



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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NJ Chapter Driver School - Thunderbolt (NJ Motorsport Park)



Photo by: Etch Photo (etchphoto.com)

Newletter of the NJ Chapter
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Not the Sandy Springsteen Sang About

Photos by JT Burkard — See article on page 8.



OMG — Flooded X5



Crushed 3-er



Alpina B7 in the Flood Lot

President's Page

By Jeff Caldwell

The Green Flag

Those of you who read the president's column regularly might notice a difference this month. It's not Larry Engel doing the writing! By the time this newsletter is printed and delivered to you, I will have assumed the duties of NJ Chapter President. My first and most important order of business is to extend a heartfelt "thank you" to our outgoing Chapter president. Larry has been at the helm during one of the most difficult and challenging times in our Chapter's history. He has diligently and skillfully guided us through an unprecedented economic storm. The Chapter has emerged on the other side stronger and more resilient than ever. For this, we all owe Larry a debt of gratitude. I hope to continue the great work Larry has done. I also would like to thank Al Drugos, the outgoing Social Chairman, for his many years of dedicated service to the Chapter. While Larry and Al are stepping down from their board positions, both have assured me of their commitment to the Chapter and continued support for our efforts. For that, I am truly grateful. I look forward to seeing them both at board meetings in the future!

As for me, I joined the BMW CCA in 2007 after purchasing a Z4 M Coupe. Shortly after getting the car I attended my first Chapter meeting. It was at this meeting I learned about the NJ Autocross program. Wow! I could take my car somewhere and really test its limits in a controlled, safe environment? I could learn car control and vehicle dynamics at the same time? Awesome! Count me in! Shortly thereafter, I attended the Chapter-run autocross "school" which was held in Bridgewater behind the Somerset Patriot's ball field. What a hoot. I was hooked. Elihu Savad and the entire autocross committee run a first class schedule of events. I strongly encourage all of our members to attend one! You will have a fantastic time and meet a great bunch of people in the process. Everyone is there to help and make you feel welcome. You won't be sorry you took the plunge!

After indulging the autocross bug for a year I attended my first track event, a NJ Chapter Driver School at Lime Rock Park. I was paired with a knowledgeable and patient instructor who guided me around the track, but most of all made sure I had the time of my life. To say that this event changed me forever would be an understatement. I quickly became a regular at NJ

Chapter Driver Schools, as well as participating in track events with the Delaware Valley Chapter and Genesee Valley Chapter, to name a few. In May 2010, I completed the NJ Chapter Instructor Training School (ITS) and became an instructor for BMWCCA Driver Schools. 2013 will be my fourth season as an instructor and it's been a rewarding experience all the way through. I love instructing and helping my students become better and safer drivers. Learning to drive your car on a race track has many benefits, but most of all it will make you a more competent driver on the street. Let's not forget that it's quite possibly one of the most exhilarating things you will ever do in your life. NJ Chapter Driver Schools are some of the best around.

As with many instructors or track regulars, BMW Club Racing exerts its pull on us and we feel compelled to test the waters of amateur racing. I was no different. In 2011, I completed my track car's conversion to a race car and in 2012 I began competing in BMW Club Racing's SpecE30 class. SpecE30 is a racing class for the BMW E30 chassis. "Spec" refers to the rule set which does not allow many (if any) performance and power upgrades. All of the cars are similarly prepared and the goal of the class is to differentiate drivers by skill, not by performance upgrades to the cars. It was a great season and I'm already looking forward to racing again in 2013.

However, the thing that I'm looking the most forward to in the coming year is serving as your President for the NJ Chapter. I hope to continue the great work Larry and the rest of the Board has done and forge ahead with keeping the Chapter at the top of its game.

We have big things in store for 2013 and I encourage each and every one of you to take advantage of the many opportunities the club offers. Come try an autocross or a Driver School. Join us at a Chapter meeting and get to know your fellow members. Participate in a rally or just come watch the Club Racing on one of our race weekends. You may come for the cars, but you'll keep coming back for the people.

I hope to meet many of you in the coming year, so please find me at a Chapter meeting, the track, a race, or any other function. I am here to serve the Chapter and its members. Thanks and I hope you all have a wonderful 2013.

Jeff at Mid-Ohio during Oktoberfest



Photo by: Halston Pitman



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! Well here we are in January, 2013 [!] with *Philes' Forum* entering its *twenty-seventh* year of publication! It astounds me how the years seem to slip by into oblivion. [Also astounds us long-timers. Ed.]

In the last installment of *Philes'*, I was telling you about how I went about diagnosing a problem with the HVAC [Heating-Ventilating-Air Conditioning] blower on my M3. The blower worked just fine on maximum speed, but did not work at all on Speeds 1-3. I had diagnosed the problem down to the blower-resistor assembly, but hadn't yet determined what exactly on the assembly was causing the intermittent lack of Speeds 1-3. Photo #1, repeated from the last *Philes'*, shows the blower-resistor assembly [AKA resistor block] removed from the car.



Photo #1 – What Is That Thing Under The Resistors?

I ended the column in a bit of a cliffhanger, hinting that the problem may have been caused by the “thing” shown under the resistors in Photo #1. I also asked you to email me with suggestions as to what the problem turned out to be.

Well, I really did not expect a flood of responses. But I do admit I expected a few. As it turned out, the lone responder was Trip Lee, erstwhile Tech Editor of the NJ Bulletin, and one of those folks who inspired me to get involved in the NJ Chapter to those many years ago.

Trip and Judy Lee were among the very few wife-husband instructor teams at our NJ Chapter driver schools. Indeed, I can only think of a few others: Michele and Joe Murray, Barbara and Mark Zimewski, and more recently, “Fast Girl” Ingrid Steffensen and Jeff Bruce. Judy was one of my instructors at my very first driver school at Lime Rock Park, and I considered Trip to be one of my mentors when I was being evaluated for instructorship myself.

Anyhow, Trip provided the correct answer as to what the “thing” under the resistors is: It is a bi-metal temperature switch that is supposed to shut off power to the blower motor when it is operating at reduced speeds and if an over-temperature condition exists in the HVAC intake plenum. Trip went so far as to study the BMW electrical schematic for the E30 in order to understand why the over-temp switch only affects Speeds 1-3 on the blower.

Thanks, Trip, for taking the time to email me with the answer.

For those of you unfamiliar with what a bi-metal switch is, it is a switch composed of two different metals “sandwiched” together. The metals are chosen such that they have significantly different coefficients of thermal expansion. So when the switch heats up, the sandwiched metals will bend, and this bending can be used to either make or break a set of contacts. In the case of the E30 heater blower, the switch opens [“breaks”] the Speeds 1-3 motor circuit when it gets too hot.

In my particular case, the contacts of the bi-metal switch had gotten dirty. Remember: the switch is in the incoming airstream to the HVAC unit. Simply cleaning the switch contacts with a contact file and flushing the contacts with some tuner cleaner restored proper operation of my HVAC blower. Photo #2 is a close-up view of the bi-metal switch.

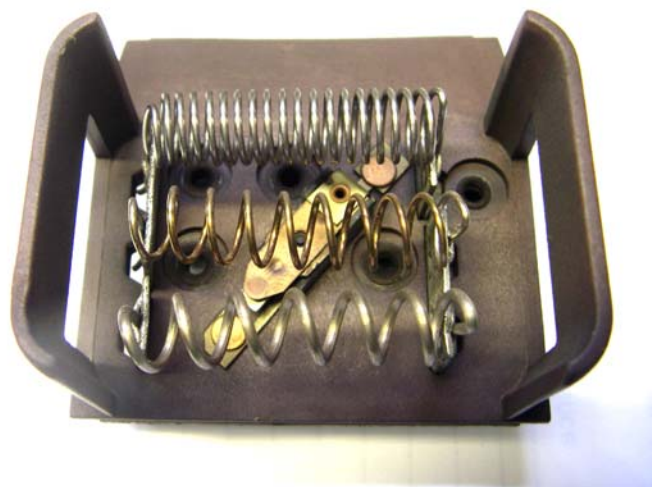


Photo #2 – The Thing Under The Resistors Revealed

Given that the resistor block requires a bit of time and patience to access and only costs about \$50, you might choose simply to replace it. You should know that the E30s came with two different styles of resistor block, *and they are not interchangeable*. So if you decide to replace yours, bring your old one to your BMW dealer when you pick up the new one to ensure you get the correct version. Also, have your Bimmer's VIN handy when you order the replacement part.

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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Planning Ahead for the 2013 Driving Season

I hope that by the time you are reading this issue of the Bulletin you have finally finished the last of the holiday eggnog and are well on your way to your new diet. So, in the same way you are envisioning a thinner you and getting regular exercise in the New Year, what plans and actions should you be making for the 2013 driving season?

First off, know that the NJ Chaptger is already far along in our planning for next season. We should be able to announce dates next month, once we have contracts signed, so your planning should include looking at your calendar now. Our dates and venues for 2013 will largely mirror the dates and venues of 2012 - that should give you a good idea of what the schedule will look like. Remember that 4 of our 5 events last year filled with a waiting list so be sure to plan ahead so you are not one of those left waiting.

Second, this is a great time to think back over the past year and consider all those track accessories you wish you had. Now is the time to turn those gift cards into something tangible. Are you a new student from our Introduction to the Track school who has decided more events are in your future? This is the time to go out and try on a new helmet, making sure it has a Snell 2010 rating. Maybe its time for new driving shoes, new gloves or new safety equipment. Do you need a good torque wrench or is it time to have yours recalibrated? Thinking of a new video camera? Plan a visit to Matt Sweetwood at Unique Photo to learn about options for both the camera and how to be sure it is secured and tethered safely inside your car. Go ahead and order those brake pads and fluid that you know you are going to need just before the first event. Consider purchasing any of the fine books about driving and ways to improve your skills from authors such as Carl Lopez, Vic Elford, Ross Bentley and others and do a little reading when the snow is falling.

Third, as alluded to in the opening paragraph, don't just think about it, but do something about your fitness. Yours truly is as

guilty as anyone of not getting enough exercise over the winter (I'm not a skier). I am sure you have all noticed how incredibly fit most professional racers are and you also recognize how tiring it can be just to do a driver school. Better fitness will help your concentration and will make you a better, and safer, driver beyond its overall benefit for your health. We want to keep all of you as members for as long as we can.

Finally, as you do your planning for next season, remember all the good techniques you learned at the track last year. Winter is the time when road conditions can change rapidly. Remember what your instructors told you about car control, safe braking and turning, and keeping your vision up (and banishing distractions) so you are prepared for what comes next.

Look for the announcement of our 2013 schedule and the opening of registration next month and in the Forums on the NJ Chapter website. Stay safe this winter and we'll see you at the track in the spring.

- Jeff White

The Left-Hander at Lime Rock Park

Think warm thoughts - we will be on the track soon!



Photo by: Ed Walters

NJ Chapter 2013 Banquet

The NJ Chapter's Banquet for 2013 will be held on March 2nd at the Hilton Newark Airport. The price will be \$55.00 per person and \$65.00 a person at the door that night. (same price it has been for 3 or 4 years so don't miss it). Come and meet the new Board, and enjoy great food and entertainment. Hope to see you there.

- Al Drugos

BMW CCA National Elections

The BMW CCA National Election is next month. In the North Atlantic Region there are two candidates vying for the Vice President position:

- Scott Stowell
- John Sullivan (incumbent)

Go to the BMW CCA website and read their candidacy statements. You will receive a ballot in you January Roundel, and remember to vote.



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Finish Lines

By Thom Rossi

My first year of driving the No. 726 has come to a conclusion and in many ways it reminds me of my early dating history with the young girl who was eventually to become the formidable Mrs. R. She and I have met with much success as a couple, but not without a few hiccups along the way. Most of the hiccups were due to either my errors, or my lack of ability to see things for what they actually were.

I distinctly remember one of the first times the future Mrs. R. and I went to a McDonald's to eat together. I sat across from her and nervously twisted, untwisted, and twisted again a packet of ketchup. Sure enough, a lot of pressure built up inside that packet, eventually to be relieved when a small pinhole developed and allowed a laser thin jet stream of condiment to shoot out at supersonic speed, and find its way with smart-bomb precision to the future Mrs. R's blouse, face and hair. What I thought I saw was something with slap stick comedy value, which induced me to laugh. Without going into details, I was quickly to learn that my perceptions were totally inaccurate.

So it was with the No. 726 with regard to a series of oil-leak-related issues that cropped up late in the season. After installing the second generation of electro hydraulic steering set up into my car, I was plagued by annoying leaks in the plumbing, caused entirely by my lack of facility in forming good AN line connections. Even after changing all the fittings and tightening everything up, I noticed that at the end of a race weekend my splitter would always have a little puddle of oil on it just below the steering rack connections.

At Mid-Ohio in September, and then at New Hampshire Motor Speedway in October, a seemingly unrelated problem developed and worsened. My electrical system was intermittently failing to recharge. That problem came to a head when I completely lost proper voltage in the feature race at New Hampshire, and was unable to finish the race.

When I got home, I noticed that the darned puddle of power steering fluid was still in evidence on the splitter. So I had two problems to fix. I decided to start with the electrical system and quickly diagnosed the problem as a failed alternator. But why did the alternator fail? The

windings were coated with grimy oil. Dayum, I thought to myself. That power steering fluid really sprayed up all over this thing (like ketchup from a McDonald's packet!!). But then a little flicker of doubt about the source of the oil started to dance in my skull.

By carefully inspecting the area around the alternator with a good flashlight and mirror I gradually came to suspect that the oil had come from the area around the oil filter housing/distribution block, just above the alternator. Interesting. I figured maybe the fitting for the oil pressure sender might be leaking. So I tried to tighten it up. Of course, the brass hydraulic fitting snapped in two pieces, leaving its threaded end lodged in the distribution block. Arghhh! After replacing the brass fitting - no more oil leak onto the alternator. After replacing the alternator - properly functioning electronics! And, as it turns out, there was no leak at all from the power steering fittings. No more oil puddles on the splitter.

But you see how I was fooled. I expected the power steering fittings to be problematic, so for months I fooled myself into thinking that the oil puddles were just power steering fluid that got dirty. That caused me to totally miss the real problem of the leaky brass hydraulic fitting and allowed it to snowball into creating other reliability issues. So I missed a feature race in which I was pretty sure that I could collect my third class win of the season.

Nonetheless, No. 726 and I had a pretty good first year of dating, finishing as the North Atlantic Regional Cmod champions [Congratulations - Ed.], and learning a whole lot about what we need to do to get more competitive nationally next year.

My concluding thought is this. Although the human tendency to see what we want to see instead of what may actually be happening can sometimes cause problems, it can also have a hidden benefit. Otherwise, how could you explain the fact that despite the ketchup incident, the future Mrs. R. was able to convince herself that she saw something worth sticking with for the next few decades?

New Jersey Chapter of BMW CCA Board Meeting

October 10, 2012

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

President

Larry Engel called the meeting to order at 7:29 PM at Alfonso's in Somerville. Jeff White moved to accept the September minutes as distributed and Al Drugos seconded (carried unanimously). Larry asked Paul Ngai to officiate at the November meeting, and Neil Gambony volunteered to take the minutes. Larry reported on the success of the recent TireRack Street Survival (TSS) school event with 25 students. It was noted that 2013 Board nominations are due by the November meeting. Larry expressed the personal objective to work on community-outreach on behalf of the Chapter next year.

Vice-President

Paul Ngai reported that the presentation and book-signing by Ingrid Steffensen is scheduled for 10/18 (Thursday) at the Deutscher Club of Clark (DCC) at 7:30. There is no November meeting. The December meeting will be 12/7 at DCC, with Pinewood Derby (Champ Series finale) and elections. Klaus Schnitzer will be guest speaker at the January meeting (tentative). Flemington BMW has again offered to sponsor the BMW Vehicle Distribution Center (VDC) tour on Saturday March 23, 2013. It was proposed that we charge \$10 admission at the door, 100% to be donated to the BMW CCA Foundation.

Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Expenses included the previously-authorized \$1,797 expenditure for eight new loaner helmets. Ron noted that our State of New Jersey non-profit report has been filed. We have received reimbursement for the Spring TSS and the 2012 Instructor Seminar.

Secretary

Dave Allaway reported on nominations received: Jeff Caldwell for President, Neil Gambony for Driving Events Chair, and Doug Feigel for Member-at-Large.

Social Events

Al Drugos reported that he is working on the banquet. There was a general discussion on possible locations. There was a discussion on subsidizing the banquet, with no decision made.

Newsletter

Larry reported, on Jerry Faber's behalf, that 10/26 is the deadline for the November/December issue. Dave will provide Ron Acher with nominations to be included in the mid-November blast-email. The next e-mail this weekend will include Pinewood Derby, Whack-Your-Turkey Rally, and elections reminder.

Website

Colin Vozeh requested prompt notification on any needed website updates. Colin also asked for photos from events for the website.

Business Manager

Doug Feigel reported that the Park Avenue BMW advertising renewal is pending, and he has verbal commitment for renewal from Shade Tree Garage. Larry requested that we have name tags at every meeting, as we did at the September JMK meeting. Doug is working on rally prizes. It was noted that we need to coordinate sponsor solicitations with Sigfest, in order to avoid any confusion or conflict.

Driving Events

Neil Gambony noted that the Whack-Your-Turkey Rally is on schedule (Sunday before Thanksgiving), with details to be announced. A nomination of Ross Karlin for North Atlantic Driving Events Committee has been submitted by the Chapter.

Driver Schools

Jeff White reported that Shenandoah was a great, clean, event; but with light turnout and an estimated \$5,000 loss. The Intro school is sold-out in all run groups, with 60 experienced and 43 new students. A \$2,000 to \$2,300 loss is expected due to lack of sponsorship. Jeff is anticipating a \$16,000 profit from all driving events in 2012. Jeff Caldwell asked about emulating the Del Val Chapter student resource center, and Jeff will follow-up.

Autocross

Elihu Savad reported that the last autocross of 2012 was this past Sunday, with low turnout but five runs. The current Champ Series point-standings were distributed.

Old Business

Jeff Caldwell will have a small list of desired toolbox purchases, to include fender-roller (\$250) and E46 trailing-arm bushing puller (no cost). Sam Shiu has donated a Bentley manual for the first-generation BMW X5. At present, we have \$5,500 in estimated capital expenses: \$1,000 for toolbox, \$1,500 for autocross, and \$3,000 for driving events. All requests are to be approved next month, and are requested to be sent to Ron prior to next month's meeting.

New Business

Vic Lucariello suggested a Chapter Library book sale, possibly to be auctioned at a monthly meeting. Jeff Caldwell inquired about interest in vintage events, with possible collaboration with the Del Val Chapter. Larry requested that the blast-emails always remind members to mention BMW CCA when patronizing Chapter sponsors. The next Board meeting was set for Wednesday 11/7 at Alfonso's. Al moved to adjourn the meeting at 9:17 PM and Paul seconded (carried unanimously).

Respectfully submitted,
Dave Allaway, Secretary



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Initial Ramblings

WARNING! Flood cars are out there!

Welcome to the New Year everyone! 2013 will bring new adventures, new rallies, new autocross venues, and a new Chapter President. We welcome Jeff Caldwell to the position and thank Larry Engel for serving as our President for 4 years. 2013 will also bring another challenge, buying a new-to-you BMW and trying to avoid the estimated 250,000 flood cars that got swamped during Hurricane Sandy. Besides the devastation to the Jersey Shore and Tri-State area, there are numerous cars that were submerged in the tidal surge. 99% of these vehicles are total losses. Anytime you have a vehicle under salt water, you just write that car off, as salt water is vastly more damaging than fresh water. These are best sold for parts as many of the components will be troublesome in the near future. I have a friend of mine who drives a 4-car flatbed for one of the insurance auction companies. I get weekly phone calls from him on all the really cool cars that were ruined, like BMW's, Porsches, Ferraris, classic Austin Healeys, 60's Corvettes, Hot Rods, Motorcycles, and RV's. I even found a new Alpina B7 on one of the auction sites! As a car guy, it's sad when I see these beautiful cars that are worthless now.

What about that last 1%? There are people whose cars were only in water up to their tires but owners are claiming total losses to get the insurance value and then buying the cars back. Luckily for us, most insurance companies are also requiring these owners who buy their cars back to title their cars as salvage-flood before collecting their checks. Across the title will read SALVAGE if they didn't get the car re-inspected yet. If they did go through the fiery hoops of getting a "clear" salvage title, you will still find an S and/or F on the upper right side of the title where it says Status. This cannot be removed in NJ once it is put onto the title. My advice, just walk away from any of these cars no matter what the owners claim. You also have to be vigilant on researching any car that is coming into the market within the next 24 months because title washing across states can and will happen. Also watch out for physical alteration of the actual title, too - you know, cutting and pasting, white-out, etc. You need to hold that piece of paper in your hand. It's insanely easy to alter a digital image of a title or VIN. Get someone you trust to check the car, its VIN, and documentation in person if you physically can't before you give over your hard earned cash.

Here are some tips I paraphrased from David Adolphus, blogger for Hemming's Motor News. You should follow these rules for any vehicle you buy in the next 24 months.

- Enter the VIN at the National Motor Vehicle Title Information System (NMVTIS) at VehicleHistory.gov. All insurers, salvage pools, junkyards, recyclers and self-insured entities such as rental car companies in all 50 states are required by law to report total loss vehicles to NMVTIS within 30 days. Many are reporting daily.
- Carfax and Auto Check will also report damages and registration location of the car around the time of the Hurricane. Location may not mean much, as many cars in the flooded zones were not damaged, but it's extra information for you. For the few dollars you spend on reports it will save you thousands of dollars in repairs and aggravation down the road.
- If you're buying from a dealer with any kind of warranty, get it in writing. Also ask them straight up if it was a flood car and get that in writing as well. This also applies to new cars, as

thousands were damaged at the Port before even being delivered to the dealerships.

- Try to Google the VIN. You'd be surprised how often you can find old dealer auctions. Learn to use Google's cache to find old records that the auction company itself has deleted.
- Check for mold or mildew. Any funny smell, whether mold or mildew. Beware of the inch-thick stack of Little Trees hanging from the mirror to mask it.
- Discolored, bleeding or re dyed upholstery.
- Condensation in the gauges, radio or exterior lamps.
- Silt or residue in the interior under carpeting, under the dash, in the steering column, rear seats, spare-tire well, gauges or door pockets. Check for fresh sealant on door panels.
- Water marks, rust or evaporation residue (i.e., salt) in the same places. Just reach up under the bottom of the plastic dash cover and run your finger in there.
- Gritty or erratic power-window or seat operation.
- Hard starting, rough running or hesitation.
- Thin clearcoat or chrome from overpolishing; scratches and touchups from grit.
- Bulging dash and door panels.
- Rust on screws in the console or other areas where the water would normally not reach unless submerged.
- Seat tracks can hold many clues, whether they're rusting, or have sand in them.
- Mud or grit in alternator crevices, behind wiring harnesses and around the small recesses of starter motors, power steering pumps and relays.
- Any damage to wiring connections, fuses and blocks, including rust, water residue or suspicious corrosion.
- Undercarriage rust and flaking metal that would not normally be associated with late model vehicles.
- Freshly replaced exhaust in a late-model vehicle; or corroded exhaust. Exhaust is another good place to hunt for silt.

The easiest test is if there is a fish in the back seat or Crustaceans in the exhaust. That is a sure tell-tale sign this thing was finding Nemo! With this checklist, you should be more prepared to decipher which cars are the bad ones. Most of these vehicles will remain off the streets, but a few will seep back into the market place. Especially the older cars, the classics, motorcycles etc. as these have less electronics and are easier to repair and get back on the road again then let's say an E64, E85 or F4.

Good luck on your searching and HAPPY NEW YEAR!

JT Burkard
jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



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NJ CHAPTER CALENDAR

January 2013

Thursday, January 17th

Mike Renner, certified instructor at the BMW Performance Driving School in Spartanburg, SC will be our guest speaker. In his twenty-four years of instructing, Mike has instructed in a variety of capacities including basic skill development, advanced car control and racing. His list of trainees includes new drivers, racers, F.B.I agents and Secret Service members who are assigned the task of presidential protection. Please RSVP on our website <http://www.njbmwcca.org/> if you plan to attend this event to secure your seat. Seating is limited. Meeting at Deutscher Club in Clark, NJ. Time: 7:30pm

February 2013

Thursday, February 21st

Roundel Photographer and NJ BMW CCA member Klaus Schnitzer will present a showcase of his photos and will also field questions about photo journalism and best photo practices. Meeting at Unique Photo 123 Rt. 46 in Fairfield. Time: 7:00pm.

Welcome New Members

A.G. Arns
Nikhil Bhasin
Richard Bliss, CFA
Michael Bouffard
Lawrence Capelli
Gary Casino
Vincent Castronovo
Marcia Ceaser
Steven Cennamo
May Chong
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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

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