



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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August Meeting at Deutscher Club



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President's Page

Jeff Caldwell

A Presidential Challenge

I recently received a startling e-mail. A colleague forwarded me an article detailing how terrible BMW drivers are! As you can imagine I was not pleased to see the title of the article, but the contents were even more shocking. According to the author, there were two studies done, one in the United States and one in Great Britain, both detailing ill-mannered drivers. Respondents were asked a series of questions regarding behavior of other drivers and what brand of car they drove. By and large the more "luxury" the brand, the more poorly behaved the driver. BMW drivers were at the top of the list. Apparently not only do we drive badly, we fail to stop completely at stop signs and we don't regularly yield to pedestrians. Really? I am sure many of you are feeling a little dismayed by all of this. I sure am, but I know there is something we can do about it!

As with any study there is a measure of sampling error and I seriously doubt the scientific validity of this work. Scientific process notwithstanding, the "results" certainly make us as BMW owners and drivers look like jerks. I hope by now I have your attention. We are obviously not jerks, nor are we the most poorly behaved drivers on the road. However, this type of press only reinforces the need for us to make a concerted effort to change perceptions of the BMW brand and its drivers.

Several years ago I was talking to a friend who owns a Ferrari and was asking him how he liked the car. His reply surprised me. He told me he loved the car, but that he only drove it when he was having a good day. He said that he never drove it when he was in a bad mood or not feeling well. You can imagine my next question. Why? He said that he understood he was an ambassador for the brand. The car gets a lot of attention and people always want to take photos or chat with him about it. In his mind there is a perception by people that Ferrari drivers are rude. He felt it was his duty to change that perception and be as nice and accommodating to interested folks as he could be. I

can see where he was coming from. We are certainly not driving Ferraris, but BMWs are pretty darn nice cars in their own right. I am also not suggesting you only drive when you are having a great day. That would be more than a little extreme. Seriously though...think about what that Ferrari driver was saying.

Herein lies my "presidential challenge". I ask each of you to make a concerted effort to change the public perception of BMW drivers. Remember every time you get behind the wheel you are an ambassador for BMW. Give another driver some extra room. Yield to that pedestrian next time. Don't roll the stop sign. I'm not saying that we are all guilty of these things. I'm not even saying that most of us do it. I am just suggesting that perhaps we can all be a bit more aware of our habits when driving. The end result will not only help change how people perceive BMW drivers, but will in the long term make us all safer, more courteous drivers.

Now that I have challenged you to be instruments of change for the perception of BMW drivers, let me leave you with a not entirely unrelated story. After the last board meeting I was walking to my car with chapter secretary Dave Allaway and past President Larry Engel. We came upon an older Buick sedan. Inside were two young women having trouble getting the car started. Of course as "car guys" we jumped in to help and had jumper cables at the ready in no time. Unfortunately, the Buick's battery was so dead that even Dave's Suburban couldn't provide the necessary cranking power to get it started. Enter NJ Chapter board member Ross Karlin with a jump pack and the necessary jolt to get the car going! After all of that (it took longer than you think!), Larry was very proud to tell the young ladies that they were assisted by members of the NJ Chapter BMW club. Remember, he said, we may be BMW guys, but we just love cars.

I hope that you will accept my "challenge" and show everyone the best side of BMW and its drivers!

**Rob Siegel—Roundel Hack Mechanic
September 12th Monthly Meeting
7:30pm Deutscher Club in Clark**



Racing Hardship



Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! The following appeared in *Philes' Forum* about 20 years ago. I don't remember exactly when, but I do recall that Jim "Jiffy Lube" LaForge was our editor at the time. I also have an emissions-failure saga from Art Neufeld.

In addition to the Chapter-provided M3, expense account, and the NJ Chapter Pension Plan, yet another perquisite associated with being Chief of Tech for our driver-school program is that I get to meet many of our driver-school participants in the Tech line. I spoke recently with two couples, whom I'll call the Smiths and the Joneses, who are both recent transferees to the NJ Chapter.

In reply to my query as to what the folks are like in their former 'CCA chapter, the Smiths responded, "They were the most wonderful folks we have ever known, and we couldn't bear to leave them".

In response to the same question, the Joneses said, "They were petty, cliquish, deceitful, and we couldn't wait to get away from them."

It turns out that the Smiths and the Joneses are from the same chapter!

In the July *Philes' Forum*, I wrote that colleague and inveterate *Philes' Forum* correspondent Art Neufeld's 200,000-mile, stock '95 Toyota Corolla failed inspection at a "State" facility for a whopping 342 ppm [parts per million] of unburned hydrocarbons [HC]. The pass/fail cutoff is 220 ppm. To put 342 ppm HC in perspective, when I was doing emissions testing I could routinely "tune" [what a quaint term] stock motors in good condition to 100-150 ppm, and this was *without* a catalytic converter! The 1980-83 E21s in my family [there were many] routinely emitted only 50 ppm HC measured ahead of the converter! For the present NJ emissions tests, catalytic-converter equipped motors, such as Art's Corolla, should expel maybe 50 ppm HC at the tailpipe, and many put out considerably less.

Automobile-emissions testing in NJ began in the mid-1970s as a supplement to the so-called "safety" inspection that had been in existence for decades. The test was conducted at idle, and checked for HC and carbon monoxide [CO]. The test was later expanded to include oxides of nitrogen [NOx], and this required that the test be conducted on a chassis dynamometer, as gasoline engines generate little or no NOx under unloaded conditions. A check of gas-filler-cap integrity was included as well.

The emissions test was more recently changed yet again, and the "safety" inspection has been eliminated. For OBD II [On-Board Diagnostics, Phase II] passenger vehicles [generally 1996 and newer], the present test consists of an ECM [Engine Control Computer] scan for trouble codes and verification that the "Check Engine" lamp operates properly. Pre-OBD II gasoline-fueled vehicles get a two-phase tailpipe test: idle and approximately 2500 RPM, neither of which is performed on a dynamometer. Hence the present tailpipe tests do not check for NOx. Pre-OBD II vehicles also receive the gas-cap test.

High HC with good CO is an indication of a vacuum leak, poor ignition, poor compression, valves out of adjustment, or bad fuel injectors. Art commenced his diagnosis with a compression test [good, actually very good, at 200 psi] and a check for vacuum leaks. He also installed a new set of spark plugs. Art sprayed Gumout carburetor [another quaint term] cleaner over suspected vacuum-leak areas, hoping to hear or feel a change in idle speed or quality when the liquid hit the leak spot. No problem found there, either.

Art then went back to basics and checked the MAP [Manifold

Absolute Pressure] sensor, TPS [Throttle Position Sensor], O2 sensor, a couple temperature sensors, and at my suggestion, the ignition timing. AH-HA! Art found that the TPS adjustment was off, so he adjusted it to spec. He also ran a couple bottles of Techron fuel-system cleaner through the car. Unfortunately, the Toyota failed its retest, again for high HC.

Given Art's rather extensive diagnosis, at this point I suggested to him that the 200,000-mile fuel injectors might be the problem and that he should consider using the Chapter's fuel-injector-cleaning rig to see if that helped matters. Sometimes, due to the accumulation of deposits, the injector spray pattern can change from the desired fine conical spray to something more akin to a water pistol stream. This results in incomplete combustion and high HC emissions. It usually produces a ragged idle and/or other driveability issue as well, but Art said the Corolla was purring like the proverbial kitten.

Art chose to install a set of reconditioned injectors, and the Toyo passed its retest with the following results:

Idle: HC-166 ppm, CO-0.04% [!]

High Idle: HC-95 ppm, CO-0.35%

When Art contacted me with his test results, I regretfully informed him that 166 ppm HC is still quite high for a car with a catalytic converter. I suggested that he perform a cylinder leakdown test to determine if perhaps there was some leakage in one or more exhaust valves. Even with great compression-test results like Art's, a small amount of exhaust-valve leakage can put enough HC in the exhaust to overwhelm the catalytic converter and raise the tailpipe-emission levels.

Knowing Art and how he takes care of his cars, I expect that he will do the leakdown test and report back to us. Thanks very much to bimmerphile Art for the many emails he sent as the Corolla's saga progressed to success.

I would very much like to receive a copy of *your* NJMVC vehicle-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.

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.



Finish Lines

By Thom Rossi

I am standing in the paddock at NJMP's Thunderbolt track. It is midnight and somewhere a lonely whippoorwill is singing its serene nocturnal song: but can I hear it? No way! There is a DJ shattering the sky with lasers, strobes, and a five-thousand watt sound system pumping Icona Pop into one side of our souls and out the other. A small child is dressed as Mini-Me in a silver space suit and helmet, surrounded by a circle of wildly dancing "adults", some dressed in fuzzy pink bunny footie PJs, others barely wearing the leopard skin, speedo-style shorts sported by LFMAO in their "Sexy And I Know It" video - but with all the wrong body parts jiggling. Quickly... look away! On the edge of the dance area, forum-fantasy "nurses" are walking around with syringes loaded with jello-shots. Someone is operating a bowling alley in a gooseneck trailer. A police black-and-white pulls up with lights flashing, just as the open pit barbecue trailer that had been parked next to 60 gallons of gasoline jugs pulls away, sparks swirling in its wake. No worries, though, because the po-po are only here to join the party!

Insane fantasy? Well, yes, perhaps. But also the reality of a Saturday-night spent at a Lemons Race! I can 'splain, officer. The 24 Hours of Lemons is a club dedicated to conducting enduro races mixed with a heavy dose of theater. The rules, such as they are, consist of pretty much the following: purchase a car for \$500 or less; add racing safety gear; decorate it in a theme. Then race it for 24 hours or as long as it will stay on the track. One more rule. Don't hit or get hit BY another car (and get caught).

143 entrants took the track on Saturday morning. Among them were: a car that looked like an airplane; an upside down camaro - wheels in the air racing on it's roof (on purpose); a boat; a police car; a Rolls Royce with a Monopoly Top Hat on it; a leopard-skin-wrapped Volvo wagon; a 635 with shark tail and fins; a shag carpeted-on-the-outside AMC Gremlin; and a car with what looked to be a giant pile of poo on top. Some of these cars had incredible fit and finish, some looked like they were assembled by blind chimpanzees using primitive tools in a windstorm. And then there is the Red Reck. It's pretty much in a class of its own and now has a special place in my heart. I was at the race specifically to drive as part of the Red Reck crew.

NJ BMW CCA chapter member and racer Scott Barton is the "proud" owner of the Reck.

Sunday morning comes early. My roommate, Ben Greisler of the DelVal chapter, and I arrive at the track to do battle in separate vehicles. Me in the Red Reck, he in the K-car (a Chrysler-of-old relic that spent much of the race in the paddock to fix leaks and try to get the engine to run above 4,000 rpm). As is usual before a race, I have the jitters. My nerves have worked my bowels into a state. I'm texting Mrs. R. and she's texting me back, telling me to take deep breaths, find a quiet space and avoid coffee. To pass the time, I take a few pictures of The Red Reck. There is nothing close to a straight panel on this car. It's like that giant Jackson Pollock painting hanging in the long room at MOMA (Museum of Modern Art). When you walk into the room and look at it from afar it looks like something. When you get up close, all you see is paint-drips. The Red Reck, from afar, looks like an E30. Up close, it looks like dents connected together by duct tape, rivets, and more dents. But underneath all that is an only-slightly-bent chassis with a competent suspension and an M42 drive train. A real momentum-driver's car. And that's what makes me nervous. I know Scott Barton actually takes this seriously and expects everyone on the team to drive the Reck well and keep us in contention. As the day starts, we are in third place overall.

I text the photos of the Reck to Mrs. R. to show her the car I'll be driving.

Me: Hey. This is the car I'll be driving. Sending a few more pics.

Mrs. R.: Seriously?

Me: Yup. That's it.

Mrs. R.: Don't be nervous. You can't possibly be a worse driver than the people who did THAT to it!!

I get the second stint and drive the car for about 2 ½ hours. Halfway through my stint we are in second place and we catch a lucky break. The first place car just got a 5-lap penalty for

(Continued on Page 6)

New Jersey Chapter of BMW CCA Board Meeting

June 26, 2013

Board members present: Jeff Caldwell, Paul Ngai, Ron Gemeinhardt, Jeff White, Marc Goeller, Neil Gambony, Bob Isbitski, John Gyorfy, Dave Allaway. Board members absent: Ross Karlin, Jerry Faber, Colin Vozeh. Others present: Doug Feigel, Blake Smith, Jamie Kavalieros, Vic Lucariello.

President

Jeff Caldwell called the meeting to order at 7:37 PM at Alfonso's in Somerville. Jeff White moved to accept the May minutes as distributed and Paul Ngai seconded (carried unanimously). Jeff Caldwell reported on newsletter and autocross (see below). Jeff expressed huge thanks to Larry Engel, Ross Karlin and all the volunteers for organizing the TireRack Survival School this past Saturday. Jeff led a brief discussion on holding an adult street safety clinic, as a possible co-event with the DelVal Chapter. Jeff will follow-up with Martin Bullen. Jeff will transfer the toolbox to Ed Hansen, and will use the previously authorized \$330 (or less) for some replacement tool parts. Jeff will retain the scales from Mo Karamat and will bring them to all race events.

Vice-President

Paul reported on a very successful meeting at BMW NA, with thanks to Matt Russell of BMW. Paul also extended congratulations to the winners of the car show, and thanks to BMW NA for the door prizes. The July meeting at Princeton has been tentatively postponed to August. Jeff suggested an informal Show & Shine and Swap Meet at Deutscher Club of Clark. Paul will schedule for 8/15 (Thursday). Paul will investigate Mike Miller or Rob Siegel as possible speakers for the fall. Rob Siegel is currently penciled-in for 10/17. Paul will check expenses and notify the Board.

Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Ron noted that normal expenses included income tax and the D&O insurance premium.

Social Events

John Gyorfy noted the 8/24 DelVal vintage event at the airport museum in Milville. John will report on the banquet planning at the August board meeting.

Newsletter

Jeff Caldwell reported on behalf of Jerry Faber that 7/15 is the next deadline for columns and photos.

Website

No report.

Members at Large

No report.

Business Manager

Doug Feigel reported on recent advertising renewals. Total income is projected to be ahead of last year.

Driver Schools

Jeff White reported that the NJMP Thunderbolt event was a tremendous success. He noted that there were 32 racers, and also 22 students for the Club Racing School. Jeff noted that the charity auction raised \$2,000, and especially thanked JMK for their bike donation and Turner Motorsports for their car parts donations. Projected income from the event is \$6,000 to \$6,500. Jeff noted that we have 6 or 7 new instructors as a result of the recent Instructor Training School. Registration is open for Summit Point. Jeff noted that NJMP is restricting track use after 6pm, which could pose a problem for the Lightning event. Jeff will work with NJMP on this issue.

Autocross

Jeff Caldwell reported on behalf of Elihu Savad that the next autocross is 6/30 at the NJ Expo Center, and after that on 9/22 at the PNC Bank Arts Center.

New Business

The drawing for the GFest raffle was held, with winning prizes of Autocross and Intro School gift certificates. Marc Goeller presented an early prototype for the new website. Marc will send out a link for further review and comments. The next Board meeting was set for Wednesday 8/7 at Alfonso's. Jeff White moved to adjourn the meeting at 9:17 PM and Neil Gambony seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

Summertime and the Drivin' is Easy

Summit Point Report

With apologies to George Gershwin, the NJ Chapter held its 16th Annual Club Race and Driver School on the Main Circuit at Summit Point Raceway on July 27-28. The weather was remarkably mild (despite some rain at the start of the event) which set the tone for the weekend - a smooth event with great runs for students and instructors. The driving doesn't get any easier in West Virginia in July.

Driver School participation was even larger than last year with 70 students divided among 3 student run groups complemented with 46 instructors. The smaller run group sizes allowed everyone to spread out and concentrate on particular turns. Miriam "The Grey Wolf" Schottland and "Fast Girl" Ingrid Steffensen coordinated classroom instruction. Thanks to all our instructors, Tech workers and pit lane volunteers for their work in keeping the event running smoothly and on time. For those of you who have not yet driven Summit Point, you need to put this event on your 2014 calendar now. Summit Point is a terrific track where you can establish a rhythm and just let each lap flow.

The weekend format for the Club Racers was similar to our Thunderbolt event with 3 points races with grid position in each race determined by each racer's fastest lap in the previous race, or qualifying. Thirty-seven racers took the starting flag on Saturday for a clean and spirited 30 minute race with Mike Yaskin taking first overall. Sunday's two races were also clean with plenty of passing. Mike Yaskin again took first in the opening race with Will Vanjonack taking the checker in the second race. Dennis Pippy was awarded the "Spirit of Club Racing" award for helping other competitors with car repairs late into Saturday night. We want to thank our race stewards Barry Kaplan, Mike Hinkley, and Larry Fletcher for volunteering their weekend to make our races possible; their critical contribution is overlooked too often. Also, a very special thank you goes to Tony Salloum

and VAC Motorsports for their sponsorship of Club Racing and for providing event t-shirts.

No Summit Point event would be complete without Mr. B's track-side BBQ on Saturday evening. With all the plates of full food and the empty keg, it seemed that everyone left happy.

Next up for us is the NJ Chapter's annual visit to the Shenandoah Circuit at Summit Point over the weekend of Sep. 7-8. The late Bill Scott built Shenandoah as a teaching/learning track with a variety of types of turns in quick succession such that good technique is rewarded and horsepower advantages are diminished. The smaller run groups that this event provides give you the opportunity to spend time working on each turn. If you are serious about becoming a better driver, then you must attend this event. This is also the only event by the NJ chapter that features skid pad time on both days for all students. Spending time on the skid pad is an essential learning tool for anyone to master the nuances of car control. It is also perhaps the skill most directly related to emergency situations you may encounter in daily driving.

Our final event of the year is a repeat of our highly successful Introduction to the Track to be held on October 13-14 on Lightning at NJMP. The event is organized so that in addition to our usual 3 student run groups we have a dedicated run group, classroom sessions, and special car control exercises for those students who have never been to the track but want to give it a try. First-time students have the option of registering for one day or two at special reduced rates. This is the most convenient, least expensive way to experience a driver school. This school has sold out every year it has been offered so don't delay in registering.

We'll see you at the track.

- Jeff White & Ross Karlin

2013 Driver School Schedule

Date	Track	Type	Cost
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.

Finish Lines (Continued)

(Continued from Page 5)

passing under yellow. We are now on the lead lap and only 35 seconds behind the leader! So I decide now is the time to get out of fuel conservation mode and start being more aggressive through traffic. Yes, with over a hundred cars on a track that's only about 2 miles long, the cars being what they are (jalopies), and the drivers being what they are (hung over), traffic is a bit, errr, erratic. A few laps later, on my way into T1, passing slower traffic on an outside line and... BAM. A car hits me on the left and careens onto the grass as I continue on. A lap later I am black flagged, told I am a (rhymes-with-duce) for being in the wrong place at the wrong time, and sent to the penalty box as a racing stripe of apology stickers is forcibly applied to The Red Reck. On my way back to pit lane, I pass a conga-line of super heroes led by Wonder Woman, who must stop and shout every few feet "I will not pass under yellow." I guess my penalty COULD have been worse! Back on the track, but now again 5 laps down from the leader and still in 2nd place.

With just over two hours remaining in the race, I am called into the pits for a driver change and team-owner Scott Barton retakes the wheel. He is going to get us into first place or kill the Red Reck in the effort. He chooses the latter. On the very last lap, Scott comes through the final turn onto the front straight and finds a knot of stopped traffic. A TR-7 (wrapped in aluminum foil I think) takes the brunt of the impact and gets

catapulted ahead to the start/finish line. The Red Reck comes to rest on the grass not 500 feet from the finish. Ultimately, she is towed across the line, her transponder still active, to log her final lap, and a second-place finish.

Back in the paddock, a few feet from the scene of last night's raucous party, the Red Reck is released from the tow truck and comes to rest, a small bit of coolant still bleeding from her bent and punctured radiator. The frame is well and truly distorted now into an S-shape. The front tires point in googly-eyed opposite directions. Team owner Scott Barton slips out of the tow truck, with a sprained wrist and a dour expression. But within moments after it becomes clear that no amount of track side repair work will ever make her safe to drive, he is again all smiles and laughs. The Red Reck is gone forever - but who knows what the future holds: a Red Phoenix?

At that moment, the lyrics from Saturday night's Icona Pop party music come loud and clear into my head:

"I got this feelin' on this summer day when you were gone

I crashed my car into the bridge, I watched, I let it burn

I crashed my car into the bridge, I don't care

I love it, I don't care!"



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Initial Ramblings

By JT Burkard

The Z3, Blown Tire and an Elephant

I finally got the chance to drive a Z3 this month. A 2000 Z3 Topaz Blue with Blue Interior and less than 40,000 miles. We took it on consignment at my shop, so lucky me I had to do a photo shoot for our website and put it on the internet for sale. It was an automatic so some of the thrill was missing but it was still was a fun car to cruise. I posted the car on Tuesday and by Wednesday it was sold. The clincher to the deal was I had a 2003 Land Rover Discovery going to Maryland 40 miles south of where this buyer was so it was a perfect set up for fast delivery. Two cars going in the same direction and I wasn't going to go out of my way to drop the second car off. Couldn't be easier right?



I wanted to hit the road by 7am since I knew this was going to be a long day, 550 miles round trip. I didn't pull out of my dealership until 8:30am. Sandy wanted to come with me for company, so you can figure where the delay came from. The weather was perfect, not too hot, and we had the windows down for fresh air. Our trusty steed was a 1999 Ford F350 dually with a 7.3L Diesel and 282,000 miles pulling a 39' two car trailer. Had some breakfast on the go we took from home and a sandwich packed up for lunch. We were properly prepared. Everything was going smooth out of NJ, thru Del, and into MD on I95 but then I see signs for the I895 tunnel closed by Baltimore. Without a road atlas I was racking my brain to remember if I could take I695 or go straight to I95 tunnel. I decided to do the I95 Baltimore tunnel. I noticed the way back was a mess with construction so I'll keep that tidbit of info for the return trip. I make my way to I97, then RT 3 thru Crofton MD, to RT 4 which goes into RT 2/4. Pretty eventless, a couple slowdowns here and there but overall a smooth run.

As I am coming into Prince Frederick MD, I feel this violent shaking (similar to hitting 5" tall rumble strips at 65mph) so I immediately slow down and check my mirrors. The passenger front tire on the trailer violently exploded sending tire chunks all over the road. I immediately pull over and you know the saying, where's a cop when you need one? Well there was a State Trooper right behind me as I was pulling over. His timing was impeccable. He said he had seen the smoke and was racing up to see if it was a car fire or a tire going. He watched it blow apart as he was coming up to me. The trooper offered assistance and told me a half mile ahead was a car dealership with a side road I can pull off onto that will get me out of traffic. At 10 mph I rolled this mess around the corner safely out of the highway with him following. One of the few times you actually WANT the law behind you. Once I was safely off the highway he did his routine credential checks, which of course everything was in order.

The officer asked if I needed a tow truck or road side assistance and I declined figuring I can change the tire myself. He informed me of a tire shop only 4 miles down the road so that will be handy. You know what wasn't handy? No spare tire, no lug wrench and no jack. That puts me in a pickle. The officer already left so I would figure something out.

I called both of my clients to let them know I will be delayed. Since I was 10 miles from the first stop, the Z3, the customer elected to meet me where I was to pick it up. He was very excited and this was going to be his first BMW. I couldn't think of a better person to sell it to him but myself. Besides being very understanding, he was also informative letting me know there was another tire shop only 2 miles away and I can take back roads, if I needed, to get there. Lucky for us, the Goodyear dealer had the right size in stock and they would be ready for me when I arrived. To make things easier I off-loaded the Discovery since that was still on the trailer and had Sandy follow me down the back roads with the hazards on as I went about 15 mph to the tire shop. As soon as I arrived, the mechanic got right to work replacing the tire. I think within 20 minutes, I was in and out of there. I couldn't have gotten better service!

As I was reloading the Rover again Sandy ran into the super market for some road snacks we so desperately needed at this point. A stiff drink would have been better. From the point the tire blew, BMW transaction, tire replaced, and reloaded ready to go was about 2 hours. Not that bad but if I had a spare trailer tire, jack, and lug wrench I would have been back on the road in 15 minutes. Good thing was the BMW was already delivered so now we were just an hour away from the second drop off.

We arrive at a beautiful home on the bay, long driveway which was easy to back my 60' long combo into. The buyer for this thing was a world traveler who had lived in about 50 different countries and been to over 100. He had told me he had one of these Discoveries while living in South Africa and once he came out to find an Elephant standing next to it. He took a picture and the click of the camera turned a calm moment into panic. The Elephant chased him around the truck several times before he was able to jump into it and take off before this large creature was able to attack. Apparently an Elephant will roll a vehicle if provoked. These are the issues we don't have here in Jersey. What a fascinating story. We met his wife and they invited us in to do the paperwork on their rear deck and for the next 1.5 hours we got entertained with their amazing experiences. Part of me wanted to just get back on the road again and head home, but the other part of me said take a much needed break. You'll get there. Unfortunately it was getting later and we had to start heading back so we cut the conversation short.

We stopped for fuel and I figured we got 11.23 mpg with a total combination weight of 18,500 lbs. Not bad for highway and not so highway driving in a truck with almost 300,000 miles. Remembering I95 was a mess at the tunnel I decided to take 301 thru Annapolis into Delaware. Let me tell you, this is the BEST road to take if you are going to Maryland by Annapolis and south. No traffic and no hassles plus the scenery is a lot better. We finally got back at around midnight but overall a successful day.

Tips to take away from this experience:

Do a proper pre-trip inspection to make sure you have everything you need.

RT 301 through Maryland is the best kept secret for traveling down to that region.

Make sure your camera doesn't piss off Elephants.

JT Burkard

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Send comments and suggestions to jtburkard@comcast.net

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NJ CHAPTER CALENDAR

September 2013
Thursday, 12th

Monthly meeting at Deutscher Club in Clark. We will have Rob Siegel, a.k.a. Hack Mechanic from Roundel. You don't want to miss this meeting. 7:30pm.

October 2013

Monthly meeting—TBD. Check our website.

Sunday, 20th

Autocross at PNC Bank Arts Center.



Welcome New Members

Danielle Abruzzo
 Jon Adler
 Matthew Aslanian
 Michael Atamanchuck
 Isaiah Ayres
 Tolga Bakircioglu
 Greg Baliko
 Stephanie Baliko
 Jeffrey Beam
 William Berenbroick
 Alf Berntsen
 Bobbie Bing
 Adam Boyajian
 Katherine Byrnes
 Rene Calvopina
 John Capista
 Christopher Chiricosta
 Will Chung
 Chris Cioffari
 Scott Cook
 Ryan Corneliusen
 Charlotte Cornicello
 Chrys Cruz

William Daly
 Robert DeCotis
 Stephanie DeCotis
 Ryan Del Grande
 Steven Del Grande
 Tyrone deLeon
 Brian Desjaden
 Lori Dick
 Kimberly Donica
 John Epstein
 Thomas Fitzsimmons
 Samantha Foo
 Steve Freides
 Stephanie Fruchtman
 Shane Furst
 Matthew Gambetta
 Kristin Garbarini
 Michael Geering
 Gabriella Gendelman
 Emma Ghezzi
 Patrick Hall
 Kentaro Hansen
 Matthew Johnson

joseph karas
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 Lincoln Knoerdel
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 Hezron LaLucas
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 wayne nice
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 Peter Phelan
 Christina Porter
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Franklin Purcell
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 Morgan Sicklick
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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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