



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
July 2014

<http://www.njbmwcca.org>

Volume 45 Number 7

**Breaking News!**  
**NJ Chapter to host**  
**BMW CCA Oktoberfest 2015**

I am happy to announce that the New Jersey Chapter has been selected to host BMW CCA Oktoberfest in 2015! We will be at New Jersey Motorsports Park and the surrounding area at the end of September next year. Mark your calendars for a fantastic week of driving, racing, rallying, car shows, banquets and more! Get ready for the best Ofest yet!!! - Jeff Caldwell

## June Meeting at BMW NA



Photo by Mark Hulbrook



BMW i8: part of the new BMW Athletics program.

Photos by Paul Ngai



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# President's Column

By Jeff Caldwell

## Oktoberfest 2015

As the President of New Jersey Chapter I often have the pleasure of relaying exciting and interesting news to you all in my monthly column. Without a doubt, what I am about to share is absolutely the best news yet. I am proud to announce that we, the New Jersey Chapter, have been selected by BMW CCA National to host the 46th Annual Oktoberfest presented by Michelin in September 2015! This is quite an honor and we on the chapter board are very excited about the opportunity. For those in the chapter who know what the Oktoberfest event entails, you will certainly agree that 2015 is going to be a challenging and amazing year for our chapter. For many of you who are new to the "Ofest" concept, let me give you a taste of what's to come. We will welcome between six hundred and one thousand BMW CCA members, drivers, club racers, enthusiasts, autocrossers, rallyists, fans, and of course...YOU!

New Jersey Motorsports Park (NJMP) in Millville, NJ has been tapped as the venue for the high performance driver school, club racing, and autocross events. NJMP is a fabulous facility that opened in 2008 and is home to not one, but two world class tracks. The Thunderbolt track is a very challenging 2.25 mile course with 12 turns, a half mile straightaway and over forty acres of full service paddock space. In addition to club events such as Ofest, Thunderbolt has played host to many professional racing series including Grand Am, ARCA (NASCAR), and SCCA Pirelli World Challenge. It's a fast, fun, and often difficult track to master. Come out and give it a try! In addition to Thunderbolt, NJMP also gives us the Lightning course. Lightning is a 1.9 mile track featuring the now famous "lightbulb" banked turn leading to the main straightaway and some interesting elevation change. Lightning is a fun track and is easy to learn, but continues to provide new challenges to even the most seasoned drivers. BMW CCA has offered us the unbelievable...we have access to BOTH tracks for all four days we will be at the facility. This means perhaps we can race on one track and hold a high performance driver school at another. Maybe we'll do autocross in the massive Lightning paddock and race over at Thunderbolt. The possibilities are endless and we are working hard to provide maximum enjoyment and diverse activities for track rats, first timers, and club racers alike. As a national points club race we will see racers from all over the country, with drivers hauling from as far away as Texas, California and everywhere in between. It's going to be epic! BMW North

America will be on hand with their fleet of historic race cars and professional drivers doing "hot laps" for charity at lunchtime each day. The historic racers are not to be missed and we are thankful to BMW for their involvement with Oktoberfest. The cars are on display for the entire event.

So, maybe track events and high-speed driving aren't your thing. Well, you are in luck! There is so much more to Oktoberfest than the racetrack. The host hotel will be the Stockton Seaview Hotel and Golf Club in Galloway, NJ. The resort is located on over 67 acres along Reed's Bay. The gorgeous turn of the century property is only eight miles from Atlantic City and 45 minutes from Philadelphia. The Stockton Seaview will serve as Ofest headquarters and is where you can enjoy an amazing car show and concours, banquets, beer garden, welcome reception, golf tournament, and many more great events. This will also likely be the starting place for two exceptional rallies. One is a TSD (Time, Speed, Distance) rally and the other is a fun rally. NJ Chapter is famous for our yearly "Whack Your Turkey" rally in November, so you can bet the Oktoberfest fun rally will be over the top. I guarantee it!

Now you have a little taste of all the great content and events that make up a BMW CCA Oktoberfest. This is the first Ofest ever held in New Jersey, and our chapter has not hosted an Ofest since the early 80's at Lime Rock Park. This will truly be a special event and I really hope you can join us for one or hopefully many of the fun things we have planned. Yes, it's a long way off, but as with most things in life...it will be here before you know it. To add to the excitement, 2015 is the 40th Anniversary of BMW North America and the 20th Anniversary of BMWCCA Club Racing. No doubt there will be some spectacular surprises in store.

Oktoberfest is a monumental undertaking, but we are a big chapter with a strong, diverse, and talented membership. We really need your help as volunteers, so please consider helping out and making this the best Oktoberfest in the 46 year history of the event. I'd love to hear from you personally, so please feel free to reach out with any questions, ideas, or comments on how we can send this thing over the top. Can you tell I'm excited? Until next time friends!

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## BMW CCA's O'Fest 2015 Announcement

Track rats rejoice: We are pleased to announce that the New Jersey Chapter will host the 46th Annual celebration presented by Michelin on September 21-26, 2015. New Jersey Motorsport Park has been selected as the host track, with a combination of four days of driving schools and Club races.

The host hotel will be the Stockton Seaview Hotel and Golf Club, a quintessential seaside resort on the New Jersey shore, located on over 67 wooded acres along Reed's Bay in Galloway, New Jersey. The hotel is situated just eight miles from Atlantic City, and 45 minutes from Philadelphia. This elegant, turn-of-the century New Jersey resort is easily accessible from several major metropolitan areas, yet provides a peaceful, pristine, retreat-like setting.

For more info on New Jersey Motorsports Park visit: <http://www.njmp.com/>

For hotel info visit: <http://www.stocktonseaview.com/>



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# Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! This time out I have a couple tips for those of you who do their own brake work, and a revisit to a tool I have written about.

## Cool Tool Department

In April and June, I wrote about the coolest flashlight I have ever seen (See Photo #1), and told you that when I finally found the battery, it turned out to be four puny LR44 watch cells. I wondered how long the battery would last, given the relatively small size of the cells. Well, my flashlight is still going strong on the original battery.



Photo #1 - Trick Flashlight

Bimmerphile Brandon Fetch wrote to tell us that he has three of these LED flashlights, and that the OEM is Impeltronics ([www.impeltronics.com](http://www.impeltronics.com)). Brandon advises that for his 3 flashlights, the battery life has been acceptable. Brandon says he has one in his track bag, one in his tow vehicle, and one in EMMa, his E92 M3. Thanks to Brandon for writing and sharing his experience.

## Brakes

With the exception of my 2002 when it had stock brakes, just about every Bimmer I have ever worked on has had its brake rotors retained by a screw with an internal-hex head on the outside of the rotor. As I have previously written, although not recently, these screws can sometimes be a real bear to remove, especially if they were overtightened when installed and/or the internal hex has become buggered. I always replace these screws when replacing rotors, and I always put just a pinch of anti-seize compound on their threads and under their heads. Part Number 34 21 1 161 806 is listed for Bimmers from the E31 to the F56, so there is no excuse for a supplier not to have them. They list for less than a buck-and-a-half each. I must confess I do not break out the 1/4-inch drive, inch-pound torque wrench to tighten rotor-retaining screws. I just "snug" them. Please don't tell Rossario Karlin about this, as he will surely never let me forget it.

The foregoing won't mean beans to you if you are struggling to remove a recalcitrant rotor screw like the one I was recently confronted with on an E39 Fiver. After repeated dosings with penetrating oil and a careful clean-out of the internal hex with a pick, the sucker still wouldn't budge, so I broke out the ol' impact driver, which has yet to fail me.

For those of you not familiar with an impact driver, you put the required socket or bit on one end, hold it on the fastener, and hit the other end with a BFH (big #@&\*ing hammer). The bigger the hammer, the more severe the torque impact that is applied. Also, the bigger the hammer, the more likely you are to miss the impact driver and hit your hand. Therefore, the bigger the hammer, the thicker the glove that is required on the hand that is holding the driver! Trust me on this: You do NOT want to

hold the impact driver while your buddy or spouse hits it with the BFH!

The problem with using the impact driver is that something has to restrain the rotor from turning in response to the impact torque of the driver. If you have not yet removed the caliper, you can get an assistant to stand on the brake pedal, but I have found it much easier and more effective simply to insert a screwdriver into the slotted area of the rotor and jam the rotor against the caliper bracket, as shown in Photo #2. Of course this won't work if you have already removed the caliper and its bracket, so that is the real purpose of this repair tip: Loosen the rotor screw FIRST, before you take anything else apart.

So what should you do SECOND? I'm glad you asked. The second thing I do is crack, then retighten, the caliper-bleeder screw,



Photo #2 - Restrain That Rotor!

while the caliper is still in place. After all, if the same mamalucco that tightened the rotor screw tightened the caliper-bleed screw, it, too, might be difficult to remove.

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 simply 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](mailto: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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# Meeting and M3 SIGfest at BMW NA



Photos by Paul Ngai

BMW NA hosted BMW CCA and M3 SIGfest. Always the consummate host, we thank BMW NA and its employees for their support.



Photo by Mark Hulbrook

## NJ Chapter of BMW CCA Board Meeting Minutes

June 11, 2014

Board members present: Doug Feigel, Ross Karlin, Jeff White, Marc Goeller, John Gyorfy, Dave Allaway, Paul Ngai, Neil Gambony, Ron Gemeinhardt. Board members absent: Jeff Caldwell, Jerry Faber, Colin Vozeh. Others present: Mark Mallory, Vic Lucariello, Elihu Savad, Charles Craig, Ron Acher.

### President

Marc Goeller called the meeting to order at 7:37 PM at Alfonso's in Somerville. Marc moved to accept the April minutes as distributed and Paul Ngai seconded (unanimous). On Jeff Caldwell's behalf, Marc reported that, through matching funds from National, we were able to contribute an additional \$664 to the BMW Foundation and an additional \$690 to the Westlake School. The Board extended special thanks to JMK BMW for their recent event support. On Larry Engel's behalf, it was reported that the 6/22 Tire Rack Street Survival School at Campgaw Reservation is full, with a waiting list, and every signed-up instructor is needed. Larry also requested a website link to the chapter's 40th Anniversary Driver School video.

### Vice-President

Marc Goeller reported that the Deutscher Club of Clark (DCC) is unavailable on Fridays for the planned Show, Shine & Swap event. We agreed on a Wednesday or Thursday, and Marc will arrange for Wednesday 8/20 (tentative). Friday 7/25 is the annual Biergarten event at DCC. Marc led a general discussion on minor website issues. Charles Craig will conduct a tutorial on updating the new website, for interested board members, following the business meeting. Vic Lucariello will e-mail the 2014 Tech form to Charles.

### Treasurer

Ron Gemeinhardt distributed the current financial report. The NJMP Thunderbolt event has all expenses recorded, but not all income, and currently stands at a \$1,745 profit. The Westlake School donations have not yet been recorded. There was a general discussion on NJMP expenses and income. The Finderne First Aid & Rescue Squad covered our NJ Expo Center autocross, and we have not received an invoice.

### Business Manager

Doug Feigel reported that Matt Baratz has been actively transitioning into the Business Manager position. From Matt, Doug reported that Circle BMW will be replacing Prestige BMW as a quarter-page ad. BMW of Tenafla was at the BMW NA meeting and expressed interest in advertising. Unique Photo has renewed. After numerous unsuccessful attempts to confirm continued sponsorship, Open Road BMW is an effective non-renewal. JMK will be temporarily moved to the back cover at no extra charge. Marc noted that sponsor logos are needed from Matt for the website. Matt has suggested increasing the print ad prices to automatically include a banner ad. It was agreed that Doug and Matt would continue to decide on any rate changes. Ross Karlin suggested that the statistics from National on member rebates for new & CPO vehicle purchases should be made part of our sponsor promotion materials. It was agreed that the proposed change to the bylaws making Business Manager a board position would be placed on the December ballot.

### Social Events

John Gyorfy commented on the excellent Alba Winery (non-club sponsored) gathering. John suggested a forum for promoting such informal social activities. There was a discussion on obtaining insurance. Per Jeff White, we do not need insurance for "non-wheels rolling" events.

### Newsletter

From Jerry Faber, it was reported that the June issue should start hitting mailboxes by the end of next week. The next deadline is 6/15. NJMP Thunderbolt photos will be submitted by Brian Morgan, but any others are welcome. A write-up for the BMW NA meeting is needed. The board thanked Jerry for his ongoing work on the NJ Chapter Bulletin.

### Members-at-Large

Paul Ngai reported that the BMW NA meeting was a great success and well attended. The board wishes to thank BMW NA for their hospitality.

### Driving Events

Neil Gambony noted that GFest '14 will be held at Lime Rock Park on Saturday 6/21. Jeff White reported that the NJMP Thunderbolt event went very well, the driver school was wait-listed, the club racing school was full, and the entire event ran smoothly. As part of our 40th Anniversary, 12 long-standing contributors to the chapter's driving events program were specially recognized at the banquet. Ross urged those who received door prizes to thank the sponsors. The board thanked Matt Russell of BMW NA for bringing the new M4 and giving rides. Jeff noted that there were extra expenses associated with this 40th Anniversary event, and that we should consider the driving events profits as a whole when considering this year's charity donation. Jeff noted that the Summit Point driver school is half-full, with 6-7 weeks to go.

### Autocross

Elihu Savad reported that the last autocross on 5/18 had fewer attendees, but was nevertheless a success. The next autocross is at NJ Expo Center on 7/13, and they have been asked for additional dates. PNC Bank Arts Center (8/24) has been removed from the schedule. A new Holmdel ordinance, resulting from an exotic rental-car company event, now prohibits PNC parking lot use for non-stadium events. Elihu is still pursuing a South Plainfield venue, but has encountered a zoning variance request from the township.

### Membership

Marc requested the monthly report from National, and Ron Acher will forward.

### New Business

The next Board meeting date was set for Wednesday 7/10 at Alfonso's. Ross moved to adjourn the meeting at 9:15 PM and Jeff White seconded (unanimous).

Respectfully submitted, Dave Allaway, Secretary

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# 40 Years of Driver Schools

By Jeff White

On June 14, 1974 the New Jersey chapter held the first-ever driver school for BMW CCA at Lime Rock Park. On June 2, 2014 we celebrated the 40th anniversary of that event with a terrific commemoration of a remarkable achievement. Before we recap what a great time we had this year, let's take a little time to recount and reflect on how we got here.

We climb into the Wayback Machine with Mr. Peabody and Sherman and we set the dials for 1974. The radio is playing Elton John banging out "Benny and the Jets", Maria Muldaur's sultry "Midnight at the Oasis" and the young Michael Jackson and the Jackson 5 doing "Dancing Machine". The NJ chapter was 4 years old at the time, gasoline shortages were prevalent (and caused that year's Sebring race to be postponed!), the March issue of the chapter newsletter recapped the first chapter banquet and the 2002 had transitioned from round to rectangular tail lights and big bumpers. Also in that March issue was the announcement of the "first Annual Spring Driver Education Training" to be held at Lime Rock Park. Scott and Fran Hughes were the founders of the event. As Scott recounted for us at the banquet this year, they had seen the success that another German marque club had at holding such schools and decided that the time had come for BMW CCA to do the same and that the NJ chapter should be the first chapter to do so. Registration for the first school was limited to 50 students and the registration fee was a whole \$15! The majority of the cars were 2002s with a smattering of Bavarias and 1602s - Tech was much easier then. A big concern at the time was whether the screaming 100+hp 2002's with their high cornering speeds would break the bead on the tires so everyone had to run with tubes in their tires. Instructors were gathered from club members who held SCCA racing licenses. Instructors were not assigned but flag stations were. Yes, students had to man the flag stations but with only two flags, red and green. As expected, everyone had a great time, the event was deemed a success and it even made the July issue of the Roundel.

In 1975 the chapter expanded to two driver schools and things cascaded from there. Here is a chronology of major milestones on our driving programs over the past 40 years:

- 1977 Expanded to three schools at Lime Rock, registration was \$20
- 1990 First 2-day event at Lime Rock, registration was \$80/day
- 1992 First 3-day event at Bridgehampton
- 1996 First combined driver school & club race at Lime Rock
- 1997 Last event at Bridgehampton, Lime Rock expanded to 4 events with 6 total days
- 1998 First event at Summit Point (joint with DelVal) and added annual club race at Summit Point, Lime Rock back to 3 events with 4 total days
- 1999 25th Anniversary celebration at Lime Rock, with club race
- 2001 First Instructor Training School held at Summit Point, 3 events at Lime Rock (4 days) and 3 events at Summit Point, including Jefferson (7 days total)
- 2004 First club to run at Shenandoah
- 2008 First event at NJMP-Thunderbolt (joint with DelVal)
- 2009 Last event at Lime Rock after 98 total events and 116 total days, the June Driver School & Club Race began at Thunderbolt, Introduction to the Track School began on Lightning

2010 One-time special driver school at Monticello Motorsports Club, first NJ chapter-sponsored Club Racing School at Summit Point

2011 Instructor Training School moved to NJMP

2014 40th Anniversary celebration, 165 total events and 257 total track days

What is truly remarkable about this history is the dedication of a large cadre of club members from the chapter over so many years to make the program successful initially and keep it functioning as a model program for BMW CCA nationally. We particularly indebted to past and present Chief Instructors (Tripp Lee, Carter Fratt, Blake Smith, Barry Stevens), event Registrars (Joe and Gail Skupien, Bill Koptis, Deborah Kolar, Dennis Krug, Jamie Kavalieros), event Chairs (Dean Christie/Joe Skupien, Bill Koptis/Bob Beyer, Steve Mina/Andy Korinis, Bob Steinmetz, Fred Farber, David Finch, John Csuri), our Club Race chair Ross Karlin and our Chief of Tech (Steve Mina, Andy Korinis and, since 1987, Vic Lucariello, Sr.). We also have an incredibly dedicated group of instructors, Tech workers and pit out workers who make all our events run smoothly. The fact that we've made it to 40 years and hope to go another 40 is due to the selfless work of all these volunteers.

So, what about this year's event? In a word, it was fantastic. The driver school portion of the event was full with 56 students. A large turnout from our instructor corps meant everyone had plenty of attention. The BimmerWorld Club Racing School was also full with 18 students and the club racers made a good showing with 35 racers. Will Vanjonack was the overall winner of the Monday race; look for detailed results in Brian Morgan's article in Roundel. We also had a very special guest, Matt Russell of BMW NA who arrived with a preproduction M4 and was very generous by giving at-speed rides to anyone who asked. Everyone who got out of the car was overwhelmed by the experience. The car also served as the pace car for the Monday afternoon race. Expect to see M4s at driver school events soon.

Also on Monday a small but enthusiastic group of BMW Vintage Group owners drove down for a visit. It was nice to see some 2002s in the paddock again. At lunch all of the cars took a few parade laps, for some owners this was their first time on a track. Klaus Schnitzer and Scott Hughes arranged a group photo in pit lane - it was a perfect complement to the anniversary celebrations.

Monday evening was our trackside banquet. For entertainment during dinner we had a video that opened with rarely seen film of the first event (provided by Scott Hughes), a film clip from Bjorn Zetterlund of the second event and lots of photos gathered from club members and past newsletters interspersed with video ("borrowed" from YouTube). The video provided a light hearted look back at our driver school and club racing history. After dinner Scott and Fran Hughes regaled us with a historical perspective on how they started driver schools, we then honored Scott and Fran for their long standing support of driver schools, club racing and the BMW CCA Foundation and we presented a check to the Foundation for the chapter's donation from money raised at the VDC tour that Scott accepted. We also honored a group of club members for their many-year commitment to our driver schools: Walt Corwin, Warren Brown, Bill Foster, Tom Fitzgerald, Richmond Shreve, Blake Smith, Bjorn Zetterlund, Geoff Ehrman, Vic Lucariello and Al Drugos. Lou D'Angelli served as auctioneer for various racecar parts from sponsors BimmerWorld, Turner Motorsports and the BMW CCA Foundation as well as a BMW bicycle from JMK BMW. Finally a larger than usual quantity of door prizes were handed out thanks to our

(Continued on Page 8)

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# Initial Ramblings

By JT Burkard

## Seek, Conquer, and be Victorious!

To go to battle, you need the perfect setting. The planets need to be aligned just right. Unwavering focus on the task at hand and nothing should deter you from your goal. Today was the day I enter the war. The sun was shining, the temperature was perfect, and there was excitement in the air. I was ready. Am I protecting the country? Was I going undercover to fight the drug cartel? No. I was heading to the dealer auto auction.

In preparation for my battle between 3000+ bidders, I needed my plan of attack. I focused on things I know well...BMW. I went to the pre-auction list of vehicles, honed in on what I liked and what people wanted, made my list and attached this to my clip board. My boss was at his vacation home in Florida and he had put his trust in me to find new inventory. Failure was not an option. My reputation was at stake. His money was now my money to buy at will. If I put my hands up, I had to be sure it was right, the quality was excellent, and there was profit to be made. If I faltered, I failed. The stakes were high but I expected nothing but total victory.

My co-worker Bob had also tagged along. He is new to the business and eager to learn. He was limited by inexperience but welcomed the task. He would be my right-hand man if I needed, but I prefer to be a lone wolf among the sheep. I checked my list of vehicles, mostly E46's of various designs. We got to the Bordentown auction facility before the lanes were open. We tried to find some of the early vehicles on my list so we had time to inspect. This is a fast game of chance and you have only minutes to decide on what you are buying. One false move and you wind up with a lemon with needs. Choose wisely and you score a gem. The line between is thin so you must move quickly but cautiously.

I got my feet wet with a seemingly clean 2004 745li. Schwarz with Tan leather interior and 106,000 miles. If the price was right, I was in. It appeared to be well kept, one owner with a clean CARFAX and a new car trade. All things looked promising. The lane was open and there were two cars in front of this one. I had checked for cold air conditioning, all power options worked, and no warning lights were on the dash. The game was on. I positioned myself behind a few other bidders so I can pull a sneak attack. I consulted my wholesale books for my price ranges and I made sure my BMW hat was straight. The opening asking bid started high but then dropped to realistic numbers. The bids were fast and frequent. I kept my poker face and hand steady, ready for the right point to raise the stakes. Finally, bidding slowed and the bottom feeders started to peel off and now the big boys went to combat. I jumped into the fray and with a slight nudge of my head my bid was placed. Two more drop off and it was a battle between me and another guy. The price went up another thousand dollars and I was already over my limit I had put on this car by \$300. I tossed a last bid in to knock out my competition. He stumbled like a boxer getting an upper cut. I thought he was down for the count. Then in a last ditch effort, he tossed another punch of \$100 more. I was now wavering. I was going to be \$500 over my limit. Was this car worth it? I took one last shot and nodded again. Stay down on the mat my valiant warrior for this was my car. He did not take the hint and bid me up again. As in poker, you need to know when to fold them and back down from a pissing match. The day was just starting so I gracefully bowed down and allow this one to slip by. There will be more fruit to pick as the day goes on.

Next on my list was a pair of 325 convertibles. Both with fewer than 100,000 miles. The first one didn't pass my inspection and I let that one roll to the dogs. The second one had 72,000 miles, was very clean, and had a manual transmission. A bonus to the real enthusiast. I shook off my loss and got ready again. I positioned myself within sight of the auctioneer and in front of the speakers so I do not miss anything. Again the bids were furiously flying and I sat like a crouching tiger ready to pounce. Just when I thought the bids were slowing down, the Internet bids jump in. I

kept my hands low and waited for the right moment. This moment never came as the price went \$2,000 over where I was comfortable and I walked away shaking my head wondering if these guys actually wanted to make a profit on this car.

Two more E46's roll before me but again, the pricing just got out of hand for pedestrian cars. 325xi and 325i's that were in less than desirable condition but at this point it's past noon and I hadn't been able to buy one vehicle. Anything was starting to look good. I seek out my partner to see how he made out of his quest.

When I meet up with Bob his hand was empty too. He was on the search for low hanging fruit but found himself looking at \$25,000+ cars, which is well beyond our limit we were given by the big cheese. Lucky for us, he didn't know the market as well on these vehicles and used the auction for educational purposes more than buying purposes. We took a short break and with hunger in our stomachs and tired feet we start to plan our exit strategy. Then IT came along...

My eyes were first drawn to a 1999 Mercedes SLK320 Kompressor with 40,000 original miles. This car was white, clean, and showroom ready. While looking at this car, my eyes were drawn to something else. Something Bimmer... a 2004 ZHP 330ci - black with tan interior with aftermarket wheels, exhaust, and near perfect condition. Just when I was about to wave the white flag, the Calvary arrived. I felt rejuvenated and I sprung to life. The ZHP had a good amount of interest around it. She was the 8th car from the auction block so I had time to inspect but with the other sharks swimming around; I had to keep my cool. I had the advantage because no one realized how special this car was. I knew, and that's what counted.

As we got closer to the auction block, I couldn't forget about the Benz two cars in front of the E46 sport coupe. The bidding went quickly on this car and I tossed a few bids but as it got too high, I bailed out like an airplane on fire. I didn't want to lose focus on the primary mission that was just handed to me moments ago.

The time was here and I made sure I stood in the corner so I can keep my eye on my opponents. This ZHP had a larger than normal crowd around it and I knew this was not going to be an easy buy. Hands started flying, the Internet bids were alive. I watched everything going as I was deciding on where I had to be on this car, and how much over that I was willing to stretch. Finally the riffraff dropped off and the professionals were still in. I held out until the last moment. Now was my time to shine. I get the attention of the auctioneer and the Roundel on my hat was prominent to all those who were my adversary. I never twitched, never showed signs of slowing down. It was down to the final blows, mano a mano. I blew the price cap I made right off and went \$1,600 over where I felt comfortable, which was already well over the market report price. This now was about pride, the battle, winning the war, total victory at all costs. I had to own this car whatever it took. Finally my efforts paid off. I won the bid. I, with a large grin on my face, walked to the counter, signed my name to the auction receipt and the ZHP was mine.

I claimed my prize shortly after this and upon second inspection I realized that my bloodshed was within reason. The car was superb. It ran and drove as I expected, if not better. My partner Bob and I celebrated with finally acquiring lunch at the local diner. Once back at my dealership I cleaned the auction stickers off the car and drove it home for my victory lap. I was redeemed by my boss congratulating me when he returned from holiday and said what a beautiful car. My greatest satisfaction was personally selling the car to a fellow CCA member in Texas who loves the car as much as I did.

I will be back again for another war and another victory.

[jtburkard.blogspot.com](http://jtburkard.blogspot.com)

Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)

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## 40 Years of Driver Schools (Continued from page 6)

sponsors: JMK BMW, BimmerWorld, Turner Motorsports, BMW CCA Foundation, VAC Motorsports and New Jersey Motorsports Park. Thanks to all for their continued support.

On Tuesday the students and staff from Westlake School came for their annual visit. JMK BMW was generous again by providing each student with a shirt, visor and gift bag. Driver school participants and club racers provided vehicles for the visitors to take parade laps during the lunch break. The wattage of the smiles from the kids affirmed once again the real reason we hold this event. The Tuesday morning club race featured race chair Ross Karlin blowing his engine in spectacular fashion. The Tuesday afternoon feature race had Will Vanjonack and Mark Lounsbury battling side by side to the checkered flag with Mark edging out the win. JMK supplied the pace car for the race for both Tuesday races (and for the club racing school) while the Westlake kids helped out with the trophy presentations. After the race, JMK BMW was presented with the "Spirit of Club Racing" award for their outstanding and continued support of the chapter and this event. We want to thank Mark Carvalho, Benn Barron and everyone at JMK for their support.

Next up for us is the Inaugural Geoff Atkinson Memorial Driver School and Club Race at Summit Point on July 26-27. We are planning a special celebration of our friend Geoff Atkinson - please come out and make this an event to remember. Our annual combined Driver School and Club race at Summit Point Raceway has become the NJ Chapter's second tradition (behind our June race/school). Summit Point Raceway is in the rolling hills of the northeast corner of West Virginia near Harper's Ferry. While West Virginia sounds like a long drive, for many NJ members it is, in fact, not any further driving time than to Lime Rock or Watkins Glen. The School and the Club Race divide track time between student run groups in the School and Race run groups. So, when you're not on the track or in the classroom, you can take time to watch the racing. Our Saturday night barbeque at the track features great food and the chance to relax, compare what you learned on the track and swap stories. The driver school will have 3 student run groups. The club race is a Premier Event so we expect a full racer run group. Be sure to register early to ensure you can attend.

On to the next 40 years. We'll see you at the track.

- Jeff White



The Bosses.



The Stig can't decide.



What's an anniversary without a party (and photo bomb).

Photos by Paul Ngai

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### Track Dates

Date	Track	Type	Cost
July 26-27 (S-S)	Summit Point Main	Driver School/Club Race	\$435
Sep 6-7 (S-S)	Shenandoah	Driver School	\$360
Oct 12-13 (S-M)	Lightning	Driver School	\$160-\$405*

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

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## Autocross

By Elihu Savad

The current autocross schedule for 2014:

July 13 NJ Convention & Expo Center, Raritan Center, Edison  
Aug 24 PNC Bank Arts Center (needs confirmation)

All CCA members are welcome; non-CCA members may run as guests of CCA members.

Autocross fee: \$50 CCA member, \$65 guests.

All vehicles with street-legal mufflers are welcome. A course map will be posted on our website.

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## NJ CHAPTER CALENDAR

July 2014

Friday, 25th

Biergarten at the Deutscher Club in Clark, NJ. A not-to-be-missed event. Place your order for great weather. Shine up your car and show yourself.

September 2014

Saturday-Sunday, 6-7th

Driver School at Shenandoah Circuit, Summit Point Raceway.



## Welcome New Members

Thayer Altman

Jeff Beam

Cynthia Berger

Sebastian Bustos

Gerald Carino

Suzanne Carrington

Diego Delgado

Jack Dever

Baldwin Don

Michael Freeman

Jonathan Gelb

Marc Gelefsky

Diane Giovagnoli

Dmitry Goldman

Mary Jo Grauso

Erik Hageman

Mardo Hamilton

Cecile Johnson

Sheldon Kimbrough

Daniel Kopyto

Alex Mamone

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Thomas Montanti

Denise Morgan

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**Member** Neil Gambony  
**Member** Warren Brown  
**Member** Blake Smith  
**Member** Bob Isbitski

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**Scrub** David McIntyre  
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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](http://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.

# 40th Anniversary Driver School and Club Race at NJ Motorsports Park



Photos by Paul Ngai



Photos by Brian Morgan



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