



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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Show and Shine at Deutscher Club Meeting



Photos by Marc Goeller



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President's Column

By Jeff Caldwell

Old BMWs don't die, they go endurance racing!

We've all seen them. Those sad, faded, used up shells of what once were proud Bavarian road-going machines. It's an inescapable reality that not everyone loves and cares for their BMWs quite like enthusiasts do. What to you is an engineering masterpiece, to others is merely a way to go from point "a" to point "b". A car is but a utilitarian conveyance for us and our groceries, kids, dogs, skis, bikes, or whatever else we tote around. When it's used up we throw it away and get a new one. At least that's how most people do it. Couple this with the insatiable desire of many folks for the latest and greatest and many good, solid, albeit older BMWs, end up falling into the wrong hands. They live out their days with no regular oil changes or car washes let alone regular maintenance. Their interiors become dingy, dashboards crack, and paint slowly bubbles and flakes away. Do you ever wonder what became of the broken down old 3 series coupe that you saw languishing in your neighbor's side yard for the last umpteen years? What happened to that E30 your brother's roommate had in college with 250,000 miles on the clock? I bet you think these and others like them ended up in the scrap heap. Well, a few did, but not all made the slow procession to car crusher heaven. Some of them found a second life.

A few years ago Mazda ran commercials where they claimed that more of their cars were road racing on any given weekend than those of any other brand. While this may be true there are probably as many or more BMWs doing the same thing. In fact, I know there are quite a few BMWs on racetracks around the country right this very minute. I'm not just talking about the Z4 GTD winning car from Turner Motorsport or the E90 touring cars from BimmerWorld. I am not even referring to the gorgeous C-Modified or I-Prepared BMW Club Racing car you might have seen at a chapter track event. These cars are much more pedestrian. Back in the late eighties and nineties BMW built several models which have found refuge from the salvage yard in the form of endurance race cars. Many of you have probably heard of the 24 Hours of Lemons or the ChumpCar World Series. If not, allow me to take a moment and enlighten you. The premise of both series is to take "budget" cars (\$500 or under) and transform them into race track worthy machines capable of completing eight to twenty four hour races or any combination in between. As you can imagine the cars are not limited by make or model, so some interesting things end up on the track. Breakdowns, malfunctions, exploding transmissions and grenaded engines are commonplace and teams are known to swap engines trackside and get the cars back out to race on the same weekend. No small feat by any stretch. With reliability and strength in mind, E30 and E36 BMWs have become the car of choice for teams looking to win these style endurance races. It should come as no surprise to you, our fine members, that at any given race of this type, there is at least one BMW on the podium and often times BMWs sweep the entire top three spots! The BMWs are so strong that both series have taken to penalizing a team

which runs an E30 or E36. Yes, a penalty before the race even starts!

The cars must remain "stock" with only safety improvements (roll cage) and wheel/tire/brake upgrades. All cars must run "street" tires with a treadwear rating of 180 or greater. This means no race tires or R-compounds. All vehicles are subjected to a technical inspection by series officials where they are deemed fit for the track and any penalties are handed out. Currently in ChumpCar the E36 chassis automatically receives a seven lap penalty, regardless of the preparation on the car. Beyond that, inspectors look for "cheaty" parts or upgrades that might be deemed outside the rules. Not a terribly fair system and certainly one that does not reward the BMWs. Yet they keep winning over and over again.

There is a lesson to be learned here and it gets me to something quite important. The reason so many BMWs end up as endurance series cars is because they were so well built. It's hard to imagine a twenty year old car being good at anything, let alone racing, so it's truly a testament to the build quality and craftsmanship coming out of Munich that these machines continue to dominate racetracks well after their "intended" duty cycle has long but expired. Remember we're not talking about true race prepared cars where everything is disassembled and replaced with new. Many of these endurance racers were hauled out of backyards or bought off the internet for a couple hundred dollars. With minimal work they are towed to racetracks and put to the ultimate test. The engines hold up. The cars run and they run for a long time. Sure, things break, but they break with much less frequency than ANY other marque out there. The results prove it. No, it's not glamorous for BMW, heck the BMW brass probably don't even know what ChumpCar is. But guess what? We do, and that's all that matters. So, as long as there are still E30s and E36s languishing away in the garages, fields, and yards of America...we will find them and YES we WILL race them. I bet you we will continue to win too. Talk about the Ultimate Driving Machine! So, the next time you see an old BMW sitting roadside with a "for sale" sign on the window don't be sad. Remember it will probably end up being turned into a race car! Not a bad way to drive off into the sunset if you ask me.



Photos from Pittsburgh Vintage



The new Shark Photos by Paul Ngai



More Pittsburgh Vintage



Photos by Paul Ngai



Greetings from Colorado



E36 in Colorado Photo by Vic Lucariello, Sr.

News from National

BMW i3 Makes EPA Top-Ten List



The 2014 BMW i3 electric vehicle has made another top-ten list. This time, the list was generated by the U.S. Environmental Protection Agency's Office of Transportation and Air Quality and is posted on its website at fuel economy.gov. The list is called—cutely enough—the Top Ten EPA-Rated Fuel Sippers (2014), and the BMW i3 is number one.

All-electric and plug-in-hybrid model-year 2014 vehicles were eligible. Contestants were ranked using a combined rating of city and highway mileage or equivalent mileage. The ranking was weighted using 55% city driving and 45% highway driving. Electric vehicles were measured using a miles-per-gallon equivalent (MPGe) in which 33.7 kilowatt-hours equals one gallon of gasoline.

Initial Ramblings

By JT Burkard

It's on the move

There it sat in my driveway. 201.7 inches long by 73.3 inches wide and 4,288lbs. It hasn't moved for months. I had intentions of doing something with it but I just added it to the to-do list and put it off to the side. No, this isn't some garish scale model of the Sphinx of Giza to put in my yard, even though that would be cool. This was our E38 that appeared practically abandoned in front of the garage. Old mail on the floor, covered in dust and leaves from the tree above it. Inspection sticker was due last January. It was not a pretty sight. Such a grand car looking sad from sitting, it needed some love again. So project 740iL commenced.

I had to charge the battery, the one the size of a small nuclear power plant. Apparently, an aboriginal tribe had tapped into it for free power when I wasn't looking because it was stone dead. Once Scotty regained power to this Bavarian land barge it fired right up. There were issues according to the onboard diagnostics. Check Coolant Level, Check Fog Lamps, ABS Light, and Check Back Up Light warnings. I had a shimmy too once I went down the road with it. Correct air pressure somewhat helped but the problems were deeper than air and flat spots. Then the speedometer stopped working. It was time to stop fiddling with it and call the experts. I made an appointment with Mr. M Car and Don and Dwayne accepted the challenge at hand.

I dropped the car off to their new location, just down the road from their old one, at night and by morning they started on it. Fog light issue was simple. Pins for the connector were pushed out. Back Up light, again was simple, just a bulb. The ABS was a little more complicated. The rear wheel sensor was faulty that caused issues with the speedometer which in turn gave false signals to the brakes thus strange braking and ABS light was on. Now the shimmy issue. First the wheels were out of balance. They rotated and balanced all four. That seemed to help. The second thing was the control arm was bad. This was troubling because I had replaced both sides when I first bought the car. They only had about 25,000 miles on them. Apparently the ones I installed the first time were not the same quality I expected I was getting and premature failure happened. Regardless, this had to be fixed.

I gave the go ahead with all the repairs and within a few days, I got my E38 back. Now as I mentioned at the beginning of this article, it's been several months, more like the entire Spring into Summer, since I drove the car. This will give me a fresh outlook on the driving characteristics. Upon picking it up, I was again impressed how well these 740iL's drive. I originally contemplated on selling this one and buying a 2001 740iL, the last of this style and much more refined. Then I figured if I am going to go newer, maybe jump to a 07-08 750Li and live large. Well, no need now. Plus I probably wouldn't want to be stuck with the bill on the deferred repairs and maintenance items the E65/E66's would require.

I moved this to a convenient parking space in the driveway so I can start using it daily again. This way I don't have to move cars around and disturb the aborigines that are secretly living under the pavement. I gave it a nice bath, cleaned up the brake dust on the wheels, vacuumed the interior and disposed of the old mail items that once occupied the passenger floor for no apparent reason. I didn't need to pay those bills anyway.

Next step, a fresh inspection sticker since I am WAY overdue. Of course that requires a current inspection and registration card which for some reason is nowhere to be found. I have the last 3 years in the car but of course the current ones are probably in the same place missing socks go. This needs to be rectified because I don't think it's going to be good if I get pulled over for an overdue inspection sticker and then not have current documents. I don't think the officer would believe me if I blamed the natives tapping into my power supply on that.

There are still a few more items to address but I am on the right path. Next on the agenda is to work on the cosmetics. I have new grills and headlight washers to install, a few parking lot dings to have my paintless dent guy remove and some scratches to get fixed. The headliner is also on that to-do list as well. At least it's mechanically sound now and once I get the paperwork taken care of, I can start using this E38 again. I believe in restoring older cars over replacing, whether they are classics or modern classics, these are still BMW's and should be kept on the road.

JT Burkard
jtburkard.blogspot.com

Send comments and suggestions to:
jtburkard@comcast.net



A Fitting Tribute to a Friend - Summit Point Report

By Jeff White

As many of you know, our annual driver school and club race at Summit Point was renamed the Geoff Atkinson Memorial Driver School and Club Race. Our friend Geoff was first a driver school student, then an instructor, then a club racer and then a mentor in our instructor training school. Whatever role he was in at any given event, he was always there with a big smile and a willingness to help other drivers and racers who had a problem, mechanical or otherwise. Geoff embodied all that is good with our schools and racers and we felt it only appropriate to celebrate that spirit by naming the event for him. The other constant in Geoff's life was his wife Jebb (a terrific driver in her own right) and happily she was able to join us. For those who believe in such things, Geoff must have been looking down on us because the weather was perfect (cool in July), the driving was spirited and everyone had a great time.

Driver School participation exceeded last year with 71 students divided among 3 student run groups complemented with 50 instructors. We were able to maintain small run groups so that everyone could spread out and concentrate on particular turns. Gerry Chan ran classroom instruction and kept every student engaged and challenged. Thanks to all our instructors, Tech workers and pit lane volunteers for their work in keeping the event running smoothly and on time. If you have not yet driven Summit Point, you need to put this event on your 2015 calendar now. This track is just plain fun to drive.

The Club Race was designated as a Premier Event this year resulting in 43 racers taking the track on Saturday. This terrific turnout was among the highest nationwide this year! The format for the Club Racers was similar to our other recent races: one race on Saturday, a qualifying race on Sunday morning and the feature race on Sunday afternoon with grid position in each race determined by each racer's fastest lap in the previous race, or qualifying. Will Vanjonack in his C-Mod supercar won overall on both Saturday and Sunday morning. In the feature race Mark Lounsbury, also in C-Mod, was first to see the checker. Yes, this is becoming a familiar pattern in our races. We want to thank our race stewards Barry Kaplan, Paula Hawthorne, Mark Connolly and Larry Fletcher for keeping the racing running smoothly. Our awards ceremony this year was particular special. VAC Motorsports was awarded the "Spirit of Club Racing" award for helping several competitors with car repairs late into Saturday night and for their long-standing support of club racing. Newly designed full color beer steins displaying Geoff's car number were awarded as trophies to the racers. Most importantly, Jeff Caldwell was able to present to Jebb the Glenn Lucas Memorial Spirit of Club Racing Award plaque that was awarded to Geoff at

the end of last year's racing season. This honor was visible recognition that Geoff's contributions to club racing extended well beyond the NJ chapter and were recognized at the national level.

The large turnout of students, instructors and racers combined with the perfect evening temperature resulted in a record number of hungry drivers at 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. Also, a very special thank you goes to Tony Salloum and VAC Motorsports for designing and providing special commemorative event t-shirts.

By the time this hits your mailbox, we will be at our annual visit to the Shenandoah Circuit at Summit Point over the weekend of Sep. 6-7. Just know that if you're not already registered you are missing out on a great learning experience. Read the report next month.

Our final event of the year is a our now traditional Introduction to the Track to be held on October 12-13 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 1 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.

Finally, let me close by recalling an old Gaelic blessing:

May the road rise up to meet you.
May the wind be always at your back.
May the sun shine warm upon your face;
the rains fall soft upon your fields and, until we meet again,
May God hold you in the palm of his hand.

In memory of Geoff, let me suggest an alternate verse for drivers:

May the track ahead be clear.
May the pavement be dry beneath your tires.
May your engine make beautiful music and, until we meet again,
Let us raise a glass to absent friends and celebrate their memory.

We'll see you at the track.

Driver Schools

Track Dates

Date	Track	Type	Cost
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

Autocross

By Elihu Savad

We have a location for our next autocross events. Thanks to the help of the Somerset Patriots, Wyeth LLC and EPA Region 2, we will be able to run our events at the blue lot at Patriots Park in Bridgewater.

We ran our events there several seasons ago, and the lot is large and in good condition; also, there are no residential neighbors to annoy.

Next event is August 10, and we will also have Sept 14. I am planning at least one more in October. Please mark your calendars, and check the website for updates

The site is conveniently located along route 287. Please see the website for a link to directions. The lot is reached by an access road that runs along the side of the stadium and under the railroad tracks.

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

September 2014

Saturday-Sunday, 6-7th

Driver School at Shenandoah Circuit, Summit Point Raceway.

Wednesday, September 24th

Monthly meeting: 7:00 PM at Guten Parts and Left Lane Cars; 213 Valley St., South Orange, NJ 07079. Shop tour, view project cars, chat with owners and mechanics, possible short "tech and learn" session with one of the cars on a lift.

December 2014

Tuesday, 9th

Board elections and the Pinewood Derby, is set for December the 9th at the Deutscher Club.



Welcome New Members

Robert Belle
Lance Berger
Jeffrey Bergman
Cristen Bourgo
Richard Brown
Jay Catral
Patrick Chin
Michael Connolly
Kyle Corino
Amos Damon
Peter Diamantes
Chris Diaz
Steve Diaz
John Donohue
Keith Ehrich
Richard Fontaine
Charanjit Heir
Santino Iavarone
John Jennings
David Jones

Kyle Jursik
Alex Kattwinkel
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Ed Laubach
Sarah Lazaro
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Hector Malpartida
Robert March
Scott McDonald
Alexandra Morrison
Lee Nieto
Joshua Pacada
Frank Parrotto
Meg Peckham
Myles Perry
Robert Perry
Ashish Rajbar
Gary Rasmussen

Elizabeth Raymond
Rahul Reddy
Melissa Remoli
Marie Russomanno
Michael Ruth
Laura Schilare
Robert Schilare
H. Schubert
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Ashish Singla
Rahul Sood
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Joshua Swift
Joshua Thal-Pruzan
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Member Neil Gambony
Member Warren Brown
Member Blake Smith
Member Bob Isbitski

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3rd Assistant Scrub Justin DaSilva

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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.

It's All in the Cards



Photos by JT Burkard

So, do 3 sevens beat 3 threes?

Don't know if we're talking M3s.



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