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NJ Chapter BMW CCA Driver School / Club Race at NJ Motorsports Park



Jean Luc Bergeron and Mark Lounsbury lead the pack at the start of the wet Monday sprint.

Photo by: Brian Morgan

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The Cone Catcher

By Larry Engel

I had hoped that this column would be a story about the loss and subsequent renewal of a cherished personal possession, my E46 328i. Unfortunately, that story is yet to see its completion, almost 10 weeks after the accident that put it out of commission. Hopefully I'll be able to report on it next month, so stay tuned.

There's been plenty of other car stuff happening since my last column, so I'll ramble a little about some of these other goings-on.

The past two weeks have been a true whirlwind of NJ BMW CCA activities. The first Monday and Tuesday in June we had our annual club race, club race school, and driver school at Thunderbolt Raceway. The Race benefits the Westlake School in Westfield, and it was a tremendous success. That same Friday was our newest great tradition - the BMW-themed Biergarten at the Deutscher Club in Clark. That great event was followed two days later by our first TireRack Street Survival School at Campgaw Reservation in Mahwah. As I tell this story a week later (and with a club board meeting behind us as well), I'm still a little worn out. All this activity has given me a lot of column fodder.

The Thunderbolt event was a complete sellout and everyone had a great time, despite some heavy rain on Monday. I won't give you the details, which will be reported elsewhere in this issue. Instead, I'll bore you with a couple of personal revelations and observations.

One of these revelations was courtesy of club race sponsor JMK BMW, who provided two pace vehicles for the event. One of these was a CPO X5M, a vehicle that has always left me scratching my head. Who the heck wants a truck (SAV) with fat gumball tires and 550 horses under the hood? I never got the point.

Let me tell you, after driving this beast - I get it! I get it!!!! And yes, I want one! Holy #%&*, what a monster! I have never driven a vehicle this big that goes so fast and corners so flat. I was completely stunned! As I drove it around the paddock at Thunderbolt, I couldn't believe what I was feeling - this 5,000 pound SAV thought it was a sports car - and I thought so, too! Although I didn't drive it on the track, I rode along during the pace laps as Geoff Ehrman of the DelVal chapter piloted it. The capabilities were so astounding all I could do was giggle the whole way around the track. I'll probably never buy one of these, but the M trucks provide a stupidly great driving experience. Consider me a convert.

I had another personal first at the Thunderbolt event, and this one was a real learning experience. It was a great lesson on the dangers of overconfidence and complacency, and I was fortunate that the only damage was to my ego. For the first time in my life, I spun my car on the racetrack. I've spun before on snowy roads and during autocross, but never on a racetrack at high speed.

On the first day of the Thunderbolt event during my second run session of the day, the rain started coming down. The track became damp and the car felt like it was still gripping pretty well. After a lap in showery conditions, the rain really started to fall as I approached the first turn. Erik Karlson was behind me in his E30. As I was exiting the turn, the back end came around and I started spinning to the inside. All I could think was "in as spin - two feet in". The next thing I knew, I was facing backward with Erik approaching fast and filling my windshield. I knew that I had to keep my car on the inside of the turn so Erik and others could pass me on the outside. Fortunately, Erik got by me safely and I was able to regain control and continue after doing a complete 360. The spin seemed to take so long I wondered whether I went around twice. It's funny how time compresses in a situation like that.

After completing the session, I returned to my garage. As I was backing in, I noticed my GoPro camera behind my shoulder and started cussing at myself as I realized that I hadn't turned it on. This was my second major failure of the session, and both of them involved electric button switches. The first mistake was pushing the button on the console that turns the stability control off in slippery conditions, and the second was failing to push the button that turns the camera on. Not smart on both counts.

As I was feeling exceptionally stupid for not having the GoPro on, Erik came running over to say he had his camera on and captured the entire incident. (He also said he could see the whites of my eyes when I went around.) I've been able to view my misfortune over and over again though the magic of modern digital photography. How special. In all seriousness, it is good to be able to view it. I can see what I did wrong and what I did right. It's a great learning experience. I wish I had my own camera on so I could see my reactions. Aside from the fact that I didn't catch it in time, I've been able to see that I turned in late and missed the apex. I'm guessing that I got on the gas too soon and too hard for the conditions and it went around. It appears I made no attempt to catch it, and did the "two feet in" thing once I realized I wasn't going to avoid a spin. I remember making a conscious effort to keep it inside and away from the racing line, and I think my steering inputs were correct for the situation.

The other thing that surprised me was how calm I was throughout the incident. When I realized that the car ended up heading in the correct direction and was still running, I checked my mirrors and continued on. I headed into the pits to have the starter make sure nothing was broken, and returned to the track to finish my session. I've been told many times that for someone who drives on the racetrack regularly, it's not a matter of "if" they'll spin, but "when". I can't wait to get back to the track!

The Biergarten was phenomenal. This has become one of my favorite events. This year we had between 25 and 30 wonderful Bimmers on display, from Paul Paparella's lovely 2002 to M3s of almost every vintage to a wonderful black 850 CSI. The neatest thing about this event is being able to hang out and talk about cars, enjoy nice food and drink, and share the experience with about a thousand other folks. The picnic grove at the Deutscher Club has an authentic Bavarian theme, and we've been blessed with good weather for the past three years. JMK brought a bunch of new BMWs, so it was nice to see old and new together.

The last event of our "all BMW, all the time" week was the TireRack Street Survival School on Sunday June 10th. Thanks to everyone who helped out, but especially Ross Karlin, Art Hance, Mark Mallory, Dave Ngo, Neil Gambony, Jim Banks, and John Beneat for their extra duties. Dave Flogaus and Brock Yates, Jr. also deserve special mention for travelling all the way from Southeastern Pennsylvania to help us in Northeast New Jersey. For those of you with children age 16-21, we're planning on doing another session on September 30th. We'll probably open registration in late July or early August, so keep an eye on our website and the Street Survival website.

Well, it looks like I've managed to fill my space once again. Until next month, keep the cones standing!

Tire Rack Street Survival (see more photos on page 7)



Photo by Keith Silverman



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles!

I would very much like to receive a copy of your NJMVC inspection report. You can either email a scan 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*!) There is no need to send in reports of "passed" OBD II inspections [This is where they scan your car for fault codes.], as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model 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.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

Bimmerphile gentleman, inveterate Philes' correspondent, and former colleague Alex Avedis wrote to tell us about his inspection experience with his 170,000-mile, 1995 E36 (92-99 3-Series) 318iC. Alex' lovely daughter Nicole drove this car at our recent Tire Rack Teen Street Survival event.

Most of you know by now that NJMVC has changed the passenger-car inspection regimen such that safety items are no longer examined. The inspection now consists only of emissions testing and credentials verification.

For 1996 and newer OBD II (On-Board Diagnostics - Level II) vehicles, the engine-control computer (DME in BMW-speak) is scanned for DTCs (Diagnostic Trouble Codes). The Malfunction Indicator Lamp (MIL, or, more popularly: Check Engine Light) is checked for proper operation and that it does not remain illuminated with the engine running.

For pre-OBD II vehicles, a tailpipe-emissions test is administered, both at idle and at an unloaded 2500 RPM. The gas cap is also checked to ensure it holds a specified pressure. The dynamometer-emissions test, which checked for oxides of nitrogen (NOx) as well as HC and CO, is gone, hopefully forever. NOx failures were much more common than HC or CO failures.

Alex' E36 failed the idle tailpipe test with a whopping 297 ppm (parts per million) unburned hydrocarbons (HC) and 0.55% Carbon Monoxide (CO). The present New Jersey limits for HC and CO are, respectively, 220 ppm and 1.2% CO, hence the HC failure. The test results for the 2500 RPM test were 89 ppm HC and 0.44 % CO.

Alex reports that the ol' E36 passed the retest with no problems after he changed the spark plugs and air filter. More importantly, he reports changing out the four-ground-electrode Bosch "Platinum" plugs [so named for the Platinum content of the center electrode] with the Bosch spark plug prescribed by BMW for the application. The retest results were 75 ppm HC/0.02% CO at idle and 12 ppm HC/0.02 CO at 2500 RPM. A rather dramatic reduction in emissions!

Since the removed spark plugs had at least 54,000 miles on them, I think it would be unfair to suggest (Alex did not suggest this.) that the fact that they were aftermarket Bosch Platins accounts for the emissions failure. I can tell you, however, that some BMW-specialist repair shops, citing drivability and/or emissions problems, will not install Bosch Platins in a BMW.

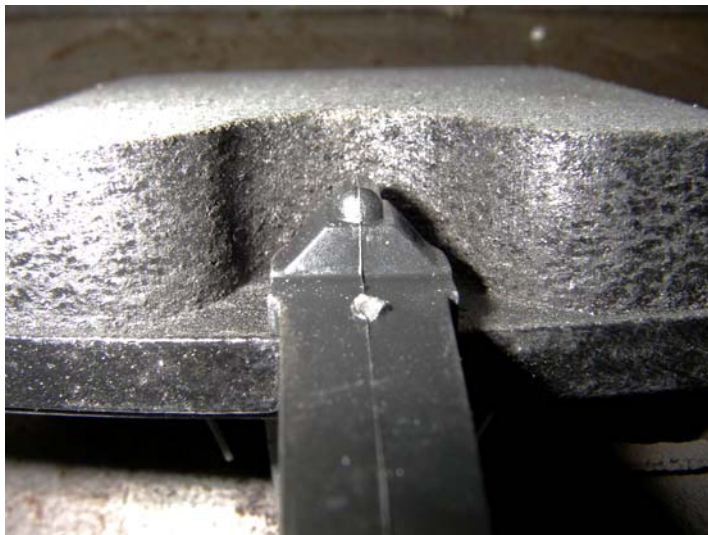
My advice for a stock motor is to install the spark plug prescribed by BMW, which specifies a Bosch plug and an NGK plug for most applications. OE engineers spend a lot of time working with their OE spark-plug suppliers to develop a plug that works best in a particular engine design, and I would need a pretty good reason to deviate from the those spark plugs.

The specified spark plug may not be on the shelf at your local "generic"-type parts store, but they should be able to order them for you. Then there are the Internet vendors. Of course you are virtually guaranteed to get the correct spark plug if you source them from your

BMW dealer. Be sure to bring your VIN when you visit them. If you choose to have an independent BMW shop change your spark plugs, you can still ensure, preferably beforehand, that the correct plugs get installed.

Much thanks to Bimmerphile Alex for his multiple emails!

Take a look at the photo. Do you know what it is? If you have read Philes' Forum this far, you probably do. It is a close-up, top-edge view of a new disc-brake pad for a 2006 BMW 530i (E60). That thingle coming off the center of the brake pad is the brake-pad-wear sensor. Doesn't that sensor look a little different from ones you may be used to seeing? It probably does. For more on this titillating subject, be sure to read the next installment of Philes' Forum!



Don't Miss The Next Philes' Forum!

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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Tire Rack Street Survival (see more photos on page 7)



Photo by Keith Silverman

Initial Ramblings

Monthly Car Report and Wildly Running Thoughts

Sometimes I wish I only had one car. Brand new, no miles, no maintenance, just turn the key and go. I would dig a 135i Convertible, manual transmission of course, black with black interior. Maybe I would go the executive route and get a killer road trip car, a 2013 750i also black on black. If I sold off all my cars I would have the cash, or a heavy down payment depending on what I pick. If I had to be practical I would wind up with a brand new Dodge Dually Cummins Diesel powered hauler for towing my trailers. Price tag for this mini rig? A mere \$51,675. . . FOR A PICK UP TRUCK! This world has gone insane. I know I felt a little wacky when I had seen the price tag and the \$788.00 monthly payment/mortgage. But the reality is I will never have only one car/truck so my sickness is kept in check by buying and selling for sport. It's not a collection if you only have one.

This week I found myself with 100% of my BMW's not running. Two E21's and an E38 failed to start. The Sierra Beige was running, sort of, when I bought it but on maybe 3 cyls. Two weeks ago I was moving it around the lot at work and it sounded like it was running on 2 cylinders and eventually one. Now it doesn't even want to start. I have to get it back to the house so I can start the swap over to the stock fuel injection system. Sometimes you have to tell people, like this previous owner, put the wrench down and step away from the 320i. Our intro to track day is only getting closer and I need to get this classic Bimmer in shape fast.

The E38 surprised me when I went out the other day and I got in, put

the key in the ignition and got nothing. No lights, buzzers, not even a glimmer of hope. Deader then a weed on Roundup. For a battery the size of a small fission reactor, and being less than a year old, I don't know why this happened. Maybe something was left on? I don't know. I charged the battery and it came to life. Cheap fix for free. I just have to drive it more often as it's probably been 3 weeks since I drove it. I took it to work today just to make sure all is well. This is one of the pit falls of owning too many motor vehicles between all the cars and motorcycles, I don't know what I want to drive each day. I hope one day everyone will have the same problems I have. Then again, maybe I wouldn't wish that on too many people.

Lastly the Black E21 has been resting comfortably in the garage for about 8 months with a dead battery - there is a theme going on here. I have diagnosed the issue a few months ago but never got around to buying the new \$125 battery. OK, I'll fess up, I was just being cheap. I couldn't take it any longer as I would go into the garage for laundry (strange place to put a dryer with the washer still placed in the laundry room. Refer back to my previous owner comment) and I had this 2,250lb black metal statue with BBS wheels taking up space. Monday, I decided that I couldn't leave the car under the car cover any longer and bought a new battery, cleaned the terminals, and installed it. Within moments, she sprung to life with vigor. On Tuesday I drove it to work for the first time in a while, which confirmed my love for the E21. Sandy drove it today to get some highway miles on it and she said the same thing, she forgot how much she enjoys that car. I don't know

(Continued on Page 6)

NJ Chapter BMW CCA - Board Meeting Minutes

June 13, 2012

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Jerry Faber, Doug Feigel, Al Drugos, Neil Gambony, Ross Karlin, Colin Voseh, Ron Acher, Dave Allaway. Board member absent: Paul Ngai. Others present: Vic Lucariello, Elihu Savad, Jamie Kavalieros, Brian Morgan, Marc Goeller.

President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Larry moved to accept the May minutes as distributed and Al Drugos seconded (carried unanimously). Larry reported that the Tire Rack Street Survival (TSS) school was a success and received excellent comments. Larry thanked all those who participated, and especially Ross Karlin for obtaining the venue at no cost. Larry requested receipts for any expenses. Larry noted that a \$250 donation had been made to the Franklin Lakes Volunteer Fire Department and that the next TSS is 9/30. Larry reported that the Chapter Toolbox transfer has been completed and Jeff Caldwell will update the inventory and provide suggestions.

Vice-President

On behalf of Paul Ngai, Larry reported that the Biergarten and Car Show was a huge success. The next monthly meeting will be 7/19 at Deutscher Club of Clark (DCC) with All In The Details as guest presenter. An August car show at Prestige BMW is being worked on (a Saturday TBD). September will be at JMK BMW on 9/27, with possibly a GrandAm speaker. Book author Ingrid Steffensen has been confirmed as guest speaker on 10/18 at DCC.

Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Ron noted that membership sign-ups at autocross events are being recorded under dues income and expense. Ron noted a long-standing issue with reconciling the fixed-asset balance, which he will investigate. It was noted that the Westlake School has received our donation check.

Social Events

Al Drugos reported that 8/15 will be the date for our TD Ballpark evening, and that he needs an estimate of the number of attendees.

Newsletter

Jerry Faber noted that the July newsletter deadline is next week. Jerry requested a write-up on the Biergarten event, and it was agreed that Paul Ngai will provide an article and Doug Feigel will provide photos. Brian Morgan will provide photos of the Thunderbolt club race and Jeff White will provide the event story. Photo releases are still needed back from the Westlake School and Ross will follow-up.

Website

Colin Voseh noted that he will update the officers page. Colin requested event photos for the website. It was decided that we would retain ownership of the .com, .org and .net domain names. After discussion, it was decided that Colin will add

forums for 2002 & Classic and for 1-Series. It was noted that we are still planning on changing web-hosting service in the coming months.

Business Manager

Doug Feigel reported that advertising is going better than expected. We had projected an increase from \$16K to \$18K, and we are now at \$25K. Open Road has renewed, with new ad copy. JMK had requested full-page color ads, but we have only black & white pages available. It was agreed that we would provide JMK with a color ad in next month's extra-page newsletter, at no additional cost (see following). Plymouth Rock has requested an advertising insert. As per our contract, we will provide an extra-page issue and Plymouth Rock will cover postage.

Driving Events

Niel Gambony reported that the Champ Series awards have been given out. Jeff White reported on Thunderbolt and estimated a \$8K profit, giving us a \$10K profit year-to-date (\$1,500 over estimate). The Board credited Jeff with managing an especially complex and glitch-free event. Jeff reported that Summit Point is about half-full, with race registration not yet open. MotorsportReg now has membership verification capability, but it is not usable due to a single membership limitation. Ross reported that the Thunderbolt charity auction yielded \$1,800 plus \$1,500 in direct donations. The Board especially thanked Larry Fletcher for his generosity. Vic Lucariello thanked those who helped with tech at Thunderbolt, enabling us to run two lines and reduce wait time.

Autocross

Elihu Savad reported that the first autocross of the season at TD Ballpark last month went smoothly, but with lower than expected turnout. Elihu expressed concern that we have no dates after 8/19, due to possible construction at TD Ballpark. He is seeking alternate venues for September and October. Elihu noted that SCCA PAX indexing factors are becoming increasingly complex. There was a follow-up for the Autocross Committee on this, and whether X-class entrants are eligible for the Champ Series.

Old Business

Doug reported that the expired helmets had been destroyed and disposed of. Doug also reported that the phone system and voice-mail are working properly. It was noted, in response to a prior inquiry from Vic Lucariello, that Mo Karamat now has the scales.

New Business

Ron Acher distributed and reviewed statistics from this year's blast e-mails. Doug asked about the logo on letterhead and it was agreed that we would continue to use the old logo. The next Board meeting was set for Wednesday 7/11 at Alfonso's. Jeff moved to adjourn the meeting at 9:29 PM and Al seconded (carried unanimously).

Respectfully submitted,
Dave Allaway, Secretary

Biergarten at the Deutscher Club of Clark

The annual Biergarten event was held at the Deutscher Club of Clark NJ on June 6th. The NJ BMW Car Club brought 25 cars for show at the event. To name a few, we had fine examples of a 2002, a number of E30 and E30 M3s, a 850CSi (6 speed), E36 M3, E46 M3, E9x M3s,...etc. In addition, BMW Vehicle Distribution Center (VDC) brought 2 project cars, an R56 Mini and an E92 330i with custom paint and racing stripes. We handed out ballots to everyone who attended this event and we asked people to vote on their favorite cars in 3 classes (Pre-2000, 2000 and newer, and custom/racing).

The winning cars were an 850CSi, E90 M3, and the custom 330i from VDC. Congratulations to all the winners; they all received prizes donated by our sponsor JMK BMW. Other than cars, there were lots of good food and beers to choose from. We are looking forward to next year's event.

Paul Ngai



BMW VDC brought a Mini R56

Photos by Paul Ngai



Elihu Savad (Dr. Autocross)
and Dan Neff

Initial Ramblings (Continued from Page 5)

what it is about this E21. It has power nothing. No power steering, no power windows or power sunroof, only two working speakers (most of the time) but it's a very basic car with a pure connection to the road and your surroundings which makes this Bimmer so much fun. It does nothing great but doesn't do anything bad either. Unless you have driven one, it's hard to explain as its one of those things you have to experience in person.

As if I didn't have enough small projects around, our Alfa Romeo Spider clutch started to slip over the weekend. Prices for a clutch kit are reasonable and I checked with a buddy of mine who has a lift to see if he is available. So for a few Benjamin Franklins and a day of my labor, the wife will be ready for topless cruising. Let me rephrase this, the Spider will be ready for topless cruising and not a topless wife. Don't these Italian cars know it's the summer time and we want to drive with the convertible top down? Clutches are supposed to fail after the summer. I guess it didn't get the memo.

Now, for the "you've lost your mind" vehicle flavor of the month... ready... you'll never guess... did you think of something? Did you guess 1991 Vanagon Westfalia Camper? 1961 Amphicar? 1976 CitiCar electric wedge shaped death trap? Well whatever it is you're thinking, it's probably wrong.

I will set it up for you. Two weeks ago I was in Macungie PA with my Uncle Ron, cousin Banana, and my Uncle's friend John for the annual ATCA Truck Show. I am not talking pickups and SUV's, I am talking about big massive beasts of the highway, big rig style trucks. Trucks from 1918, 1960's, 1980's, Peterbilts, Autocars, Kenworths, Brockways well you get the idea. It was trucks. Have you ever really looked at one of those things? HUGE! Everything about them is HUGE! Next time you are at a rest area, just look at the lug nut size, the rear end size, the bolts that hold everything together, well just everything about them. Built to last I guess. Being in the classic car business I see lots of restored cars. Model A's, Packards, Muscle Cars, those types of things but I never get to see restored Rigs. Let me tell you, for an addict like myself who can't control buying vehicles; it was like a new drug. I was really amazed on the level of detail some of these trucks had. The amount of time and money these guys put into these things must be astounding. Then I had to think of the types of tools and shops these guys have to do this. It's not like you can pull a vintage Cabover Peterbilt into your garage, break out the Craftsman tools and start taking this thing apart. The wheels alone have to be 150-200lbs a piece. Now that is going to be a well equipped shop.

Many years ago I was a member of the ATHS, another antique truck club, care of my Uncle and I always thought those old trucks were cool. Then again, I was around 14 and any magazine with cars or trucks in them I would read from cover to cover. The ones that I always thought

looked the best were the old B-model Macks. Rounded fenders, classic late 50's era styling, gas or diesel power. Very cool things indeed. Well, after going to this show, I popped onto the ol' interweb thing and started looking at old trucks just for giggles. Well, I found something that really interested me. A 1960 B-42 Mack single axle with a Holmes Wrecker body and 10 speed transmission. Talk about practical? What the heck would I do with that thing? I have no experience with any Macks, I don't have a CDL, I don't have the room for it, and I certainly have no idea how I could even begin to restore it. Heck, it took me 8 months just to put a battery in a BMW. I did work for a towing company 12 years ago and had my old wrecker so it brought back some good memories. I am probably just spinning my wheels. It's the chase and newness that is most exciting to me but I can see sometime in the future, I will wind up with one of these things. A nice B61 Mack tractor with Mack Thermodyne diesel towing a 40' enclosed trailer to track events. Now that would be style.

There has to be someone in the club reading this who is a psychologist ready to treat me for this affliction. I am officially out of control when I am looking at vehicles I can't fit at the house, am not legal to drive, have the knowledge, tools or ability to repair, yet, it calls out to me - Save Me...

Or perhaps I am the one who needs saving? Until next time when I go off on any other wild car chase looking for the next crusty car/truck calling out to me.

JT Burkard

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Tire Rack Street Survival June 10, 2012, Campaw NJ

Photos by Keith Silverman



Mark Mallory gives directions.



Wetting down the course.



Fun on a wet course.



Turn, I said, turn.



Crew takes a break.

Biergarten at Deutscher Club of Clark

Photos by Doug Feigel



850CSi

Immaculate 2002



Dr. Carolyn Spencer chose this M3

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Driver School and Club Race — June 4th and 5th



Westlake School students and faculty were the chapter's guests on Tuesday.

Photos by Brian Morgan



Ross Karlin, Asher Hyman, and Thom Rossi race through turn one in the Monday sprint.



Carl Mehne made his Club Racing debut at NJMP in his 135i.



Scott Barton made it into the field on Tuesday after doing an engine swap on Monday night.



Geoff Atkinson put on strong drives in I-Prepared.



Spec E30 racers Kish Galappatti and Jeff Caldwell ran nose-to-tail in every race.

Finish Lines

By Thom Rossi

The Universe has a funny way of answering the questions we pose to it. For example, as I was preparing my trailer for the racing season I came across a box of hole saws stuffed in the drawer with my power tools. Why am I carrying those around, I wondered?

Memorial Day weekend was the BMW club racing debut of No. 726 at Mid Ohio Motorsports Course. No. 726 is the official name of my at-long-last ready-to-drive E46 race car. Yup! After a year and a half of build time she's finally all stickered up and log booked and ready to rock and roll. After a few earlier shake down runs, I was ready to drive her in anger.



Photo 1: Pristine condition

The car started the weekend in absolutely pristine condition (Photo 1): a thing of beauty, really. That's because Geoff Atkinson did a lot of the work on the car through his fledgling race shop (GMA Motorworks, LLC). Geoff is pretty much responsible for anything on No. 726 that looks good or functions properly. I do everything else. As an illustration of Geoff's build philosophy, after mounting my cool suit unit he commented that it might be a good idea to put some insulation under the mounting rack so it would not rattle metal-on-metal when I'm racing. I thought about that and dismissed the idea as unnecessary because the car is quite loud and I'd never be able to hear a rattle like that. Geoff's comment was "Yes, but you shouldn't have to not be able to hear it." Hmmm... Zen.

The car is fast. I shared it with Anthony Magagnoli as my co-driver for the weekend. After only two laps in the car, he was 2.5 seconds faster than I and placed us at the top of the time sheets for the first practice session. I qualified well toward the front for the first sprint. During the race, I had a great battle with a D-mod car, which I managed to pass at about lap 9. In my utter joy at finally getting past my competitor, I over-cooked a turn and suffered the consequences; lost my struggle to correct a tailspin in time to stay on the track; and plowed my way through a gravel trap and right into a tire wall. Ugghh. What a way to "enjoy" my first race of the season.

I was convinced that my car was absolutely wrecked as I sat there pinned against the tires. It was a hard hit and spun the car around in a



Photo 2: Red Baron

snap. I could see an oh-so-expensive trail of carbon fiber strewn across the gravel. By the time the tow truck came and the ambulance carted me away to the medical center, I'd convinced myself that my weekend, and possibly the better part of the racing season, was done.

But I hadn't counted on a paddock-side mission-impossible repair crew materializing. Among the first to converge on the now bumper-less car and piles of plastic and carbon was Scott Barton. Scott, if you don't know him, is the proprietor of Duct Tape Motorsports, and was racing the "Red Baron" in the F-mod class. The Red Baron is 40% dents, 20% duct tape, and the remainder is composed of zip ties and a 4 cylinder engine, all of which adds up to 100% E30 fun. Scott took one look at the wounded No. 726, smiled broadly, and proclaimed that we should step aside because, "Now you're in my area of expertise." No more Zen repair philosophy here! By the time the enduro race started three hours later, Scott, Geoff, Anthony, and I had worked our magic and I was on the grid, starting in a good position by virtue of my lap times in the sprint race.

The one-hour enduro race was run with impaired aerodynamics (no front splitter). Nonetheless, I managed to maintain my overall position until I caught up again with the D-mod car that had bedeviled my sprint race experience. Not wishing to remain frustrated behind him for too long, I decided to pit and change drivers with Anthony about 35 minutes into the race. Seconds after I pitted, someone crashed and brought on a full-course yellow condition. The so-called golden pit stop allowed us to change drivers when the rest of the field was forced to go slow. Between that lucky break and Anthony's excellent driving, we were to finish second overall!



Photo 3: Plywood splitter

That night, the emergency repair crew got busy again fabricating a replacement splitter out of a sheet of plywood (Photo 3). Around midnight, we completed our improvised aero mods and headed to our hotels.

The final sprint race of the weekend was held on Sunday, and was uneventful for me. But, the morning qualifying session was not so benign. When traveling down the long back straight I normally hit top speeds in the upper 130's. That morning, each time I reached about 125 mph the front end would start shaking violently. After the third lap I began smelling burning wood. By the fifth lap I was black-flagged and brought in. The plywood splitter had broken free of its support posts and was scraping along the ground. In the process, it had managed to tear the radiator off its mounts, pushing it against the engine, and otherwise deranged the front end, hood pins, etc... More duct tape and zip ties were needed. A lot more.

This is when Fortuna finally revealed her hand in all of this. On each side of the bottom radiator supports, there are little rubber bumpers that hold the assembly together. They are round disks with a partial doughnut hole molded in them to affix them to a tab. One was missing, no doubt jostled out of position and set free somewhere along the back straight. No one in the paddock carried a spare. So that meant I had to fabricate one. I found the right material: roll cage padding, of which I have plenty to spare. And I found the right tool: a hole saw. Oh, Fortuna, you are quite the cruel jokester.

Next time, I'll be more careful about what question I ask the Universe to answer.

Driving for Westlake

If you are new to the Club or if you have been a member for a while, you have probably read the many references to the Club's support of the Westlake School. However, you may not know what the Westlake School is, how the Club's support is used or why we do it. With our annual Driver School and Club Race to benefit Westlake now complete, this is a good time to answer those questions.

From Westlake's website, the school is "a public school specializing in serving classified students from ages 7 to 21 who have multiple disabilities including cognitive impairments, physical disabilities, autism spectrum disorders, visual impairments, hearing impairments, learning disabilities, communication impairments, other health impairments, and traumatic brain injuries. "The teachers and staff at Westlake are all highly trained teachers and specialty therapists whose mission is to provide the school's students "...with a safe and warm educational environment where maximizing academic learning, developing social skills, gaining independent living skills, and building vocational skills foster their transition to employment upon graduation." To put it another way, these are all kids who have been dealt a difficult hand in life. However, through the efforts of Westlake they can become adults who can live and work in society and not face a life in an institution.

The tangible support the Club provides is in the form of a cash donation to the school. Last year through the generosity of sponsors, driver school and club race participants, and club racing staff, the Club was able to make a total donation in the amount of \$10,000. These funds were used for the purchase of 10 iPads for instructional support for the students and to support a matching-funds grant of \$1800 to augment the Social/Academic/Vocational Education (SAVE) program for 16-21 year-old students. The SAVE program has been highly successful in placing students in worksites or sheltered workshops on the path to independent living after graduation. In previous years, the Club's donation has been used for specialized computer equipment for physically handicapped students, specialized instructional aids for teachers and physical improvements to the school. In a school as small as Westlake, these contributions have a meaningful impact of the education of the students.

It is important to mention that with the NJ Chapter's support of the Westlake School, we are just part of the community of racing/driving organizations that support charitable causes. Other examples include Seattle Children's Hospital (Dempsey Racing/ Team Seattle), Children's Neurofibromatosis (Magnus Racing), Children's Hemophilia, Autism (both supported by CJ Wilson Racing), the Semper Fi Fund (Freedom Autosport), Camp Boggy Creek (Grand-Am Series), and Camp Victory Junction (Kyle Petty and NASCAR). These last two groups are part of the Hole in the Wall Camp organization that was started by the late Paul Newman, arguably racing's greatest philanthropist. You will notice that there is a predominance of support for organizations dedicated to helping children. This is no accident and is the root reason why so many of us support these causes. We recognize that we are fortunate to have the ability to go out and indulge our passion for driving and feel that it is important to give back to those who do not have that opportunity. More than just the cash we raise for the school, the smiles and joy in the kids' faces when they come to the track, get in the cars and take their pace laps makes all the work worthwhile.

So what about the event this year? In short, it was a spectacular success. On Monday and Tuesday June 4-5, 60 driver school students, 35 instructors, 17 Club Racing School students, and 39 Club Racers gathered at Thunderbolt Raceway at New Jersey Motorsports Park. The weather on Monday rotated from sunny to cloudy to raining - "changeable conditions" is an understatement. The conditions kept driver school students and instructors and Club Racing school students on their toes but everyone also managed to keep their vehicles on the asphalt. The real drama was during the Club Race. The rain began to fall during the pace lap and by the time the green flag dropped to begin the race the track was fully wet. A shortened qualifying session in the morning meant some of the faster cars were starting from the back of the pack. Racers went three and four cars wide down the main straight and everyone entered the braking zone into turn one in a haze of mist and red brake lights. The spectators held their collective breath and waited....all the cars made it through the turn without incident and the race was off. It was, without a doubt, one of the most spectacular race starts the NJ chapter has ever had. The remainder of the race was also incident-free with close racing among several classes. Indeed, the fact that the entire day was run without any incidents and ran on time is a testament to the skill of our racers and instructors and the hard work of our staff.

On Monday evening we had our track-side banquet and auction. The auction provides an additional avenue for the Club to raise money for Westlake. Once again Mo Karamat served as auctioneer extraordinaire. Auction items were a beautiful BMW bicycle provided by our primary sponsor JMK BMW, an autographed photo signed by the Turner Rolex 24 drivers (from Will Turner), a fender from the Bimmerworld race car (from James Clay) and a pair of Yankees tickets (from Ross Karlin). Door prizes were provided by JMK BMW, BMW of Bloomfield, BMW CCA national office, Tire Rack, and VAC Motorsports. Thanks to all the sponsors for their support. We also wish to thank everyone who made cash donations to Westlake with a particular thank you to Larry Fletcher who, although he could not attend this year's event, still sent a check to Westlake.

On Tuesday we had our visit by the students and staff of Westlake. Fortunately the weather smiled on us and the day was clear and dry. Driver school and Club Racing school participants enjoyed the dry track during their portions of the event. Westlake visitors arrived just in time to see the Club Race - another clean, hard fought race. Everyone was given an event t-shirt, and then treated to their ride in cars on the track. The trophy ceremony followed with smiles and laughter all around. Once again we knew why we do this.

Thanks again to all our event sponsors, participants, and staff for making the event possible. I hope we see you all next year. In the meantime, our next event is our Driver School and Club Race on the main track at Summit Point on July 28-29. Remember that Summit is no further than Watkins Glen for most of our members - come on down to experience a great track.

Jeff White
Driver School Chairman

Driver School Schedule

Dates	Track	Type	Cost
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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Autocross Schedule

All events will be at the TD Ballpark in Bridgewater.

Jul 22

Aug 19

Please check our website for details and any changes.

Elihu Savad

June 24th Autocross



Autocrossers discussing the course. "So when I get to the third set of cones, do I turn left or right?"

Photo by Jerry Faber



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NJ CHAPTER CALENDAR

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.

August 2012

Saturday, August TBD

Car show at Prestige BMW in Ramsey is planned. Check website for updates.

Thursday, August 15th

Night out at TD Ballpark in Bridgewater. Baseball and fireworks. Tickets: \$8.50. Contact Al Drugos — m3driver88@optonline.net

September 2012

Thursday, September 27th

Monthly meeting at JMK BMW in Springfield. Details to follow.

Welcome New Members

Herwig Bachmann
Ray Beharry
Vincent Belcastro
Dale Blackman
Rene Calvopina
Mark Cheng
Patrick Chu
Matthew Clark
Victor Cruz
Lori Dick
John Doerr
Michael Evans
Rich Farrell
Alfredo Feigelmuller
Michael Gilligan
John Giustino
Danielle Green
Douglas Greenway

Daryl Gregg
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William Gunn
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Lisa Judge
Karen Karlin
Andrew Katz
Nicholas Koles
Christine Korde
David Korde
Greg Limbardo
Ronnie McDowell
Frank Minervini
Karan Narang

Eric Nester
Dwight Northington
David Pershad
Michael Pirone
Paul Richardson
Bill Robinson
Barbara Rosenberg
Dennis Santiago
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Asaad Siddiqi
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Member Warren Brown
Member Blake Smith

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Jeff Caldwell

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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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