only two BMWs on display, a beautiful 3.0 CS and a square light 2002. The 2002 was mint green with tan seats and looked like it just came out of the showroom. I spoke to the owner after seeing the CCA sticker in the window. I regret not introducing myself and getting his name, but we chatted for a couple of minutes. He was the original owner of this '02 and had just replaced the Solex carb that had been in it with a Weber and was trying to get it to idle a little better. Other than that, he said the car was mostly original, with only a little touch up paint here and there. He asked me what I drove and I gave him the list. I asked what other BMWs he owned, and his answer was "none". After gazing at the pristine 2002 in front of us, we agreed that he didn't need any others. I hope meet him again someday and learn more about his ownership experience.

Well, I'm out of space and out of stuff to write about once again – so until next month, keep the cones standing!



Driver School / Club Race Report

Summit Point

George Gershwin wrote "Summertime, and the livin' is easy....", but when it is Summit Point in July reality is much closer to Kenny Chesney's lyrics of the same name: "Temperature says 93, down at the Deposit and Guarantee." True to form, the NJ Chapter's combined Driver School and Club Race on the main track at Summit Point on July 23-24 was held in high temperatures but, thankfully, without the storms we experienced last year. Summit Point is in the process of upgrading its facilities and we were happy to see the track in excellent condition.

Turnout for the event this year was better than it has been for many years with 62 driver school students, 42 instructors, and 35 racers! The larger student numbers were easily accommodated because we secured extra time on the track so that we held three student run groups rather than the two we ran the past. This meant run groups were small, instructors were not overworked, and everyone had a great time. We are starting to see students who were "First-timers" in our Introduction to the Track school returning to our events and now enjoying new tracks. Once you have been bitten by the bug and understand both the fun and benefits to your driving skill that our schools provide, you want to do more. Special thanks to Richmond Shreve for his classroom sessions and the videos he used to provide visual demonstrations of his teaching points.

This year was the NJ Chapter's 14th season of holding a Club Race at Summit Point. In Saturday's race, Vernon Anderson took the checkered flag in his I-Prepared E-36 M3, followed by John Brown's D-Modified E-30 325, and Julie Wolf's I-Prepared E-36 M3.

Saturday's results set the grid for the feature race on Sunday, which was won by Julie Wolf, who showed some very impressive driving. A transplanted West Coaster, this was her first visit to Summit Point. She was followed by five other I-Prepared racecars, driven by Vernon Anderson, Rob Jackowitz, Mark Lounsbury, David Weaver, and Joe Mucciolo.

In what is becoming a new tradition, the Sunday afternoon "fun race" raised over \$200 to benefit the Westlake School by a lottery drawing for grid position. Tom Wansor grabbed the pole position. He was edged out at the finish by David Weaver, with Shaun McKenzie finishing third.

For those who had not completely wilted from the triple-digit heat, we had our traditional track-side BBQ on Saturday evening. Nothing says a summertime BBQ more than cold beer, ribs, chicken, corn on the cob and salads. No one left hungry.

Thanks to VAC Motorsports for providing event T-shirts. It is our sponsors who help us put on these events and so please be sure to both thank them and give them your business.

Next up for us is the weekend school at Shenandoah on Sep. 10-11. Remember that Shenandoah is the only event in which we have full use of the skid pad for both days of the event. Shenandoah allows you to experience a wide variety of types of turns and elevation changes, including the banking of the Karussel. Driving this track well requires concentration coupled with good technique and is guaranteed to make you a better driver. Attendance at Shenandoah has been growing steadily as more and more students and instructors come to appreciate what a great track it is. Weather permitting, we are also planning on adding some advanced on-track exercises to this event. Our final event of the year is a repeat of our highly successful Introduction to the Track held on Lightning Raceway at NJMP. With the overwhelming success of this event from the past two years, we are expanding the event to be Sunday-Monday October 16-17. If you are a first-time student who wants to give the track a try but can't take the Monday off work, you can now come down just for Sunday! Similarly, first-time students can sign up for Monday only or jump in with both feet and come for both days. Experienced students now have the ability to close out the season with two days on a terrific track. If there is sufficient interest, we will also try to arrange a banquet of some sort at the track on Sunday night. Registration and more complete event descriptions are on the Web at Motorsportreg.com, follow the link from the chapter's homepage.

Come on out, have a great time and learn something. As the saying goes, a bad day at the track is better than a good day at work. We'll see you in the paddock.

-Jeff White & Ross Karlin



Photo by Brian Morgan

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New Jersey Chapter BMW CCA Board Meeting Minutes

June 15, 2011

Board members present: Larry Engel, Al Drugos, Ross Karlin, Jamie Kavalieros, Mark Mallory, Doug Feigel, Jeff White, Deb Kolar and Dave Allaway. Board members absent: Colin Vozeh, Paul Ngai and Jerry Faber. Others present: Blake Smith, Jon Trudel, Brian Morgan, Barry Stevens, Vic Lucariello, Neil Gambony, Elihu Savad, Ron Acher.

President

Larry Engel called the meeting to order at 7:38 PM at Alfonso's in Somerville. Larry moved to waive the reading of the May minutes and Al Drugos seconded (carried unanimously). Larry reported that he is pursuing a BMW corral at NJMP for the GrandAm event. He noted that last year we had a great turnout. There was a discussion of advertiser status, and advertising posts on forums in violation of club policy. Larry thanked the Driving Events committee for a great start to the year.

Vice President

On Paul Ngai's behalf, Larry reported that the June 24th meeting at BMW NA is scheduled. We have no scheduled meeting for July and, due to proximity to our Summit Point event, it was agreed to skip the July meeting. It is unknown whether we have a meeting for August [see Social Events]. The possibility of a September meeting at BMW of Hunterdon was discussed. Larry will follow-up with Paul.

Treasurer

Mark Mallory distributed the income & expense report and balance sheets. We are currently at a \$7,808 year-to-date deficit, but Thunderbolt is expected to be profitable. Larry Fletcher's generous contributions to the charity auction at Thunderbolt were noted. Our next big expense is Summit Point, but we will not be invoiced until after the event.

Social Events

Al Drugos requested a poll on the website regarding interest in again having a baseball event as the August meeting. August 24th at TD Bank Ballpark was set as a tentative date. Deb Kolar will post this as a forum question.

Newsletter

Larry noted the need to reduce newsletter expenses this year, but there was no extended discussion in Jerry's absence.

Website

Jeff White reported that he is reasonably satisfied with the transition to MotorsportReg.

Business Manager

Doug Feigel reported that he has obtained advertising rate sheets from three neighboring chapters. Doug recommended a slight increase in rates, a slight decrease in issues, and a reduction of the number of advertising options. Doug distributed a proposed rate sheet, with three levels of possible rates. It was agreed that for 2011 we would hold at 11 issues. After lengthy discussion, Doug motioned to change the standard rates based on proposed schedule 'C', for new and renewing advertisers. Al seconded (motion carried unanimously).

Driving Events

Jamie Kavalieros reported that the NJMP (Thunderbolt) event exceeded expectations. Jon Trudel is planning to be rally master for the Whack Your Turkey Rally. Jamie is planning another New Jersey Gymkhana.

Driver Schools

Vic Lucariello reported that there were some comments to the effect that the tech line was too long on the evening before the NJMP (Thunderbolt) event. It was noted that we had an unusually large turnout for evening tech. Vic will endeavor to have more tech workers available for Summit Point. Blake suggested a follow-up e-mail to all attendees thanking them for their participation. Brian will provide photos, and Jeff will provide the event story. Jeff reported that it is too early to gauge Summit Point registration (20 out of 55, so far). Jeff noted that we have purchased additional track time again this year, with no racing school, and this gives us the option of having three student run groups.

Autocross

Elihu Savad reported that the next autocross will be on June 26th, as part of the E30 SIG-Fest weekend. This will be publicized by E30 SIG. It was noted that we lent our cones to DelVal for their TireRack Street Survival (TSS) school. Elihu has ordered and obtained new wristbands for autocross and TSS. Elihu asked whether the North Lot at PNC Bank Arts Center is now available again. Jamie will follow-up with Drew Karpinski. Larry asked about interest in doing another TSS this year at the same lot. Larry will pursue and Elihu will check possible dates. Ross will follow-up with Port Authority on possible venues.

New Membership

Neil Gambony reported that new member letters went out on June 3rd. Neil reported that BMW NA is still working on the idea of 3 month club memberships for purchasers of CPO cars. Neil will follow-up with John Sullivan on the status of this. Deb Kolar reported that we now have 98 members on our Facebook page. Colin and Deb have been added as administrators. Doug reported that Colin will work with Brent on adding a link.

Old Business

Larry reported that John Sullivan is still confident about Lime Rock as a 2013 O'Fest venue. Larry reiterated that we have offered to run the driver school on our terms, and that this has been accepted by National. Neil thanked everyone for their participation in TSS. Vic requested purchase of a brake fluid tester. Larry solicited requests for capital expenditures from everyone, before approving anything as a group. Ross motioned to approve a \$100 charity donation in memory of Andy Korinis' mother, which had been tabled from a previous meeting. Dave seconded (approved unanimously).

New Business

Larry noted that it is time to initiate another blast e-mail. Larry reported that Paul has suggested Willie McBrides as a board meeting location. The next meeting was set for July 20th at Alphonso's. Ross motioned to adjourn at 9:37 PM. Jeff seconded (carried unanimously).

Respectfully submitted,
David Allaway, Secretary

July 20, 2011

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

President

Larry Engel called the meeting to order at 7:31 PM at Alfonso's in Somerville. Larry moved to waive the reading of the June minutes. The motion carried unanimously. Larry reported on plans for the BMW corral for the NJMP Grand-Am event. As pre-race signup is small, track management has agreed to allow any BMWs or Minis at the race to park in the corral. There was discussion of recruitment of sponsors. Prestige BMW, where Larry Engel and Doug Feigel had visited before the meeting for a Steve Dinan presentation, was mentioned as a candidate.

Vice President

Vice President Paul Ngai reported on possible meeting topics. As little interest has been expressed in a possible August TD Bank ball park visit, that meeting was not to be held. Nothing else will be scheduled for August. A possible September presentation by a state trooper was mentioned, along with a possible fall meeting at Unique Photo with Klaus Schnitzer as presenter. Paul was to follow up on both of these meetings and explore other possibilities for the fall.

Treasurer

Mark Mallory distributed the income & expense report and balance sheets. He confirmed that the June Thunderbolt event was profitable. It was noted that High Point, which had already provided sponsorship for the street survival school, would also sponsor the introductory school at NJMP in October.

Social Events

In Al Drugos' absence, there was no report. As noted under the Vice President's report, the TD Bank Ballpark event was canceled.

Newsletter

Newsletter editor Jerry Faber raised the issue of whether the newsletter should continue to be produced on a monthly basis. After discussion, the board affirmed the need for a monthly publication, although it was noted that the November/December issue would be combined, as it was in 2010.

Website

Webmaster Colin Vozeh proposed to bring hosting in-house, but the board elected to continue with outside hosting.

Business Manager

Doug Feigel reported that both Bavarian Autosport and Shade Tree Garage had renewed as advertisers. Doug said that he would share the recently revised rate sheet with other chapters.

Driving Events

Jamie Kavalieros noted that there were already 63 signups for the Summit Point school. He noted that he was asking for volunteers to donate helmets to be used as loaners, and said that with changes in state regulations the chapter would most likely have to purchase five or six full-face helmets this year. Vic Lucariello noted that a brake fluid tester would be a valuable tool for driving school technical inspections, and proposed that the chapter purchase one. The price is \$350. A motion to purchase the tester was approved. The board discussed recent E36 power steering hose failures in the light of an incident at a recent Watkins Glen driving school. It was noted that Vic Lucariello was an early identifier of the issue. Autocross chairman Elihu Savad noted that three autocrosses had been run, with another three, and possibly, four, remaining on the 2011 schedule. While dates were available for a street survival school at the PNC Bank lot, the site was ruled out as there was no classroom available. Elihu was to check dates at Raritan Expo Center. Elihu noted that PCA would like to run a joint autocross with BMW CCA at the Meadowlands. The autocross committee was to investigate this possibility.

New Membership

Neil Gambony reported that he was preparing a new set of new member letters.

Old Business

Jeff White noted that there were still unanswered questions from the National Office regarding the Chapter's possibly running an O-Fest drivers school. Larry was to forward the questions to National Events Manager Linda Axelson. It was noted that the \$100 charity donation in memory of Andy Korinis' mother had not yet been sent pending notification of the proper charity. The board agreed not to pursue Willie McBride's as an alternative board meeting location.

Next Meeting

The next board meeting was set for August 17 at Alfonso's. The meeting was adjourned at 9:12 PM.

Respectfully submitted,
Brian Morgan, Acting Secretary





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Finish Lines by Thom Rossi

Life is a mysterious confluence of events. A few months ago, Mrs. R. and I were at a Staples a few towns north of us to mail an express package. It so happens that she recognized the clerk as one of the kids who grew up in our township and said hello. He looked at her with a blank expression, no recognition in his eyes at all. Then he looked at me and said, "Oh yeah, I know you. M5, right?" You have to love gear heads – we're everywhere! On the way home, Mrs. R. laughed about it and said she was officially changing her name to Mrs. M5. Then a funny thing happened: she started to care about how the car looks when she's in it.

That is how I came to be washing Aggie on the morning of the wedding of the daughter of one of Mrs. M5's best friends. I had already been ordered to buy a new suit, shirt, and tie with color scheme complimenting Mrs. M5's dress. I had already been told to get my hair cut the night before the wedding. And now I was under orders to get the car clean and shiny before we rolled to the wedding, and especially to make sure the wheels looked good. At last we understand each other! Or, do we?

Cleaning a car means a lot of different things to a lot of different people. The wedding was to take place at 2 pm. That meant the car had to be cleaned and I had to be getting myself ready by 12 noon. I didn't get up until 8 a.m., leaving myself about 3 hours to work on cleaning the car. Having served my time as a concourse addict a few years back, I knew without a doubt that I couldn't even come close to cleaning the M5 in a mere 3 hour effort. In fact, I would say it would take at least 3 days to do it right. My mind immediately jumped to the best method to quickly strip off tar and bug guts before giving the car a waxing. While I was contemplating the relative virtues of various solvents (MEK v. n-hexane), versus different levels of aggressive cleansers and polishes, Mrs. M5 made a bone-jarring suggestion. Just take it to the free car wash at Flemington BMW. Arghhh!!! That's when I knew that, no; in fact we did not understand each other after all.

Fast forward to the wedding reception. We pull up to a place called "The Palace" and are greeted by a valet parking attendant who immediately starts fawning over us and promising to put the M5 in a VIP parking spot. I think that means that parking attendants are acutely in tune with how much cars cost and they try to say the right things to the people who can probably afford to tip them a bit more. Other guests are milling about. You can see all eyes turning toward the rare and beautiful car that just pulled up to the entrance. I suppose if you're into making good impressions this would be a satisfying moment. Except... they are not looking at the M5. They're looking at the beautiful white Bentley Continental GT driven by the Groom's father! In texting parlance, at this point I am ROFLMAO at the delicious ironies life serves up. I'm sure the valet parking attendants managed to find a super VIP spot for that one! By the way, the Continental is a beautifully styled car when seen in person. Even better than it looks on the internet, and certainly more pleasing to the eye than the e60 M5, the styling of which is an acquired taste at best. It's even powered by a 567 hp engine, putting the M5's paltry 507 hp to shame. Though it does have to push an extra thousand pounds down the road and tops out at a mere 198 miles per hour. That means that if I really wanted to prove the relative virtue of the M5, I'd have to find myself motoring down an unrestricted autobahn with electronic speed limiter removed. Then I could laugh uproariously as I sped by the wheezing Bentley at about 205 mph (the reported top speed of the M5). I might even throw them a bottle of Grey Poupon to enjoy as they continued on their comparatively leisurely pace. Of course, Mrs. M5 would be decidedly opposed to this method of enjoying Aggie. All of this brought me back to my reverie of a few months ago thinking about the ideal retirement car. You could do worse than choosing the Bentley. In fact, I would say that is a car that would likely suit Mrs. M5 quite nicely. The problem is that if I buy one, I'll have about enough money left over to live comfortably in retirement for about 4 days, less if I have to refill the gas tank. I guess I'll just have to see how healthy I feel when I hang up my spurs.

After a great deal of dancing, eating, and merriment at the reception, and enjoying time spent celebrating with good friends, we made our way out to the valet stand again. What do you know: they actually did have the M5 parked very close by and were able to retrieve it in less than a minute. After loading Mrs. M5 into the cabin and putting a couple of goodies into the trunk, and – now this is important – after tipping the valet attendant, the kid lingered for a few seconds and looked Aggie up and down with a sparkle in

his eye, turned to me and said, "I love these cars. They're awesome." After a little car-guy chit chat, just as I was about to get in the car the kid added that he especially loved the BBS wheels. Yeah, they looked pretty good all cleaned of brake dust for a change.

I mentioned this to Mrs. M5 as we were leaving the parking lot. Her response? "Why do people like this car so much? I don't get it." I tried to explain, but it's no use. How do you convince someone that a 10 cylinder racing motor is something to be admired if they don't intrinsically sense that? It's not rational, after all, and we all know that. But unless you get that, how can you be called Mrs. M5? So after a brief flirtation with a new sobriquet, we're back to being Mr. and Mrs. R. And may the newly married couple (we'll call them the J's) have as many years of happiness ahead of them as we've enjoyed together.

2011 Autocross Season

- **August 28** TD Bank Park Bridgewater
- **September 18** TD Bank Park Bridgewater

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

Driver School Registration on Motorsportreg.com

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



Initial Ramblings

by JT Burkard

Designing the Ultimate Toy box

We as car people need a place to put our stuff. Not just our cars, which is the biggest reason for a garage, but we also need a place for our tools, old license plates hanging on the wall, car parts, motorcycles, bicycles, more car parts, and a few more cars. It seems no matter how much space you have, it's never enough. As you all know, I have an obsession with buying cars and motorcycles. Heck, I'll buy anything that is a good price and can make money on, which included a couple boats and Jet skis in the past. The only thing I haven't bought yet was a Big Rig and an Airplane. I am still working on those. Last year I almost got to cross the Semi off the list as I made an effort to buy a cab-over Freightliner, but it was sold before I could get my trucker buddy to check it out. With this insatiable appetite for big boy toys, I need a place to put them all.

With this said, I started again to look for affordable garages so I can finally have my Man Zone behind the house. When we bought our house a few years ago, I wanted to make sure there was enough room to build a 24x24 garage in the backyard. No matter how many car garage the home would have, there still had to be room to build another. When we found this house, it already had a 19x12 garage attached to the house with no attic space above which gave me delusions of installing a lift. We were also lucky enough to have the room I needed out back and went to the township to make sure we would be able to build an additional garage before purchasing the home. I have to move the 8x14 shed to the other side of the lot and possibly cut down a tree, but I'd like to see if I can keep it. I like the shade it gives over the home. The original plans were for a two car garage with a 16x8 foot single door with a side man door, two windows in the back, and 2 side windows, one on each side. I contacted a couple Amish Built prefab outfits and for a basic garage like this it was around \$10,000-11,000 plus install fee since it would have to come in pieces and they assemble on the property due to the tight side space to get around the house. This is with a wood floor, but I would prefer laying a concrete slab and having them build on the pad. They will cut some cost if we do without the floor but the price for concrete counter acts the savings. I also looked into metal buildings which were about 30% cheaper to build but it felt more farm equipment storage than collector car storage.

Then of course I started to add stuff like 2x6 studs, 9' or 10' wall height with enough room to install a drive on lift on the one side, 2nd floor loft space on the other side, 12' work bench, shelving, 220w electrics for welding purposes, finished walls with insulation, and wall unit A/C with some sort of heat. Then I thought if I am laying a slab, why not install radiant heating to the floor. It's only money right? Toasty toes are perfect when working on the

cars in the winter. Then another idea came to light, add a bathroom to the garage. With the availability of multiple Pizza, Chinese food, and Chicken delivery services, I'll never have to leave the garage again. One of the things that really have been on my mind was adding a full second floor, which will eliminate the ability to install a lift, but I can always fit one in the house garage. With the second floor, I would divide it in half. One section for storage, the other would be a play room. Of course the bathroom would be upstairs as well. No need to take up valuable floor space on the shop floor.

The biggest reason for the second floor is to have a totally separate Man Cave area to the car area, as if the whole idea isn't testosterone filled already. I have my old HO train set from when I was a kid sitting in boxes that I would love to set up again. I also have a slot car set that would go well with the garage theme. My other passion is music and I have tons of Guitar and Bass equipment that is scattered in the house. It would be nice to make a sound proof room that will pull double duty as Man Cave and music studio. A couch, TV, WiFi for internet access, stereo, what more could someone want? The costs for all these additional items are astounding and are sure to blow the budget. Upwards of \$35,000+ is what I was quoted. I did find one garage dealer who has a nice garage 24x26 with second floor for \$18,000 + assembly that fits most of the requirements. I still need to lay the cement slab, wire it up, and then get a couple window A/C units and find some way to heat the place but this would still be cheaper than a complete custom build from scratch.

So at this point I have no idea what will be built. The most basic 24x24 no second floor bare bone garage is the most affordable and most realistic but there is that part of me that says save a little more and build the ultimate toy box. I know the size will be at least 24x24 if not 24x26. I have a good friend who can squeeze three cars in his 24x24 garage for winter storage plus his motorcycle. I am just looking for space for my 80 Firebird Formula, Sandy's 90 Mustang GT and the 86 Alfa Spyder we just bought. Plus my two motorcycles and possibly a third if Sandy gets her license. The 320i will most likely stay in the house garage where it's been resting comfortably since we moved in.

Heck if it comes out nice enough, I can host one of the monthly meetings inside. We already know all the local food delivery services on a first name basis.

JT Burkard

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Send comments and suggestions to jtburkard@comcast.net



NJ Chapter Calendar

September 2011

September 21st

Monthly meeting at Deutscher Club. 7:00pm 'All you need to know about NJ BMW CCA HPDE'. Stable Energies is a co-presenter, along with our own experts.

October 2011

October 19th

Monthly meeting at Flemington BMW.

November-December 2011

December TBD

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



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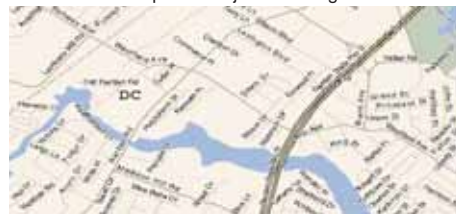
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