



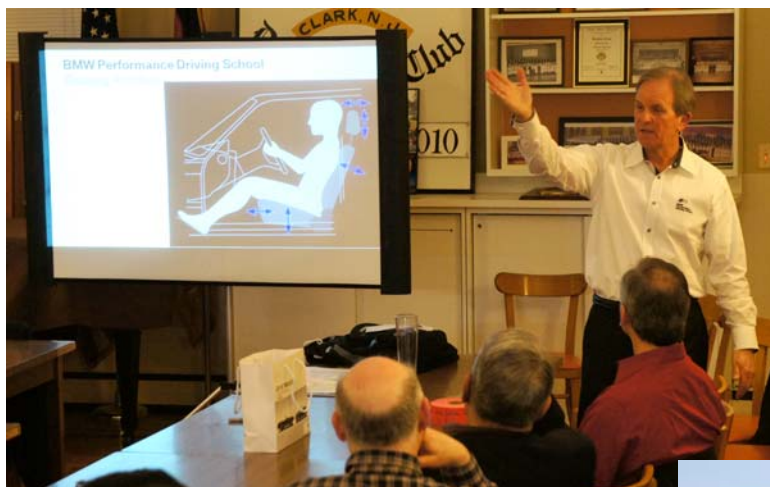
New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

February 2013

<http://www.njbmwcca.org>

Volume 44 Number 2



Mike Renner from the
BMW Performance Center
presented at January's meeting.

Photo by: Larry Engel

NJ Chapter 2013 Banquet
Saturday, March 2nd

Details inside

Line 'em up



Photo by: Paul Ngai

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From Around the Club

Miles of Smiles - for a good reason.



Mike Renner presents Jeff White with the Grand Prize—a One-Day BMW Performance Center driving course.

Photo by Larry Engel

What we wanted for the holidays.



GoPro video camera with great car mount. So who got this?

Photo by Paul Ngai

President's Page

By Jeff Caldwell

It's a Small World (for BMWs too)...

We've all met people and after chatting for a couple minutes come to find out we have a common acquaintance. "So and so" knows "so and so" and yes we really did go to high school together. No, I can't believe it either. That's so funny, she used to live right down the street. These types of connections are all too common in our daily lives, but for this article I wish to present a different type of connection. It's the sort of thing that is overlooked by many, but I have found it quite prevalent in the circles of BMW CCA membership. I am referring to the small world of BMW cars and their parts.

It should come as no surprise to even a casual reader of this newsletter that the club has a thriving "do it yourself" contingent. A large portion of the driver school and racing set are DIY folks and the sale, purchase, or trade of parts is a normal occurrence. What's interesting is when you come to find out something about your car or a specific part that once belonged to "so and so". Often that "so and so" is not the "so and so" you are purchasing it from. It's those instances that truly make me stand back and revel in how small our BMW world really is.

These transactions make connections between not only the buyer and seller, but the greater BMW enthusiast community. I have told people on more than one occasion that a part "used to be in my race car". Most likely, I was not the original owner, but merely a pit stop in the part's greater journey. Here's an example: When I bought my first E30 it had a bolt-in roll bar. That roll bar had belonged to two other club members before being installed in the car I purchased. I was at a NJ Chapter driver school and one of the previous owners of the roll bar walked over to my car and said "Hey! that used to be in my E30! I can't believe it's still hanging around."

Well, that was five years ago. I have since wrecked that car, sent it to the junkyard, but saved the roll bar and moved it on to serve in another E30. Who knows how long the bar will live on, but it's part of my driving school history and part of the growing web of connections we forge in the BMW world. When I introduced the current owner to one of the previous owners, it was "Hey Chris, this is Bob... he had your roll bar before me." It was a great ice breaker and a connection neither of them will forget. Even if we can't remember names, we remember "that guy who has my old roll bar."

Still, the roll bar was not my inspiration for this article. It is something much more personal and integral to my journey with the NJ Chapter. Several years ago I had purchased a BMW convertible for my wife and one warm spring day decided to take it for my errands. As luck would have it I ended up at the local Target store and parked next to a beautiful red E46 ZHP sedan. At this point I was not yet a BMW club member nor did I know anything about the NJ Chapter. As I was admiring the car its owner came walking up. It was none other than long time club member Christina Jordan. We exchanged hellos and I mentioned how much I liked her car. She thanked me and said the same about our E46. Then she asked me if I was a member of the BMW CCA. I was not, I said. She spent about ten minutes describing to me the various activities the club put on, from rallies to autocross. Needless to say I was intrigued and joined the club the very next day.

Christina and her husband Ray live quite close to me and I would see Ray regularly at the local bagel shop on weekends. He used to drive a super clean, white E30 and we'd always spend a couple minutes catching up about the club and our E30s. Christina and Ray take very good care of their cars and I remember remarking many times how nice the E30 was. Well, about six months ago they sold the E30 and it moved on to a new home. As an E30 enthusiast (my race car is also a white E30 coupe) I was saddened to see them selling and knew it must have been a hard decision. Not long after their car was sold I responded to a post on the NJ Chapter website for a M20 (E30) engine for sale. I know the seller, Mike, and was confident the engine would be in good shape. He told me it was out of a well-maintained street car, but nothing more. We agreed on a price and that was that. It would serve as a spare for my racecar.

Here's where it gets interesting. At the December chapter meeting I was talking to Ray Jordan about the E30 he sold and he told me that Mike had bought the car. NO WAY! I had bought the engine out of Ray and Christina's white E30. The heart of their beloved "Rennsau" would beat on in a SpecE30 racecar for years to come. I felt as though it was a fitting end for their car and Ray agreed. The engine will get a proper refresh and be ready to jump into service when it is needed. I can't help but smile when I think of the years of fun it gave Ray and Christina. I also look forward and know it will see many green flags drop on the racetrack. Beyond that, who knows? The possibilities (and connections) are endless.

January Meeting with Mike "Schnell" Renner

It was only a few weeks since our last monthly meeting, but with the holiday season, it felt like a much longer time! So it was great to see again our usual Bimmer friends, some new faces, and some special guests. One special guest was Larry Koch, who retired at the end of 2012 from all his (official) responsibilities with BMW North America where he worked for a "few" years. Larry has always been a tremendous supporter of the club from within BMW and we now look forward to seeing him enjoy the events we put together in a more relaxing way!

I do not know if the members who attended the meeting were attracted by the free German food, by the joy of seeing their fellow friends, or by the guest speaker of the night, Mike Renner from the BMW Performance Center in Greer, SC. Maybe, I suspected, it was by the raffle "Grand Prize" (more on this topic a bit later), but regardless, this meeting had a great turnout with more than 45 BMW friends in the room.

The meeting followed its usual schedule. Paul Ngai, our Vice President, first asked new members (or first-time attendees) to introduce themselves. Several people stood up and it was very nice to see people who have been member for more than 10 years to finally join one of our meetings. I hope that all of you who are reading these lines and who have never joined us will not wait that long to enjoy one of the many fun events that we are putting together for you! You will see that there is wide variety of origins, professions, and ways in which

we all enjoy the BMW brand: from Classic car enthusiasts, to Competition fans, to people who enjoy the engineering wonders that go under the hood or simply the beauty of the design, you will surely be able to find someone with whom you can share your passion.

Paul then described our upcoming events: in February, Klaus Schnitzer will present at Unique Photo; in March, we will have a special visit to the BMW Vehicle Distribution Center (VDC) - Note: attendance will be limited to 100 members. Be sure to check out our website to reserve the date in your calendar and to see how to register for these events which promise to be fully booked within a few days of the opening of registration. Next, Jeff White, our Chief of Driving Events, described the Driving Events for 2013. There will again be five driver schools; be sure to register early at www.njbmwcca.motorsportreg.com to secure your spot!

Elihu Savad, Chairman of the Autocross Committee, also reported good news as the locations for the first two events have now been secure.

Anticipation had now been mounting for nearly thirty minutes and it was time to introduce Mike "Schnell" Renner (aka, "Fast Racer" in English), our guest speaker! I will not describe Mike's "arm-long" automobile resume (I encourage you to check it out on our website though), but let's just say that based on his very long experience as race car pilot in the US and Europe (did you say Nordschleife??), high performance driving instructor, secret services instructor, and manager

(Continued on Page 8)



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! Let us hearken back to the Summer of 2012; July to be exact. At the close of *Philes'*, I included the following teaser:

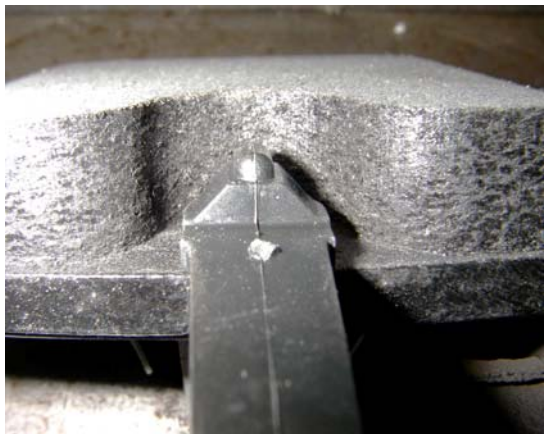


Photo #1 - New-Style Pad-Wear Sensor

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!*"

In the August *Philes'*, I followed up thusly:

"As a 'teaser' at the close of last month's *Philes' Forum*, I included a photo of a brake pad and its wear sensor. I had intended to write this month about how BMW is using a rather sophisticated pad-wear sensor that actually estimates the remaining miles until brake-pad replacement is needed. Unfortunately, I was unable to get good photos of an older-style sensor for comparison, so I had to postpone this topic. I am sure you were all waiting with breath abated ..."

Well, after being inundated with threatening emails, anonymous poison-pen letters [some of which had return-address labels], and even a couple instances of blacked-out SUVs trolling up and down my street, I got the message and I am finally ready to address the subject. But first, a bit of history.

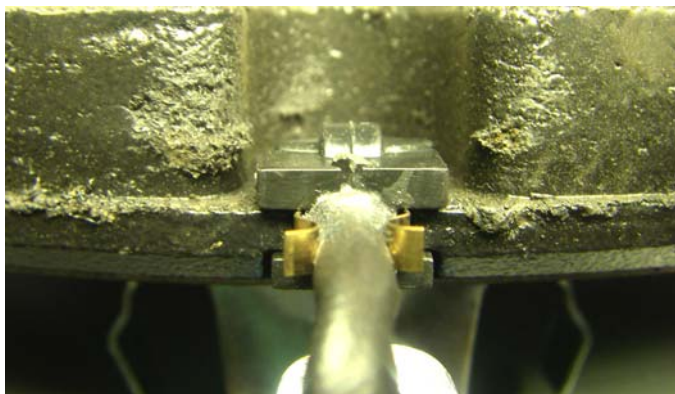


Photo #2 - Old-Style Pad-Wear Sensor

Although I am not certain when brake-pad-wear monitoring was introduced on U.S.-spec Bimmers, I do see listings for the pad-wear sensors going back to the E23 7-Series and E24 6-Series of the 1978 model year. So pad-wear monitoring has been on the BMW menu for many years. These early sensors, as well as those used on the more modern [to me] E39 5-Series and E46 3-Series, all work basically the same way, at least insofar as my understanding is concerned.

There are two sensors, one each on the left-front and right rear inner brake pads. The sensors have imbedded in their "plastic" enclosures a loop of wire, which the "plastic" insulates from contact with anything when the pads are new. The sensors are wired to the car such that the

monitoring circuit needs to see a complete, ungrounded circuit through each sensor. As the brake-friction material on the pad wears [due to rubbing on the brake rotor whenever you step on the brake] from its original 11-12 mm thickness to about 3 mm, the rotor begins wearing through the "plastic" on the pad-wear sensor. When the metal rotor contacts the sensor's imbedded wire, the monitoring circuit detects this and puts on the pad-wear indicator lamp in the instrument cluster. Sometimes, especially on older models, you will see the pad-wear indicator illuminate only when you apply the brakes. On newer models, I have seen the indicator stay on once it illuminates.

Further pad wear will eventually wear completely through the wire loop in the sensor, and from that point the pad-wear indicator will stay on all the time, regardless of the car's vintage. Photo #2 is a close-up view of a new E46 brake pad with a new wear sensor installed. The wire loop is just underneath the "bump" in the wear sensor.

Photo #3 depicts the same brake pad after the friction material has worn away and the rotor has contacted the wear sensor. Photo #4 is a close-up of the wear sensor where you can see what remains of the wire loop after the rotor has cut it.



Photo #3 - Worn Out Old-Style Sensor

Now if you go back and compare Photos 1 and 2, you can see the difference in pad-wear sensors that I teased you about way back in July. Note that the newer-style sensor in Photo #1, found on Bimmers with CBS [Condition Based Service] protrudes much farther than does the older-style sensor in Photo #2. The newer-style wear sensor will contact the brake rotor much sooner during the life of the brake pad; approximately when the pad is only half worn. What's up with that?



Photo #4 - Close Up - Old-Style Sensor

The answer is that the newer-style wear sensors are more sophisticated than the older, "loop-of-wire" type. The circuitry in CBS cars actually

(Continued on Page 6)

Finish Lines - Special Edition

By Thom Rossi

In the Spring of 1968, I was a Chevy man. Perhaps calling myself a man at that time is a bit of an exaggeration. I was actually a 10 year old boy who loved Chevy's for the simple reason that it's what my Dad drove. A 1966 Chevrolet Biscayne wagon: base model, of course, in-line six. It was the mini-van of its era.

The car had plastic covers over its vinyl seats to protect it from the hazards of spilled candy, soda, and every possible variety of dog excretions. Just about every weekend we'd pack that thing up and head out of our apartment in the Bronx, out to our summerhouse on Long Island for long days of beach, sand, fishing, and family time. Those trips were what held us over as we longed for a more permanent relocation out of the city.

That Spring, our desires for a better life were fulfilled. The company my Dad worked for announced it was closing its factory in the Bronx and relocating to a new facility in Fairfield County. We drove out to Connecticut, leaving the apartment in the Bronx behind for the last time, car loaded with family, plants, rabbits, turtles, dogs and a guinea pig.

I'll never forget my first night in Connecticut. It was so dark and quiet; I wondered how anyone ever got any sleep around there. But it marked the beginning of an adolescence that most city kids could only dream about: hikes in endless woods criss-crossed with clear, cold streams stocked with trout; long bike rides on safe and quiet lanes; schools with some of the highest-paid and best teachers in the country, in a community that believed in investing in those schools to create the very best facilities. My class of 1976 was the first to go through the town's

brand new high school from Freshman to Senior years. Our school had an Olympic indoor swimming pool complete with high dive platform, an auto shop with a lift and a dyno, a print shop, a photography studio, chemistry labs and biology labs. We had it all. By the time I finished auto-shop class, I was no longer a Chevy-man. I had become a Mopar guy. Part of my long journey toward adulthood and BMWs.

I built the foundations of my life there; eventually going to college in the area and getting my first real job at the local grocery store. I met and fell in love with the future Mrs. R. in that store when she transferred in from the nearby town of Ridgefield. It was a time when the American Dream was in full blossom, in the kind of place where we could all raise our kids.

I will never forget what that town gave me; and what it would have given the 20 children who recently had their lives cut short there. And that is why, in the 2013 season, I am selling sponsorship spots on my race car to benefit the survivors, the families, and the first responders of the December 14th Sandy Hook Elementary School shooting. Sponsorship on the No. 726 is available for a \$50 donation/race event to NewtownAlumniFund.org or \$250 for the season. Your name or company name will be placed on her along with the sponsors who have already stepped forward. Thank you: Kish Galappatti, Than Orens, and Mark Lounsbury (New Jersey National Champions, all!); Bob Wright (Bent Splitter Racing); Anthony Magagnoli (DriveFasterNow.com); Ian Rae (Motorwerks Magazine). Please join them if you can in providing relief to my home town: Sandy Hook, Connecticut.

Autocross for 2013

We are facing some unique challenges for our program this season.

Our usual site, Patriots Park in Bridgewater has decided install a solar panel farm in the Red lot, effectively reducing the available course area by about 50%.

Many alternate sites are doing likewise. Raritan Valley Community College and Rutgers athletic center in Piscataway are also creating solar panel installations in their large parking lots. This is in addition to the practice of many universities conducting motorcycle instruction course on weekends in their parking fields. Apparently, this is needed to help balance their budgets.

While our site search is going on, and we are determined to hold some events this year, although the number, dates, and location of these events is yet to be determined, I am open to input from club members. We need location and information on potential sites for our events, so if you know of one near you, or where you work, please let me know.

Yes, I know the malls are closed in Bergen county on Sunday, but that is because of the county-wide blue laws which affect our presence there as well. Englishtown and the Meadowlands are possibilities, but well beyond our budget. Some sites in our area look good, but are under closure from the EPA as toxic waste sites.

I am hoping for dates at the NJ Expo Center and maybe the PNC Bank Arts center, but their schedules are not yet available. I could use a contact number for Janssen pharmaceuticals in Raritan on Route 202. They have great-looking parking areas, but no one answers when I call.

Thanks in advance for your help.

Late addition: Mark May 19th on your calendars for the first autocross.

NJ Chapter 2013 Banquet

The NJ Chapter's Banquet for 2013 will be held on March 2nd at 7pm at the Hilton Newark Airport. The price will be \$55.00 per person and \$65.00 a person at the door that night. Come meet the new Board, and enjoy great food and entertainment. We will honor Rich Brekus and Larry Koch as our special guests at the banquet. In addition, we'll have the presentation of the NJ Chapter Champ Series trophies after another intensive season of autocross, road rallies, and the Pinewood Derby.

To reserve your spot, mail a check payable to NJ BMW CCA to:

AI Drugos
P.O. Box 6754
Bridgewater, NJ 08807

To reserve a room at the Hilton Newark Airport, located at 1170 Spring Street in Elizabeth, call the hotel at (908) 351-3900. Remember to ask for the BMW Club special rate of \$99 for Banquet guests.

Hope to see you there.

- AI Drugos



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2013 Driver School Registration Open!

We are pleased to announce that registration for all 2013 NJ Chapter Driver Schools is now open on Motorsportreg.com (njbmwcca.motorsportsreg.com). Important news is that we are holding registration fees constant from 2012.

We start the year with our traditional combined Driver School and Instructor Training School, but this year we are on Thunderbolt Raceway at New Jersey Motorsports Park! Thunderbolt gives us better classroom facilities for both groups and gives everyone who participated in our season-ending event at Lightning in October a chance to try the second track at NJMP. For you racers, this school is a chance to get on the same track that you will be competing on in June. For everyone else, this event kicks off the driving events season for all North Atlantic chapters so come on out and get an early start to the year.

Next up is our traditional Club Race and Driver School held at Thunderbolt Raceway at NJMP to benefit the Westlake School. We had such a good response last year to having a Driver School, a Club Racing School, and a Club Race that we are going to do it again this year. As always, we will have a trackside banquet on Monday night with door prizes and auctions to benefit Westlake. This is also a great spectator event so come down to Millville and join in the fun.

At the end of July we travel to Summit Point for the weekend Driver School and Club Race on the Main Circuit (including our traditional track-side BBQ on Saturday evening). That is followed by a second trip to Summit Point for a September weekend on the Shenandoah Circuit. Shenandoah is a fantastic learning track at which you will experience virtually every type of turn you may encounter on other tracks you drive. Moreover, this is the only event we run in which we provide 2 days of skid pad time for all students. Every student who comes to Shenandoah is glad they did and has fun. Finally, we end the year again with our highly successful Introduction to the

Track school. With the success of last year's 2-day event, we are again holding this event on a Sunday-Monday. First-time students have their own run group, car control exercises and classroom, and have the option to attend as either a single day or a 2-day participant. In parallel, experienced students have the chance to end the year with a great 2-day event. This year the Monday of the event falls on Columbus Day so we anticipate a full event with an early sell-out.

We have a set of Promotions that largely mirror the ones from 2012. They will be posted on the NJ chapter website by the time you read this (and we will publish them in next month's newsletter).

When you go to register, please take the time to review your Profile on Motorsportsreg.com. Make sure your email address is current, your Driving History is up-to-date and your BMW CCA membership number is listed. Under rules instituted by BMW CCA National, all student driver school participants must be BMW CCA members. As a reminder, your helmet must be Snell2005 or Snell2010.

Also remember our friends in the DelVal chapter. We work hard to develop programs and calendars that are complementary and that provide ample opportunity for our members to experience a variety of tracks. DelVal will be running their traditional schools at Jefferson/Summit Point in late April, Watkins Glen in July, the 3-day Driver School and Club Race at Lightning in August and at Pocono in October.

Four of our five events last year sold out with a waiting list so don't delay. Register now and start thinking warm thoughts.

We look forward to a great season and seeing you all at the track.

Jeff White

Date	Track	Type	Cost
April 8-9 (M-T)	Thunderbolt	Driver School/ITS	\$400
June 3-4 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 27-28 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 7-8 (S-S)	Shenandoah	Driver School	\$350
Oct 13-14 (S-M)	Lightning	Driver School	\$150-\$395*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

Philes' Forum (continued from page 4)

senses how much the wear sensor has been abraded by the rotor and estimates the number of miles of remaining brake-pad life. You can view the estimated pad life individually for the front and rear brakes either via the *i-Drive* screen or the instrument cluster.

Despite all this sophistication, remember that of the eight brake pads on your Bimmer [assuming it does not have rear-drum brakes], only two are fitted with wear sensors. So I don't think that the brake-pad warning system, either old-style or CBS-style, should be relied on in lieu of regular, old-fashioned visual inspections of your braking system.

In the January *Philes'*, as part of the conclusion of the two-parter on E30 HVAC blower troubleshooting, I told you that Trip Lee was the only one to send me a suggestion as to what the problem with my M3's blower was. Well, after my January column had been submitted, I did receive another suggestion, also correct, from colleague Bill Vanderbeck. Thanks Bill!

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 OBD II failures, 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.

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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Initial Ramblings

The other day I received my 10-Year pin from the BMW CCA thanking me for my loyalty and membership. Has it been 10 years already? Time flies when you're having fun. This makes me think back over the past 10 years on all things BMW I have been involved with. It all started with my black 1977 E21 in June of 2002. Sandy had seen it on the side of the road for sale and told me to look at it. I, at the time, didn't have much interest in BMWs but I remember my uncle telling me that his favorite BMW was his 1983 320i. So with little convincing, I looked at it. I struck a deal with the seller and I was a BMW owner. Believe it or not, I almost walked away from this car for a measly \$100. I got so caught up in negotiations, I had to step back and see what I was about to walk away from. Cooler heads prevailed and I came up with the extra \$100. My initial intentions were to drive it as a commuter car, then sell it within 6 months for hopefully a profit. It's what I do for a living. There was something special about this little car that grew beyond just another car. It was fun, it was different, and I equate its driving style as a full sized go cart. Within 6 months of owning that little car, I became a BMW club member. I was bitten by the BMW bug for which there is no cure for this inflection.

My first club meeting I attended was the December 02 elections meeting with the Pinewood Derby races. I found that everyone was super nice and very welcoming. At the time I was also a member of a local classic car club. The two clubs couldn't be further apart from the camaraderie, events and the way they were run. I abandoned my local "cruiser" club not long after but remained a BMW club member. One of the few good decisions I have made in my life.

Then we have the rallies. In 10 years we have only missed two rallies. I would say this is the top event my wife and I look forward to attending. The first one was a relationship test. Speed up, slow down, stop, back up, go go go, we're losing time, etc. I think we came in 8th, which wasn't so bad for our first time. Since then Sandy and I have won 2 rallies. Others we have been in top 5, top 3, top 10, and even dead last when we strolled in over an hour late during one rally that we got lost on resulting in much aggravation but heck, it was all in good fun. Of course I thought of it differently at the time. More importantly, we had a really good time with each rally with lots of good BMW friends.

I tried autocrossing as well. That was the most fun I have ever had with a \$500 car. At the time I had an 84 318i I was using as a commuter car and decided to give a try at autocross. This was my first time doing

anything like this. The adrenaline rush you get while tossing your car around between cones was incredible. The smile on my face could not be removed. Even though I wasn't the fastest time, I was still a winner crossing that off the bucket list. I will try more autocross events this year as now I have another E21 to dedicate to more spirited driving events.

I also think back at all of the BMW's I have owned since becoming a member. There is the Black 1977 E21, my first BMW, which I still own. Then a 1988 325i Convertible (I should have kept this car), the 1984 318i daily driver, a 1986 325i Euro that was imported from Austria in 2000 that I regret selling, 1985 735i I traded a Lincoln for, 1975 2002 that came from Texas, 1978 320i I found on eBay in Poughkeepsie, NY, 1978 530i I got from a club member, 1981 320i I got from another club member, 1989 525i I saved from a towing company I used to work for, 1983 320i I found on Craigslist, finally the 1996 740il I bought at a dealer auction we have had for the past two years and the other 1977 320i I bought back from the kid I sold it to last year. For those who lost count, that's 5 E21's, 3 E30's, 2 5's (E12 and an E34), 2 7-Series (E23 and E38), and a 2002. The partridge in a pear tree was not included. In total 13 BMW's in 10 years. Actually, that number was a little less than I thought. I guess I have to go find some more.

So in 10 years I have done so much, yet there are so many more things to do. This club has so much to offer, I feel I need to take advantage of everything there is to do. Next on that bucket list is to go to a driver school. We have several schools [See page 6. Ed] and more importantly an Intro to Track School which is perfect for a first-timer like me. It's something I have wanted to do for years but never had the opportunity to do yet. Maybe this is the year!

I hope many of you who are members who have not joined in the fun yet take this year to finally get out and experience all this club has to offer. Hopefully the next 10 years will be just as exciting, if not more. I know one thing is for sure, there will be more BMW purchases coming soon.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

January Meeting with "Schnell" (continued)

(Continued from Page 3)

of the driving event at the BMW performance center, for us, gearheads, Mike is definitely the "cool guy" that we all more or less secretly wish we could be ourselves.

Mike shared some key elements to make us better drivers and not only in a competition setting on a track, but also in regular daily driving situations! Personally, I feel that the recommendation that seemed the most trivial but that also proves to be the most important in deciding on how safe we drive and also is the most challenging in applying perfectly day after day is to: **keep your eyes up and always look where you want to go!** Mike could not emphasize enough this point and shared many entertaining stories of people who instead looked at the telephone pole or the wall at the race track when in a dire situation, and ended just there when all the smoke cleared and the dust settled. Funny stories may be in these examples, but we also know how tragic these can be when one is not so lucky. So, do us all a favor: keep your eyes up when you drive, don't get distracted, and keep emphasizing this with the younger generation whenever you can. There is not enough space here to cover his recommendations on what to do in case of oversteer or understeer situations and these techniques are best practiced in a real-life controlled environment such as a skidpad. You know, there is excellent news for you!

You can register for one of the several driving programs offered at the BMW Performance Center, a modern facility that includes a track, a skidpad, and even off-road terrains, where you will be able to drive the

most recent BMW cars (including about 150 M models!) under the coaching of Mike and his fellow instructors. There is a wide range of offers from one- to two-day events, programs for teens or for grown-ups, for couples or for ladies only, events that mix a day at the track and a day in the mountains or playing golf, but no matter which program you join, remember that your BMW CCA membership will grant you a 15% discount on the fee. Members in the audience started to toy with the idea of creating a special event for our chapter only. Who is in? Let us know on our website.

We were all so absorbed by Mike's presentation that we had lost track of time but now was the time to proceed with our raffle lottery for the "Grand Prize". So what was this prize you may ask? Well, we were all hoping to go home with a voucher for a One-Day Driving School at the Performance Center. Sadly, I must report that I was not the lucky winner but my disappointment was really eased by the fact that the winner will really benefit from professional instruction on how to drive. At least this is what I heard from our crowd of club instructors, but I suspect that these guys were sarcastic and simply disappointed that they did not win themselves. Indeed, the winner was no one else than our famed Driver School chairman and longtime club instructor, Mr. Jeff White!

All in all, we had a great time and on behalf of all attendees, I would like to thank you Mike for visiting and sharing your knowledge with all of us. You are indeed a "cool guy"!

Marc Goeller



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NJ CHAPTER CALENDAR

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.

March 2013

Saturday, March 2nd

Annual Banquet at 7pm at the Hilton Newark Airport. Two special guests - longtime friends of the club and recent BMW NA retirees Rich Brekus and Larry Koch will be there. See article on page 5.

Saturday, March 23rd

Place: BMW VDC (Vehicle Distribution Center)
Time: 9am. Registration details will be posted on our website.

Welcome New Members

Akil Acevedo
Stephen Aponte
Kellen Arthur
Matthew Barndt
Michael Cavender
Marc Cestaro
Alexandra Chirinos
Pat Corrado
Louis Dangeli
Mark Detgen
Jonathan Dosik
John Eken
Khalid Farooq
Braden Ferrari
Howard Fox
Elizabeth Francis
Tushar Ghosh

Barry Golub
Martin Healy
Eric Hilliard
Peter Hsieh
Changlong Hung
Tara Juliano
Daniel Kenney
Peter Kong
Corey Korpita
Marc Krusko
Richard Mariani
Nancy Mendel
Vito Menza
Thomas Michelli
Theodore Nilson
Peter Richter
Daniel Rocha

Gonthar Rooda
Dana Ross
Karen Samols
Diva Sandrasagra
Kenneth Sly
Charles Steen
Marty Visitacion
Nelson Waring
Spiro Yulis
Marc Zalma



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

Ross Karlin

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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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