



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

May 2012

<http://www.njbmwcca.org>

Volume 43 Number 5

BMW's Vehicle Distribution Center hosts the NJ Chapter

In late March the New Jersey Chapter was given a rare glimpse into the workings of BMW NA's Port Jersey Vehicle Distribution Center. The VDC, one of four in the US, is a point of entry for BMWs, Minis, and Rolls Royces on their way from the factory to the dealership. Over 61,000 cars destined for dealerships in New England, New York, New Jersey, and Pennsylvania passed through the VDC in 2011.

When the chapter visited on a sunny Saturday morning, a load of vehicles was coming off a boat from Europe, so members were able to see the entire process of preparation from the time a car hits the ground in the US until it is placed on a transporter for its trip to a dealership.

It turns out to be a very quick journey; some cars make it onto a truck on the day that they arrive at the center, while others get the TLC they need before shipping in very short order. After a thorough pre-delivery inspection most cars go directly to shipping, while a few get sent for whatever mechanical work, body work, or painting they may need.

After introductory remarks by VDC Facility Manager Carol Furey, the large contingent of chapter members on hand was divided into groups

for a comprehensive tour that included a visit to each of the possible stops on a car's journey through the center. Tours were conducted by knowledgeable VDC staff members who could answer any and all of the questions that members posed.

Tony Abrams, VDC's quality and warranty manager, gave an entertaining presentation on the center, the preparation process, and the new cars that had just arrived. He fielded questions, along with Carol Furey and BMW NA M Brand Manager Matt Russell, who was on hand for the day.



VDC's Tom Giglio, Carol Furey, and Tony Abrams

York Auto Show, as they were being prepped at the center for display. Among them was the new M6 that had come off the boat that morning; it was the first time the car had been seen in the US.

After the tour, members were treated to lunch provided by Flemington BMW and to remarks by Jackie Bechak, BMW CCA's new National Events Manager. Bechak also managed the drawing for the impressive array of



Walt Baliko, Doug Fiegel, Mike Riccardi (Flemington BMW), Jackie Bechak (BMW CCA), Andy Garcia (Flemington BMW), Paul Ngai, and Larry Engel

door prizes provided by Flemington BMW, including the Grand Prize, a BMW 101 Experience track school in Spartanburg that went to Haomon Wong.

The chapter extends its thanks to Carol Furey and her staff, to Matt Russell, and to Flemington BMW. It was a memorable day at the VDC for chapter members.

- Brian Morgan

The chapter got a preview of the cars that would be shown at the New

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The Cone Catcher

By Larry Engel

It's early April and I've finally spent a day on the racetrack. I headed down to Thunderbolt on Friday to spend a day with the Drivers' Club at NJMP. It served as a warm-up for the first NJ BMW CCA track event of the year at NJMP Lightning next week.

I had to get home Friday evening so I could head into New York on Saturday morning to attend BMW NA's annual NY Auto Show shindig for club members. This year they had more new products than they've had in quite a while. This was the premier of the M6 convertible, and they had an example in San Marino Blue. I don't know how they do it, but they keep coming up with new blue shades to lust after. I can't tell which I like best - Interlagos, Estoril, or San Marino. They're all wonderful.

They also showed several other future models at the show - M6 Coupe (in drop-dead gorgeous orange), the 6 Series Gran Coupe, the X1, the M5, the i8 and the i3. Talk about an overload of eye candy! Three of the cars were in frozen colors (bronze, silver, and blue). They certainly are eye-catching, but I'm not sure I could own one. I don't know what I'd do with a car I couldn't wax.

I think the number of club members at this year's auto show set a record. It looked like there were well over 200 attendees from the New York and New Jersey Chapters. This is one of the events that draws a crowd of folks who otherwise don't participate in other activities, and it's nice to see some different faces. The annual BMW NA meeting and the Biergarten at the Deutscher Club are others that attract a nice mix of track fans and folk who just want to socialize. Both of these events will be held in June this year, so please join us if you can. (The Biergarten is firm, and we're hoping to firm up the NA meeting.)

We've been very successful in attracting new sponsors over the last couple of years, thanks largely to the hard work of Business Manager Doug Feigel. Last year we brought Flemington BMW and Park Ave BMW into the fold, and we're on the verge of bringing in another dealer. Since we're running out of advertising space in our Bulletin, we'll probably expand it to 16 pages a little more often. We'll also be asking our advertisers to sponsor activities that appeal to a broad audience, from driver schools to social events. Stay tuned - it should be lots of fun for everyone.

Along with the success in attracting sponsors, it looks like our membership is starting to grow again. This is great news, because we lost a few members during the recession. Let's make recruitment of new members one of our major goals for the rest of the year. I'm in the habit of bringing our membership invitation letter along with me wherever I go, including the car wash. (It's a very good hand car wash - no brushes.) Invariably, there's another BMW on line. I ask the owner how they like it and ask if they're a club member. The answer is usually "no". I hand them the letter and explain the rebate program and our activities. (You can find this letter in the "forms" section of our website.) They always thank me.

I also ask other BMW drivers if their Client Advisor ever mentioned the club to them. I'm shocked to learn that many CAs never mention the club to their clients. Why wouldn't they improve the odds of someone buying another car from them by offering a rebate on the next one? (Especially when it doesn't cost them anything.) I don't get it.

When I bought my first BMW years ago, my CA was careful to mention the club. I remember the conversation to this day. "This may not be important to you now, but I want to mention something that could save you another five hundred bucks down the road. I don't want to be accused of not alerting you to this. BMW offers rebates to BMW CCA members - so make sure you join at least a year before you buy your next car. In fact, you may want to do it now because they do some neat things and you might forget if you wait." He went on to explain the one year membership requirement and the fact that the rebates are subject to change. I didn't join right away, but this conversation and the desire to see what my car would do were the catalysts for me to join the club.

Did your CA ever mention the club to you? If so, thank them. If not, why don't you make it a point to ask them why they didn't? They may not be aware of the benefits, so don't be too hard on them. If you do ask them (and I hope you do) drop me an email and let me know what their reaction was. We'd really like to make sure that we work together with the dealers to help each other. I'm a firm believer that when we offer a wide variety of activities for BMW Club members, the dealers and BMW benefit by having owners whose affinity for the brand goes beyond the point A to point B transportation aspect of ownership. (Of course, the real reason we do these things is so we can have fun with our cars.)

The other benefit to dealers and BMW is that club members influence so many car purchases for others. This aspect was reinforced to me recently at an unexpected time. The 2009 Rolex 24 winner, current Daytona Prototype Corvette driver and former BMW racer David Donohue spoke at our instructor seminar in March. During his introductory remarks, he mentioned the importance of the club to BMW and the unique aspect of the relationship between BMW and the club. He paraphrased former BMW marketing executive Vic Doolan, who called club members sales multipliers.

How many of you have influenced the purchase of a BMW by someone else? I'll bet a lot of you have, and it wouldn't hurt to let your dealer know this. You should also mention the club's activities to them. BMW is one of the brands that are driven more often by people who love cars, and many of these car lovers are club members. Beyond influencing BMW purchases by others, how many of you are the neighborhood car expert - the one who everyone goes to for car advice of any kind? Many of you wear this hat, I'm sure.

I've watched the evolution of the BMW brand closely over the last 15 years, and learned a lot about BMW's development over the 35 years prior to that. They've had huge market success, and today they are the leading luxury car builder in the country. The reasons for this success can be debated, but it mostly comes down to the fact that they've built great cars and used multiple channels to communicate a carefully crafted and protected image - the ultimate driving machine. As the cars get gradually bigger and more luxurious, some of us question whether BMW's focus is as sharp as it once was. They may have broadened their appeal, but it seems to me they still know how to make the ultimate driving machine. Every new M car that comes down the road has hit the intended target to include a huge amount of driving fun and a sufficient dose of practicality. I've always felt that car lovers who don't need to make compromises to accommodate their lifestyle buy Porsches, and those that do buy BMWs.

It will be interesting to see how the brand continues to evolve. I'm not on the market for a new car, but the M Sport package that will be offered on the F30 3 series later this year looks interesting. I must say, I've been disappointed that they don't seem to offer 3 Series with sport suspension, wood trim, and tan sport seats in the current order scheme. (Almost every new BMW I've purchased has had this combination.) I'm told the M Sport package will rectify this oversight. It's OK, because I'll probably wait for the new M3 anyway.

On the plus side, to me the new M6 is the sexiest BMW coupe since the original 6 series. The original Sixer was introduced when I was in college, and a guy in the fraternity house across the street from mine had a beautiful 633Csi. That car was the first thing I thought of when I saw the new M6 for the first time. They both look fast sitting still. Too bad the M6 really doesn't fit my lifestyle. You'll know I've abandoned my Teutonic sense of practicality if you ever see one of those in my driveway. Of course, my Teutonic sense of frugality disappeared long ago (largely thanks to BMW), so you never know!

The word count at the bottom of the page tells me I'm approaching my space limit, so enough babble for now. Until next time, keep the cones standing!



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! This time out I have a couple tips for those of you who do your own oil changes.

Almost all BMWs, including Minis, on the road today use a "canister"-type, or "replaceable-element"-type, oil filter. In this type of filter, only the filter element is replaced during a filter change. With a "spin-on" oil filter, the filter, as well as its containing canister, are replaced as a unit. Photo #1 depicts both types of filter. The canister-type, this one from an M52-M54-series six, is on the left. The spin-on is from an M20 six. The M52 and M54 sixes were used in the later E36s as well as in E39s and E46s.

On most six-cylinder models, BMW has made it pretty easy to change the canister-type oil filter, as it can be accessed from under the hood.



Photo #1 – Canister and Spin-On Filters

contacting your skin. The drained oil should be HOT and will surely scald you. Moreover, used oil can contain some pretty nasty contaminants, so why take a chance? Nitrile gloves, depending upon their thickness, can provide some protection against both scalding and contaminants. In my opinion, even latex or "rubber" dishwashing gloves are better than nothing.

And of course, our own Dr. Rosario Karlin will surely write to remind me to mention that you should always have eye protection on when you work on your car. Incidentally, you wanna see someone go through gloves working on a car? Observer Dr. K in action! This guy will seemingly go through a box of gloves merely torquing his wheel fasteners. Uh, Rosario, don't forget that left-rear now ...

Photo #2 shows the oil-filter canister [housing] on an M54 six. Before you remove your oil-drain plug, S L O W L Y unscrew the housing cover to approximately the position shown in the photo. This will allow oil remaining in the canister to drain into the oil pan, thence out to your drain pan while the rest of the oil is draining. You don't want to remove the cover yet, just loosen it. This simple step is overlooked by some folks.

After the oil draining from the motor has slowed to a drip, you can remove the canister cover and replace the oil filter. You'll be really glad that you have your protective gloves on at this point.

Note in Photo #1 that the new filter comes with an o-ring for the canister cover. Be sure to use this o-ring. If your oil filter does not come with an o-ring AND a new sealing washer for the oil-drain plug, take it back and source an OE-quality oil filter. [The filter in the photo is a Mahle.] If you have any question or doubt whatsoever about the quality of the filter, buy one from your BMW dealer. There are OE-quality filters, such as Mahle, available from aftermarket suppliers, but

there is also some junk out there. Believe me, you do not want to skimp on the oil filter you install in that fine piece of Bavarian artwork under your hood. This is especially true if you do not change your oil more often than the on-board service reminder suggests. [If you are reading this, you are probably changing your oil at least twice as often as the on-board reminder suggests.]

Okay, so now you have put the new filter into the canister, so all you need do to complete the filter replacement is screw the canister cover [with its new o-ring] back on and tighten it down. Not so fast, Alphonse.



Photo #2 – M54 Oil Filter Housing

Before you reinstall the cover, take some fresh oil and lubricate the cover o-ring. Then, as you install the cover, tighten it VERY slowly as the o-ring begins to contact the canister. Too much speed/force at this point can displace the o-ring, or worse, cut it. The resulting leak will ruin, at least, your day.

Also, be sure not to overtighten the cover. BMW put the torque spec [25 newton-meters; or about 18 pound-feet] on the cover for a reason. In this particular application, it is the o-ring that provides the oil-seal between the cover and canister, not how tight you make the cover. You'll have the torque wrench out anyway, because you should be using it to tighten the oil-drain plug, with its NEW sealing washer. BMW lists the torque spec for the 12-mm [17-mm hex] M54 oil-drain plug as, you guessed it: 25 newton-meters. Do you absolutely need to use the torque wrench on these two items? No. Do I? ALWAYS.

That's all for now Bimmerphiles, see you next time!

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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Finish Lines

By Thom Rossi

This Spring has been a time of firsts and lasts in my automotive journey. March and April saw my first days on the track with No. 726, the at-long-last-completed E46 M3 race car project - more on that in my next column. April also marked the very last of my annual treks down to Florida to drive my Mom up to NJ with her petting zoo.

I know this was the last trip up because earlier this year my Mom sold her house in the Sunshine State and has now officially moved up to join us in the Superfund State. As such, I was in a state of mind to be on the lookout for all that is strange and wonderful about our country as witnessed along the I-95 corridor in 2012.

The Interstate Highway system itself is probably the most wonderful thing about the corridor. Why does it exist? I figure it's because Dwight Eisenhower must have visited some spots in the country that begged for the development of a quicker way to get out. That's a pretty fair description of just about anywhere you leave the highway for gas, food or shelter along the drive. The best towns are centered on strip malls with cloned copies of national chain restaurants and motels. That says a lot about the other towns. Ike, you had the right idea.

Richmond, VA, is the cultural divide of the highway. South of it, the traffic conditions and driving patterns are markedly different than they are to the north. On the southern leg, about half of the northbound travelers wear Canadian license plates. They don't seem to be in any hurry to get back to Canada - who can blame them? However, that doesn't stop them from making liberal use of the left lane. Having determined that they can safely make their way back to the frozen regions by setting their cruise controls to exactly 4 miles an hour above the speed limit, they are content to use up miles and miles of highway creeping up to and past their more conservative brethren who have set their cruise controls 0.5 miles/hour slower.

Truck drivers are welcome companions on this stretch of road. At least they are professionals who are in a hurry to get someplace. If they pull into the left lane they have a reason for being there. You can be confident they will return to the right lane in due course. That alone is reason enough to like these guys.

North of Richmond, the rest stops become more amusing because of the density of people you can observe while refilling your Starbucks mug. Fashion note: black stretch pants are really not that slenderizing. Driving note: never use your turn signal to indicate your

intention to change lanes, as this will only encourage the motor-moron behind you to speed up and attempt to close the gap. Second driving note: the Baltimore Harbor Tunnel does not have as much clearance as some truck drivers seem to think - look at the ceiling next time you drive through and you'll see what I mean.

Certain national trends have emerged in car styling. In Detroit, the only interesting cars are those modeled after 1960's era muscle cars. What does that say about our culture? Originally these cars were a counter-cultural statement for people who valued raw ground ripping horse power over their lives or their wallets. That was the era before unleaded gas and highway safety regulations, a time when high compression big blocks producing 400HP plus and were planted in non-crash tested chasses with drum brakes and questionable suspensions. But now they have been tamed and are a different cultural statement all together - more of a yearning to relive past times, but safely. Yawn. From Germany, the styling trends fall into two camps: Audi and ho-hum. Japan: all ho-hum except for the hideous. Korea seems to be the only major supplier still working on developing an interesting design sensibility. They have transitioned from ugly, past derivative, and are now taking some new directions. I'll be watching to see how Hyundais and Kias look in the next 5 years.

As usual, our trip was punctuated by the challenge of sneaking 3 cats and a Chihuahua into my Mom's hotel room. This year, my Mom lost one of her cats in the hotel room overnight. This necessitated my flipping the mattresses and box springs on their side to look for the wayward critter. No luck. The only other place I could think to look was behind the dresser: again no luck. That's when my Mom thought to mention that she heard the dresser drawers opening and closing during the night. Hmmm... Sure enough, after taking the drawers out we found the cat hiding inside the dresser under the bottom drawers. Why didn't she mention that the drawers were opening and closing before I tore the bedding apart? Because she attributed the nocturnal dresser-drawer activity to the likely presence of a ghost in her room, and therefore unrelated to the missing cat. Seriously!

We ended up leaving the room in extreme disarray: picture the morning-after scene in Hangover. The maids must have wondered what that elderly lady in room 204 was really up to.

That's when the truth occurred to me: of all the strange things I was likely to witness on our drive up to NJ, nothing at all was likely to be stranger than us.

Initial Ramblings

By JT Burkard

Spring Cleaning, Car Guy Style

The weather is warmer, flowers are blooming, and the pollen is out in full force. This could only mean one thing... Spring is here. You know what that means? Allergy season! Well that and Spring cleaning time. Most people take that as time to rake the yard, lay down new mulch, fire up the lawnmower after it sat all winter, and start planting and fertilizing. To most home owners, this is the usual routine from Late March thru April. But not for me... I am a car guy. Spring cleaning is the moment when I realize it will not snow again for another 9 months (or like this winter, practically never) and the cars will get their first good detailing of the year.

I draw some warm water in a 5 gallon bucket and add a couple capfuls of car soap, lather up a wash mitt and start the therapeutic ritual of deep cleaning all of the cars in the driveway. Then out comes the wheel brush, proper wheel cleaner and make sure all the nooks and crannies are free of brake dust and grime. Once the car is dry, I apply coats of Meguiar's NXT Generation Tech Wax 2.0. This wax is amazing and holds up well, plus it has a great shine. Once the cars are clean, I have this Zen moment where I look over the shiny fleet and take in the fruits of my labor.

The other part of my Spring cleaning is to evaluate the extra vehicles in the collection and see if I really have time for them. Usually the

project cars are targeted. Last March I bought a 1966 Mustang from a young guy who was selling it to get engaged. Since high school, I always wanted a 64 1/2 - 1966 Mustang coupe with a 289 V8 and 4-Speed manual transmission. This car had all of that. What it didn't have was half the parts to finish it. Like a kid looking at a huge banana split thinking he will eat it all, I took on this project thinking I have the motivation and skill to complete it. A year later, the only thing I found out was I was missing the time to do it. So I realized that in 12 months, I didn't do much but finish the floor panel and frame rail rust repair, buy a handful of parts and install the hubcaps. Not quite the go getter I thought I was going to be on this project.

I decided it was time for the Mustang to go and find someone with the enthusiasm, money, time, and garage to finish this classic American icon off. After a month or so of useless internet tire kickers and a seemingly endless line of inquiries of people with no money, I found a buyer who offered something I would take besides money... a Harley. So with a little negotiation, we struck a deal and he was the new owner of an old Mustang and I got a good running 1997 Harley Sportster 1200c in exchange. Now I just have to sell the Sportster to free up cash. At least it takes up a 5th of the space the car did and it's the start of Motorcycle season, which means it will be an easy sell. It is more of a lateral move just to get rid of the car but at least I have something I can actually use and ride until it sells, unlike the Mustang which was

(Continued on Page 6)

Initial Ramblings (Continue from page 5)

more like a 2,500lb lawn ornament. One thing I learned is all my years as a classic car broker, take the first good offer you get.

So what does all of this Mustang talk have to do with a BMW club? Once I free up the cash by selling the Hog, its time to focus on the newly acquired old 77 320i. Since I bought the car, it's been sitting still on the car trailer behind my shop. I wanted to make sure when I actually start on it, I will be able to focus all of my time on it. With the Mustang sale taking longer than expected and not knowing if I had to put more money into that car to get it to sell, I didn't want several projects going on at the same time. As it is, I have some reservations on undoing what the previous owner did to my old girl. But I like to say if you have a service manual, and skill, anything can be fixed. I also have another advantage besides owning a factory E21 Service Manual, Bentley and Clymer manuals. I own another 77 320i so there is nothing better then to visualize where something is supposed to be than comparing side by side. I feel the motivation on this car is greater than the Mustang for the simple fact that I once owned this E21. Many other club members owned this E21 and it is my solemn duty to resurrect this crusty old gal and make her great again.

The only thing that can stop me is my automotive ADD. I can't help it. It's an addiction, a drug, a disease. Once I clear out some space, put money in my pocket, I get right out and start looking for something else, even if I have other projects or cars waiting for me to finish. It's like restocking my vehicle shelf. Once I get done with one thing, I already have something else waiting. This year it's getting worse, or

serious, or downright scary. My newest target of acquirement is a classic tow truck. I used to own a wrecker 12 years ago, a 1979 Chevy C30 with a sling and wheel lift. I loved that truck but business was slow so I sold it. Now I want something even older and cooler. Something I can take to truck shows. I found a 1950 International KB-8 wrecker in PA that is a well preserved barn find. I became infatuated with it. It has taken hold of my thoughts. I don't know if I will actually buy it but the excitement of researching this thing is just enough to entertain me for awhile. Plus, where does one store a 4-ton Air Brake equipped classic Rig? Who knows what will come of this but I can assure you, it can't be good.

So my Spring cleaning is just a little different than others. It seems every year I wind up selling something or several things around this time. This year is no exception. Hopefully the Harley sells fast. I also contemplated selling off our boat since we never even used it once last year. I also have a 1937 Jaguar SS100 kit car I am selling as well. If all three of these things go, I will be mad with power as I will have freed up lots of money to buy more things, like a big old antique tow truck. Lucky for me, Sandy's Spring cleaning doesn't include kicking me out of the house because of this addiction.

JT Burkard

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Send comments and suggestions to jtburkard@comcast.net

Park Ave BMW Hosts BMW NJ Car Club April Meeting

On Wednesday, April 18th, Park Ave BMW hosted the monthly meeting of the New Jersey Chapter of the BMW Car Club of America. Car Club members and Park Ave employees enjoyed lively discussions, guest speakers and great BMW prize raffles. New BMWs supplied by Park Ave, and vintage BMW's, brought in by members were displayed. Richard Hart, Director of After Sale for BMW North America was the guest speaker and hosted a Q & A session. Thank you to Dave Bergamotto, Service Director and Wayne Carenza, General Manager for putting together this wonderful event. We look forward to more events with the BMW Car Club.



Paul Ngai, VP of NJBMWCCA welcomes members



Members share a meal and their passion for BMWs



Checking out the new 2012 3 Series Sedan

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BMW CCA Instructor Seminar

Each year since 1989 the NJ chapter has held a seminar for our corps of driving school instructors. The purpose of the Instructor Seminar is to bring everyone together at the start of the driving season. We review any changes to event procedures and requirements, discuss any topics of concern that may have arisen over the past year, describe new instruction exercises and generally work to improve both the skills of our instructors and the enjoyment of our student participants. While this was originally an NJ Chapter-only event, it has since grown to include all the chapters of the North Atlantic region and is now sponsored by the national Driving Events Committee of BMW CCA. This year we had over 100 instructors and guests from our chapter and from Boston, CT Valley, DelVal, National Capital, New York, Patroon, Tarheel, and White Mountain chapters.

It has been a tradition of the seminar to invite a guest speaker to speak on a topic of interest to our instructors. This year we were fortunate to have renowned race driver David Donohue as our featured speaker. For those of you who don't know, David has been a professional racer for over twenty years. Some of his selected career highlights include winning the IMSA Bridgestone Supercar Championship in a BMW M5 (1993-1994), driving for BMW NA as a IMSA GT driver in a M3 (1995-96), moving on to become a factory Dodge driver in a number of series winning the 1997 North American Super Touring championship and the 1998 GT-2 class in the 24 Hours of Le Mans (1997-2000), moving to Porsche and competing for Brumos Racing in the prototype class (2003-2010) with multiple wins including winning the 2009 Rolex 24 Hours at Daytona by the closest margin in series history and now racing a Corvette-powered Daytona Prototype for Action Express racing.

David spoke to us and answered questions for over three hours. We covered topics such as coaching techniques for advanced students, improving braking technique in beginner students, the dynamics of suspension and tire configuration (and how they may behave in counter-intuitive ways), how to "read" a track and convey that information to students, the technical differences between racing equipment and that used in the cars we see at the track and the benefits and proper use of data acquisition as a teaching/coaching aid. We all learned a great deal and we are grateful to David for sharing his expertise with us.

The program also included a presentation on safety systems from Joe Marko of HMS Motorsport that was given by Ross Karlin, as Joe had a late scheduling conflict. Joe's presentation showed various instances of unsafe seat and harness installations that instructors should watch for in student cars. Remember that when your instructor talks to you about your car at a driver school, the goal is to be sure you are both safe.

Our final presentation was from Gerry Chan of the National Capital chapter. Gerry spoke about how his approach to classroom instruction has evolved and the ways in which he works to make classroom instruction mesh with the in-car instruction students receive. For all of you who have been to our Shenandoah school, you know Gerry is a great instructor.

We want to extend a very special thank you to Matt Russell of BMW NA for making it possible for us to host this event in the conference room of BMW NA. Their support of the club is always appreciated. We also want to thank El Presidente Larry Engel for being our liaison to David.

Remember that our first driver school is April 16-17 on Lightning Raceway at New Jersey Motorsports Park. We are expecting a full event! We'll see you at the track.

- Ross Karlin & Jeff White



David Donohue speaks at Instructor Seminar

Autocross Schedule

All events will be at the ballpark in Bridgewater.

May 20

Jun 24

Jul 22

Aug 19

Please check the website for details and any changes.

Elihu Savad

Driver School Schedule

Dates	Track	Type	Cost
June 4-5 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 28-29 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 15-16 (S-S)	Shenandoah	Driver School	\$350
Oct 14-15	Lightning	Driver School	\$150-\$395*
* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.			

See Chapter Website for 2012 Driver School Promotions



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NJ CHAPTER CALENDAR

May 2012

Wednesday, May 23rd

Monthly meeting at Unique Photo in Fairfield.
Showing of the film: 24hrs of Nurburgring - One Team. One Target. 7:00pm.

June 2012

Friday, June 8th

Annual BMW Biergarten and Car show at the Deutscher Club of Clark NJ. 6pm-10pm. All members and guests are welcome to attend. For more information, please check our Upcoming events section on our website.

July 2012

Thursday, July 19th

All in the Details presents at the Deutscher Club of Clark NJ. Time: 7pm-9pm. All in the Details located in Morristown NJ specializes in car detailing and other services such as paintless dent removal. Owner Chris will be at the meeting to show us how to prepare our cars for a concourse event.

Welcome New Members

Shawn Ahmad
Clinton Ancker
Gregory Arnold
Tonja Ashcraft-Foster
Anthony Bonavia
Ian Brady
Cyndie Brummer
Sai Chan
Bill Coddington
Thomas Comeau
Jonathan Curcio
John DeBenedette
Joe DeGioia
Albert Drugos
Philip Duffell
Roni Ephrat
Michael Epstein

John Feindt
Starr Forleiter
Gregory Foster
Robert Golann
Alan Goldstein
Alex Goldstein
Linford Grant
Andrew Heholt
Arthur Heissenbittel
Barbara Heissenbittel
William Holmes
Dino Iuliano
Priyanka John
Larry Kahm
Shafayat Kamal
David Katz
Ricardo King

Victor Lucariello
Werner Ludeke
Norman Mandell
Andrew McGregor
David McNally
Kenneth Ng
David Novack
Alex Olaverri
AJ Oliver
Fred Ostry
Randi Ostry
Ashish Patel
Rakhil Patel
Garret Pinke
Robbin Presutti
Sanjay Rao
Bobby Reiser
Brian Ruscito

Aimee Schleifer
Mike Servais
Sam Shaban
John Siller
Hemraj Singh
Patricia Smith
Edward Smoke
David Smokler
Mayur Somaiya
Mauro Spini
Neal Stoekel
Allison Sui
Thiago Trevisan
Ivan Villar Garcia
Nancy Ward
Cara Watkins
Jeff Wolff
Maria Zeckhausen

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Member Neil Gambony
Member Warren Brown
Member Blake Smith

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Scrub David McIntyre
2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

Ross Karlin

Ken Herskovitz
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Deutscher Club (DC)



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MEMBERSHIP MEETING INFORMATION

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 result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

MEMBERSHIP INFORMATION

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. 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)

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 New Jersey Chapter. Contact the National BMW CCA office for details.

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