



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
Spring 2015

<http://www.njbmwcca.org>

Volume 46 Number 2

## March Monthly Meeting Winners at Unique Photo

Our March meeting was held at Unique Photo in Fairfield. Thanks go to Matt Sweetwood, President of Unique Photo, for hosting our meeting. In addition to the showing of Adrenaline: The BMW Touring Car Story, a photo contest was held. The contest was judged by Matt and Dave Haueter. Below are the results. Congratulations to the winners.

First Place - Haresh Patel



Third Place - Daniel Dennison



Second Place - Robert Restuccia



Fourth Place - Dom Milano



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# President's Column

By Jeff Caldwell

## Spring has Sprung!

Well, it really feels like summer is here more than spring. I hope you've dusted off your garage queen and hit the open road. We've got our E46 convertible back in warm weather trim and the top is pretty much down from now until the last possible moment this fall. How many of you with convertibles have a minimum temperature for top-down driving? We're comfortable somewhere in the mid 60's, but with the windows up and the wind deflector deployed it stays pretty comfortable in the car at even colder temps. This is especially true if you blast the heat. When we were at the VDC recently I sat in a new M4 convertible that had vents right below the headrest on the seats. Apparently if you blow warm air on your neck it makes a big difference. I'm constantly amazed with what BMW comes up with and engineers into the cars. Sounds pretty smart to me, although I can't seem to justify a new M4 simply to get neck warmers!

Speaking of the VDC tour, I would like to extend a personal "Thank You" to everyone who attended and so generously donated to the BMWCCA Foundation. With your help and the surprise matching funds from Flemington BMW (thanks Byron!) we were able to raise \$5000. This money goes directly to support Teen Street Survival and a host of other programs vital to the club. The tour was spectacular and the VDC staff were welcoming and friendly. From my vantage point, both attendees and staff really enjoyed themselves. When you combine enthusiasts with passionate BMW employees the recipe makes for a fantastic event. Cheers VDC! We'll see you in 2016!

Looking forward we have quite a few events planned with the biggest being Oktoberfest from September 21 through 27. OFest registration is open and from what we hear from National, events are starting to fill up. Don't miss out by waiting to sign up. In addition to the track and racing events, there are a host of social activities and opportunities. Anything from a golf outing, concourse car show, fun rally, scenic shore drives, an outing to Cape May, and Prohibition Era cocktail party are planned. Sounds like fun, right? One of the most exciting developments of late is the gala banquet to be held at Resorts on the boardwalk in Atlantic City. BMW racing drivers Bill Auberlen and Brian Redman are set to speak at the dinner and it promises to be quite a spectacle. Brian Redman drove the BMW CSL which won the first touring car race for BMW in the United States in 1975. It's a rare opportunity to have drivers from very different eras together on one stage. From what I hear, they are very entertaining and engaging. I certainly plan to attend. Will you? Sign up at ofest.bmwcca.org. We are looking for volunteers for the event as well. We specifically need help with our host duties. If you are interested in helping out, we could really use you! Please email me directly if you would like to join our volunteer ranks. president@njbmwcca.org. Thank you.

I've gotten a lot of emails lately from members asking about the annual meeting we traditionally hold in June at BMW NA headquarters in Woodcliff Lake, NJ. After speaking to our BMW NA contacts, we will take a break from the meeting this year. BMW NA is very excited about Oktoberfest and making it a special event for all BMW CCA members in attendance. We are very fortunate to have the headquarters in our back yard, but many of our fellow members don't enjoy the same luxury. With this in mind, and with it being the 40th Anniversary of BMW NA, they are planning some really special things for Oktoberfest. I sincerely hope you'll take a day and come down to South NJ and enjoy the festivities. Expect to see some amazing cars and for there to be some incredible experiences to be had. Thanks for your understanding with regard to skipping this year. We'll bring back the annual meeting next year. A huge thanks to BMW NA for their unwavering support over the years, both with our Chapter and the BMW CCA as a whole. Their involvement and interest really adds a special dimension to the club. We are very grateful.

Are you receiving our chapter e-mail updates? We've moved to a quarterly printed newsletter and monthly eUpdates for your convenience. If you have NOT received e-mail communication from the chapter it is likely because your e-mail address is either incorrect or missing in the national database. Please take a moment to log on to [www.bmwcca.org](http://www.bmwcca.org) and update your information. We receive member information directly from the National Office and are unable to update or change it for you. In addition to receiving updates and calendar information from New Jersey Chapter, with correct information on file you will get the Roundel Weekly e-mails from National and other important communications. You can also call the National Office to update your information at (800) 878-9292. I hope you like the new eUpdate format. We're continuing to learn the new system and improve upon what we have built. Our goal is to bring you timely information and updates that were difficult to do with this printed Bulletin. The ability to react quickly with electronic communication allows us to do just that and ultimately serve you better.

I apologize for getting off track on the spring/summer theme I opened with. We've got a lot of events planned for the next few months, so be on the lookout for updates and keep checking the website at [www.njbmwcca.org](http://www.njbmwcca.org). Come on out and join us for an Autocross at MetLife Stadium in June or July. Perhaps try out a track day at the legendary Summit Point on July 25 and 26. The possibilities are endless. I look forward to personally welcoming you to one (or many!) of our upcoming events. Should you have suggestions or comments about events you'd like to see or anything in general, please feel free to contact me. As your chapter President I truly enjoy hearing from members. Have a great summer. Now get out there and drive!

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## Sponsor Profile: Dr. Andrew Korinis and Bergen Smile Confidence

This column is our first sponsor profile. We thought that our Chapter members would like to know about those who help our Chapter financially.

So, who is Andrew Korinis? Andy has been a member of the BMW CCA since 1981 and is a past president of New Jersey Chapter. Andy, owner of Bergen Smile Confidence, is a long-time sponsor of the NJ Chapter.

Bergen Smile Confidence is no ordinary dental practice. It was evident on my first visit, before I had even entered the building. Parked next to the front door was a well-preserved, 1989 Brilliant Rot 325iX. This coveted sports sedan belongs to Dr. Andrew C. Korinis, D.D.S. - "Andy" - to his racing buddies and "Doc" to his devoted staff and patients. Doc is the owner of Bergen Smile Confidence and uses the E30 to get home in serious winter weather when his track-ready 2011 135i isn't suited to the slick, rolling, back roads of Bergen County.

Bergen Smile Confidence is in Wyckoff, NJ in the woodsy Cedar Hill neighborhood. Doc shares a medical building with several other practitioners. In the corridor leading to his suite of offices, I found a neatly arranged table with Bergen Smile Confidence brochures and several issues of Roundel. There was a slick framed certificate from the BMW Car Club acknowledging Doc's support of the magazine.

As I moved past the table, I saw the entry for Bergen Smile Confidence and began to detect something subtle, desirable and maybe even a little decadent wafting out from inside the door. The scent grew more profound as I approached the door, but I still couldn't quite identify it.

When I opened the door, I immediately felt at home. Pat Shenkler, Doc's office manager, greeted me and welcomed me to the practice. As we walked toward the comfortable reception room, the pleasant, appetizing scent became stronger, and then I spotted its source: A cookie oven filled with delicious hot cookies!

The cookie oven came with the practice when Dr. Korinis purchased it several years ago. "We fill it with Joel's Outrageous Cookies; they're from a local bakery," said Doc when I asked him about it. "The smell of fresh baked cookies gives our office a warm and inviting environment," he said and added, "You can't eat cookies all day, but in moderation and with good hygiene - brushing and flossing - they're a wonderful treat."

Doc is clearly a people person. He loves nothing better than running his newest and sweetest car, a 2011 Porsche 911 GT3 RS, flat out, but admits his favorite part of racing weekends is meeting new friends and socializing with old ones. "More than half of the fun of racing is the people," he said. "We're still racing on rainy days, but there aren't many people around. I prefer the sunny days when people are out between races and we get together and head out to dinner after a great day at the track."

Doc's love of cars is a family trait. "My father was a car guy. He bought a brand new '65 T-Bird when I was 12," Doc said. "Both my brother and I are car guys. My brother still has an unrestored '67 GTO in perfect condition and he has a '65 T-Bird too."

(Continued on Page 11)



# Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! This time out we are going to talk about your forlorn, forgotten parking brake.

Prior to the advent of rear-disc brakes, the parking-brake function on most cars was effected by a pair of cables connected to the rear-drum brakes. Pulling up on the parking-brake handle [or on "modern" cars, stepping on the parking-brake pedal] actuated a lever in the drum brake and applied the same brake shoes that stopped the car via hydraulic actuation during normal stopping. BMW examples of this design include the 2002 and [US Spec] E21 3-Series.

Rear discs complicated things a bit, as actuating a disc-brake caliper with a cable is a bit harder than simply adding a lever inside a drum brake. However, many manufacturers use this approach, and it has become commonplace today.

BMW chose another alternative for the parking brake on its rear-disc-brake models, and with the exception of the I3 and I8, which employ electric actuators on their rear calipers for parking-brake application, and MINIs, BMWs retain the design to this day. The BMW approach [also used by other manufacturers] is to mount a miniature drum brake within the rear-brake rotors. See Photo #1, which shows an E46 parking brake with the axle and hub removed for photo purposes.



Photo #1 - Miniature Drum Brake

not like to receive some occasional attention, however. Over time, things can get pretty yukky where the parking brake lives. Brake dust and corrosion particles from the rotor accumulate, and the shoe adjuster tends to seize up.



Photo #2 - Adjuster

Given that the parking brake is only intended to be applied when the vehicle is stationary, one would think that the brake shoes should last for the life of the vehicle, and in some cases, they do. This does not mean the parking brake would

So whenever you have the rear rotors off, it is a good idea to inspect and clean the parking brake, and ensure the adjuster [See Photo #2] is free to, er, adjust. This may require disassembly of the

parking brake to remove the adjuster and free it up. While the brake is disassembled, take the opportunity to inspect closely the penetrations in the backing plate where the shoe hold-downs attach. See Photo #3. Depending upon the climate, road-salt use, etc, these penetrations tend to corrode and elongate such that the shoe hold-downs will no longer retain the shoes to the backing plate. Many an elusive rear-wheel noise has been traced to parking-brake shoes rattling about in their hidden hideaway.



Photo #3 - Hold-Down Attachment

to a couple coats of a rust-inhibiting paint on both their inside and outside surfaces.

While all the parking brake parts are on the bench, you may choose to replace the shoes, springs, and hold-downs with a nice kit that BMW supplies. See Photo #4. Or you can clean up the shoes and just replace the springs and hold-downs, which are available separately. While I have changed many parking-brake-shoe springs, in more than 30 years working on BMWs, I have never met a parking-brake adjuster that could not be cleaned up and re-used.

After reassembly, follow the instructions in your Bentley Manual for adjusting the parking-brake shoes and cables. Your Bimmer, and Bimmers you park near, will love you for it.



Photo #4 - Parking Brake Kit

The trick is to catch the backing-plate penetrations before they deteriorate, clean them with a wire brush and some Scotch Brite, then treat them

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,

(Continued on Page 6)

# BMW CCA Oktoberfest

By Larry Engel, Oktoberfest Chairman

Join us for a week of BMW fun from September 21st through 27th!

As the host chapter of Oktoberfest 2015, we're ecstatic to see that in only five days more than 250 people have already registered for a week of fun with BMWs in South Jersey! Stockton Seaview Resort in Absecon is the host hotel and New Jersey Motorsports Park in Millville will be a second hub of excitement during the week of September 21st!

If you've never been to O'fest, don't let this chance pass you by! Activities include a Concours d'Elegance on the Seaview Resort lawn, sponsor displays and clinics, dinners and receptions, rallies, autocross, driver schools, club races, charity racetrack rides with professional BMW drivers, gymkhana, TSD rally, Special Interest shows, a charity golf outing and much, much more. The Club has planned for dinners and receptions every evening. For those of you who would rather spend some time on your own, the excitement of Atlantic City is only 15 minutes away! Whether you're a social butterfly or a seasoned track rat, there's plenty of stuff to keep everyone entertained for the week!

The center of activity will begin at Stockton Seaview Resort with registration, clinics, and the golf outing on Monday and then transition to New Jersey Motorsports Park during the second half of the week. In between, two days of Autocross will be held at Bader Field in Atlantic City. We have reserved both Thunderbolt and Lightning Raceways for Thursday through Sunday. You'll see a huge vendor area, special car shows (more details to come), club races, historic race cars, and much more! For those of you who yearn to drive on the race track, we will have Driver Schools on all four days. This is the chance for our members who can only be "weekend warriors" and have trouble taking weekdays off to drive on a racetrack!

The full schedule of activities and event pricing has been posted on the O'fest website at <http://ofest.bmwcca.org>.

You won't want to miss O'fest 2015, so don't let the chance pass you by!

## New Jersey BMW CCA Board Meeting Minutes

February 11, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Marc Goeller, Jerry Faber, Bob Isbitski, Vic Lucariello, Jr., Dave Allaway. Board members absent: Ross Karlin, John Gyorfy, Colin Vozeh. Others present: Doug Feigel, Larry Engel, Stan Mayer, Jamie Kavalieros, Blake Smith, Gene Schneider, Matt Baratz, Bruce Mackie, Chuck Schmidt.

Jeff Caldwell called the meeting to order at 7:31 PM at Alfonso's in Somerville. Jeff White motioned to accept the January minutes as distributed and Marc Goeller seconded (carried unanimously).

### Oktoberfest

Larry Engel reported that he and Jeff Caldwell met with Atlantic City officials recently, and that we have secured preliminary approval for Bader Field as the O'Fest autocross site. O'Fest registration will open in April. There will be a sign-up table for volunteers at the banquet. Jeff Caldwell has reserved 16 additional rooms at the Fairfield Inn. There is a need for autocross volunteers, and we have been in contact with the DelVal, New York and National Capital Chapters on this topic. The BMW historic motorcycle group would like to bring restored/pre-war examples to O'Fest for display at the Concours.

### President

Jeff noted topics for the February e-mail to include: the banquet, driver school registration, O'Fest volunteers, and the meeting at Unique Photo. JMK will be the highlighted sponsor. Jeff reported that he is planning an informal get-together at the new Asbury Festhalle & Biergarten in Asbury Park on March 4th. Bob Isbitski is coordinating a get-together at Zygmunt Motors. Jeff noted that sign-ups are needed for the banquet. There was a discussion on Facebook hits and the link from the website. The consensus was that we will phase-out the Facebook group page in favor of the Facebook fan page. Jeff and Colin will get together to talk about ways we can improve the website, including moving the sponsor logos to the home page, and possibly adding on-page advertising.

### Vice-President

Marc Goeller reported that, in view of the banquet, there will be no February meeting. The March meeting will be the 26th at Unique Photo, and will include a photo contest and a screening of the film "Adrenalin - The BMW Touring Car Story." The upload for the photo contest will be set up this week. The Vehicle Distribution Center (VDC) tour will be April 18th, with Flemington BMW as sponsor and Erik Wensberg as guest speaker. The May meeting will be at Circle BMW, date and speaker TBD. A June meeting is planned at BMW NA, and Jeff Caldwell has already been in touch with Matt Russell in this regard. A Deutscher Club of Clark (DCC) Biergarten date is needed, possibly for August, and Marc will arrange.

### Treasurer

Ron Gemeinhardt distributed the current financials. Track deposits have been made for all non-O'Fest events. We received an insurance refund for the 2014 Rally. The autocross competition license has been paid. Shade Tree Garage and Circle BMW advertising payments have been received.

### Business Manager

Matt Baratz distributed (via e-mail) the proposed new advertising rates. Various sponsors have credits which we need to work through. Jeff Caldwell will provide Matt with a sample of what the enhanced e-mail will look like. Jeff Caldwell motioned to appoint Matt Baratz as 2015 Business Manager and Neil

Gambony seconded (carried unanimously). Ron Gemeinhardt motioned to authorize Doug Feigel to continue as a check signatory (carried unanimously).

### Social Events

Chuck Schmidt reported on the banquet on John Gyofy's behalf, and noted that door prizes are still needed. John and Chuck are responsible for the door prizes and will work with Matt and Doug to contact dealerships. Chuck noted that registration is off to a slow start, but he is still expecting 100-125 attendees. Jeff Caldwell reported that 6-8 out-of-state participants at the ITS meeting will be invited to the banquet. Jeff and Ross Karlin will communicate the names to Chuck.

### Newsletter

Jerry Faber noted that March 1st is the deadline for print newsletter content. There was a discussion on possible additional content. Additional pages may be added to the June/Summer issue.

### Driving Events

Neil Gambony reported that he has the trophy and awards for the banquet. Larry Engel reported that on Sunday June 7th there will be a TireRack Street Survival (TSS) event at Campgaw (to be reserved), and this will likely be our only TSS for 2015.

### Driver Schools

Jeff White reported that there was a Driving Events Committee meeting last Sunday. Warren Brown is officially appointed the new Chief of Tech. Event prices have been set for 2015, with a \$15 increase per event. It was noted that there have been nominal increases in track rental rates from NJMP and Summit Point. The National calendar and MotorsportReg have been updated with event dates and prices. We have the garage rented for the April event at Thunderbolt. Garage spaces for both NJMP events are reserved via the registration form on MotorsportReg. Net proceeds from the garage rentals will supplement the chapter's donation to Westlake School. The regional instructor seminar will be at BMW NA, on a Saturday in March TBD. Blake Smith reported that we have eight students signed-up for the Instructor Training School and five additional invitations are expected to go out.

### Autocross

Elihu Savad reported that we have a contract for May 17th at the NJ Expo Center. We are planning a joint event with Motorsports North East (MSNE) at the Meadowlands (MetLife Stadium) on June 14th and other dates are under consideration. We will have our own run-group and we will obtain our own insurance in addition to MSNE. The TD Bank Ballpark - Red Lot has been re-offered to us, but we declined due to the limited size. Our 2015 competition license has been issued but not yet received.

### New Business

Jeff White motioned that, contingent on our receiving the anticipated reimbursement from National, we will allot \$3,000 to the DelVal Chapter in appreciation for their O'Fest assistance. Vic Lucariello, Jr. seconded (carried unanimously). The next board meeting was set for Wednesday, March 11th at Alfonso's in Somerville [since changed to March 25th]. Ron Gemeinhardt motioned to adjourn at 9:25 PM and Bob Isbitski seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

March 25, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Marc Goeller, Jerry Faber, Bob Isbitski, Vic Lucariello, Jr., Dave Allaway, Ross Karlin, John Gyorfy, Colin Vozeh. Others present: Doug Feigel, Stan Mayer, Jamie Kavalieros, Elihu Savad, Blake Smith, Gene Schneider, Matt Baratz, Bruce Mackie, Barry Stevens, Brian Morgan, Paul Ngai, Vic Lucariello, Sr.

Jeff Caldwell called the meeting to order at 7:31 PM at Alfonso's in Somerville. Jeff Caldwell motioned to accept the February minutes as distributed and Jeff White seconded (carried unanimously).

### Oktoberfest

Jeff Caldwell reported status on Larry Engel's behalf. Larry needs someone from the Autocross Committee to join him at Bader Field on April 14th. Satch Carlson will be coordinating the O'Fest TSD Rally. Registration will open in April, following a visit from National. We have set the run group sizes for the O'Fest Driver School. Jeff noted that there will be a North Atlantic Region teleconference on Sunday, with O'Fest as a topic. The Allegheny Chapter is potentially hosting O'Fest in 2018 and will be assisting with our O'Fest and soliciting volunteers.

### President

Jeff Caldwell reported on the National Chapter Congress in Dallas. New membership and member retention are priorities. The club needs events and activities which appeal to younger members. There was discussion on whether the concept of club membership remains relevant in a social media-driven world. It was noted that the New Jersey Chapter has a 75% year-to-year retention rate, similar to the national average. The BMW CCA Leadership Committee has proposed regional newsletters, with contributions from individual chapters, as a replacement for chapter newsletters. This would be funded by a decrease in chapter income from National. A proof-of-concept issue will be mailed with the Roundel. There was a discussion on loss of chapter income and advertising revenue. The New Jersey Chapter board went on record as unanimously opposed to the regional newsletter concept as proposed. On the topic of dealer-engagement, Matt Baratz has lined up JMK BMW for our first dealer profile article. Jeff proposed a member test-drive column for new models. Jeff has all the presentations from the Chapter Congress available. Jeff noted that he would like to have some joint social events with DelVal Chapter.

### Driving Events

Ross Karlin reported that the Regional Instructor Seminar is this Saturday at BMW NA. There will be a safety talk from Stable Energies and discussions on ITS and O'Fest. Reimbursement from National is in question. Ross noted that we have not received the approved reimbursement for the 2014 seminar. We have applied for insurance for the TireRack Street Survival (TSS) event at Campgaw Reservation on June 7th. We are penciled-in with Bergen County and Ross will follow up.

### Autocross

Elihu Savad reported that we have the permits, insurance and EMT's in place for our April 18th autocross at PNC Bank Arts Center.

### Driver Schools

Jeff White reported that the April ITS has 10 candidates. We are currently short on registrations and thin on instructors. Warren Brown is working on taking over Chief of Tech responsibilities. We will be using regional stickers for new helmets.

### Vice-President

Marc Goeller reported that the next meeting will be tomorrow night at Unique Photo, with a photo contest and "Adrenaline" screening. Matt Sweetwood and David Hauter will judge the contest. The BMW Vehicle Distribution Center (VDC) tour is sold-out, with a large waiting list. Paul has a BMW M School donation as a door prize, among others. The May 19th meeting will be at Circle BMW in Eatontown. Steve Richards from Dinan will be guest speaker. We are working on the scheduling for Biergarten at the Deutscher Club of Clark (DCC), possibly in June instead of August. The BMW NA meeting will be a Saturday morning in June. John Gyorfy suggested a swap meet event. July 25th at Lime Rock Park will be BMW CCA day, with a special ticket package.

### Treasurer

Ron Gemeinhardt distributed the current financials, along with the annual chapter financial statement to National. The net expense for the banquet was \$5,924. The TSS insurance has been paid. Paul Ngai noted the need to track charitable hours in addition to charitable contribution dollars. Paul will follow up on what is considered trackable.

### Business Manager

Matt Baratz distributed a spreadsheet of current revenue by sponsor, including multi-year commitments resulting from the less-frequent newsletters. Matt noted that we need better control over our blast e-mails to make them a reliable advertising platform. The issue of paid web advertising being on the forum pages (vs. the home page) was discussed. We still need a solution for richer content blast e-mails. Jerry Faber will investigate a PrintTech solution. Matt has implemented Square for accepting credit card payments.

### Social Events

Jerry Faber reported that the banquet was a considerable success, and Jeff thanked him for his efforts. There were 75 paying attendees and 12 guests, including three out-of-state attendees from the ITS workshop. The hotel has been paid. Given two possible dates, John will reserve March 5th for the 2016 banquet, and will need a \$500 deposit.

### Newsletter

Jerry Faber noted the need to adhere to a strict minimum 90-day newsletter interval. June 1st is the absolute deadline for the next issue. Jerry distributed the content-budget for the next issue. Marc suggested member profiles as a topic.

### New Business

Jeff Caldwell noted the passing of Terrence Scott, the son of long-time New Jersey Chapter instructor and volunteer Rod Scott. Jeff motioned to contribute \$250 to each of the two charities suggested by the family. John Gyorfy seconded (carried unanimously). Ross reported that the formal presentation of the chapter donation to the Westlake School will be April 1st at 7:00 PM at Union County Educational Services in Westfield. The next board meeting was set for 7:30 PM April 22nd at Alfonso's. Jeff White motioned to adjourn at 9:25 PM (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary



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# Finish Lines

By Thom Rossi

The trouble started on a short tow to Watkins Glen last June. That's when my F350 diesel dually decided that it would go into "limp mode" about every half hour or so. By limp mode, I mean "reduced power" that forces you onto the shoulder for an ignition off/on recycle to clear out the oh-so-cute little wrench that shows up on your dash as the turbo boost is cut in half and the revs get limited to about 2000 rpm. The subsequent merge back on to the highway as you dodge tractor trailer trucks makes you wish you were just a bit more current on your confessions because it seems more than likely that one of those trucks is going to send you to the pearly gates faster than you can say, "Zach check your mirrors!"

When you buy a truck like this, you get a slick brochure illustrating its towing prowess. Typically, the brochure will picture a beefy looking truck towing an open flatbed rig loaded with either a large piece of construction equipment or a small ocean liner. Such images leave one with the impression that towing a 40 foot racing trailer will be like a walk in the park for this massively competent piece of "Super Duty" equipment. But the weight adds up in these racing trailers; fully loaded with car, fuel, parts, tools, and beer, the truck and trailer tip the scales at around 23,000 pounds. Towing that kind of weight to a dozen events a year does take its toll over time.

I'm guessing that I was not the first customer to show up to the service department at the Watkins Glen Ford dealership with a wounded truck pleading for mercifully quick and effective service so I could get home after a race. After a couple of false starts, they narrowed the problem down to the two water thermostats and replaced them. Despite subsequent events, I'm still grateful and impressed that they handled the problem so quickly on a weekend. By the time we left on Sunday, limp mode was banished, seemingly leaving us free to ply the open highways to our hearts' content.

Fast forward to the end of the racing season and the long tow from NJ to New Hampshire Motor Speedway. Bam: limp mode is back. Now what? It can't be the thermostats, they are brand new! With some help from my friend David Finch, ably assisted by Dr. Google and a local Ford diesel tech, we discovered that this limp mode while towing is a fairly common problem in these trucks as they hit the 60,000 mile mark - exactly like mine. Internet wisdom points to the factory oil cooler as the root cause of a difference in the rate of change of oil versus water temperature. This is not something that can be monitored with the standard dash, unfortunately, so one is left guessing whether or not this is the true problem. But the internet is very clear on this one. It is the problem for sure.

The solution to the problem is also known. A company called Bullet Proof Diesel makes an after-market auxiliary oil cooler. Great part.

Looks like it belongs in a race car with those clean welds, aluminum core, and braided stainless oil lines. Sure to work. Bullet proof. Then I went out to tow and, sadly, it wasn't long before the limp mode wrench made its appearance on my dash once again.

Part of the frustration in trouble shooting the problem was that there were no fault codes readable in the OBD II port to help guide us. Therefore, every recurrence required us to take the truck back to a dealership to take a deeper look into the ECU and try to figure out what went wrong. And for them to do that, they'd have to replicate the failure, which was hard to do without the full rig attached. That gave us the idea to install an aftermarket tuner and dash. This would not only provide real and useful data about oil and water temps, but also allow one to program the ECU regarding when to ignore a presumed fault condition that unnecessarily puts the truck in need of a tank full of Viagra. So that's what I did. Surely, now armed with a tuner, a bullet proof oil cooler, and a super duty truck, nothing could possibly put me into limp mode again. Except it did! The additional data available to us now did provide supportive evidence that the problem still lay somewhere in the water temps versus oil temps.

Back to the internet and more consultation with Ford service experts. The next idea was replacing all of the coolant hoses, on the theory that one of the hoses might collapse, or the couplings could leak, thus disrupting coolant flow throughout the engine. Yes - it was referenced on the internet so it must be true. A new set of hoses yielded the following improvement: none. It did, however, yield a very entertaining interaction with the local Ford service department who sold me an incorrect set of hoses. Such larks!

While we were in there changing the hoses, David suggested we test the thermostats by submerging them in boiling water. One thermostat opened, the other did not. Hmmmmmm. Could it be that another faulty thermostat was at the bottom of this problem? We changed them for good measure, hooked the trailer up and headed back out for a tow. No limp mode!

At this point I am trying to convince myself to be happy with the end result and overlook the fact that I spent several thousand dollars unnecessarily on an auxiliary oil cooler, a tuner, and other parts, only to discover that a \$34 part, sourced from Ford, failed within 6 months of being installed. Maybe happiness is the wrong objective in this circumstance. I think I'll have to settle for merely being satisfied that the next time I'm on my way to Watkins Glen I won't have to wonder so much about exactly how close those trucks are coming to us as we sit on the shoulder of a highway: because now, my F-350 is bullet proof.

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## Philes' Forum (Continued from Page 4)

etc.). You should be able to obtain copies of passed OBD I tailpipe tests from the NJMVC website.

I guess most of you have been passing NJ emissions inspections with no problem, as I rarely these days receive any feedback on this subject. As you know, NJ suspended a few years ago the decades-old "safety inspection" and now performs only an emissions inspection. Pre OBD II [On-Board Diagnostics - Level II] cars get a two-stage tailpipe test for unburned hydrocarbons [HC] and carbon monoxide [CO], and a gas-cap-integrity test. OBD II cars [generally 1996 and newer] get only a computer scan and verification that the "check-engine" lamp comes on with the ignition and goes off with the engine running.

Bimmerphile and colleague Bill Vanderbeck always takes the time to inform me of his emissions-test results, and his recent trip to the Paramus Inspection Station was no exception. Bill's 1995 VW Golf VR6, with 234,000 miles on it, and *original catalytic converter and O2 sensor*, turned in some exceptional emissions numbers:

Idle: 8 ppm [parts per million] HC [Max = 220 ppm]

0.00 % CO [Max = 1.2%]

2500 RPM "cruise": 11 ppm HC

0.01 % CO

Quoth Bill: "I continue to be amazed by these numbers". Amazed indeed. As I have previously reported, I have seen ambient HC levels in repair shops of 4 ppm! I suspect that in certain parts of the world, having Bill's VW idling in traffic would actually clean the air!

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.

# Initial Ramblings

By JT Burkard

## The Droptop Disgruntlement

Frustration. It comes in many ways. It's sifting through thousands of lines of code to find that one </> you forgot to place to close out the command. A musician with writer's block on the verge of finishing that Grammy winning song but being distracted by the neighbors TV that only has one volume, FULL. Perhaps it's waiting on Tech Support for 1 and four quarter minutes then being transferred to someone who actually speaks English only to get disconnected. Maybe you are trying to teach an old cat new tricks but they just sleep instead. Yes, life is full of frustration. What frustrates me? My E36 convertible top that is being as compliant as a 5 year old in the cereal aisle when mommy says no but they are tempted by tiny colored marshmallows and plastic toys wrapped in clear plastic. That, my Bimmerfile friends, is the ultimate irritation.

As you may remember from our last issue I magically turned my E38 into an E36 323i convertible. Don't ask how I did it; it's a well guarded trade secret. As you will soon find out, I may have regret and disappointment with my decision. I knew the car had some needs. The blower motor was not functioning and there are some front-end parts that are not as tight as they used to be. Plus the ABS and Airbag light were on, covered up by electrical tape as if that will fool anyone. But the car was fairly clean and it did run well so I was willing to do some work in exchange for topless fun in the sun.

About a month ago the plastic trim piece that goes across the top by the windshield started to hang. I investigated and it appeared it was just a couple zip ties holding it in place, at least that's what used to be there. It was starting to get dark but I figured it shouldn't take long and it will be a quick fix. Famous last words right? My wife offered a hand in the backyard mechanicry. The trim piece was a little more difficult to hold in place than I thought but Sandy did what she could to help keep it aligned. After several increasingly annoying tries, I was able to get everything back to where it should be. Next was to operate the top to make sure everything is ok. Halfway back, the zip ties break free and trim piece pops off again. I didn't know why or how but all those minutes fiddling were all in vain. For a temporary repair, I got regular wire ties just to hold the trim roughly in place so I can put the top back in place.

In another 30 seconds, I would be done for the night... but not the way I thought. Murphy's Law, anything that can go wrong, will go wrong. As the rear of the top is lifting to allow the convertible boot to come down, they both catch and next thing I hear is a loud metallic POP! That can't be good. But the top was still moving so I figured maybe it was just caught and its fine now. Wrong sir, WRONG! Now everything is operating out of sequence. The boot is trying to go up as the top is trying to go down. This really can't be good.

At this point the wind is out of my sails and the convertible top is stuck in limbo. Much like a pair of sneakers hanging from the power lines, destined to be perpetually suspended in air. I was done for the evening. The sunlight was now replaced by the luminous glow from the spotlights over the garage door. Now the decision what to do with the car as rain was expected in the morning? With only a one car garage and the E21 resting comfortably inside, I had to make the unfortunate choice to pull that one out and bring the E36 in since the malfunctioning top would not be ideal for the impending inclement weather.

I had about as much motivation to find out what happened as a pirate walking the plank. We both said the same thing too - ARGH!!!! Jump ahead to just two weeks ago, I pull the emergency release located under the rear seat on the driver's side to free the two electric motors and operate the top manually. I then remove the trunk trim to reveal the motors. I quickly find that the convertible boot rod that connects to the motor had popped off so that explains the banging noise. As I try to reinstall it, I find the bracket coming off the top motor had bent. With a small pry bar and a mallet I was able to straighten the bent metal into the proper position. I managed to get the bar back into the post. The clip was missing so Sandy, my trusty mechanic's assistant, suggested it might be under the trunk mat. Sure enough, there it was. Now there is a proper sequencing procedure that I've done once before several years ago with another

323i cabriolet at my dealership with a similar issue. I would have to wait to finish the job properly until I find the instructions again.

That day was today. I found the link on my work computer to the sequence and after getting home from work, I was ready to finally get this car together.

Step 1 - Pull the release and disengage the motors.

Step 2 - Manually retract the top and close the boot cover.

Step 3 - Reengage the motors.

Step 4 - Key off press the top up button, Turn the key to the accessory. Wait 12 seconds the convertible boot locks then within 10 seconds the top will close on its own. Everything will be in sync.

That's what the instructions said. I have done this several times. Each time I can hear motors working but the boot cover only locked and would not lift to allow the top to close. I double, no make that triple check the motors to make sure they are engaged and everything seems to be as the instructions state, except the darn thing isn't doing what they say it's supposed to be doing. All I have is a flashing red light on the top button and a permanent convertible. I am throwing in the towel and need to seek professional help. Probably in more ways than one, but that's for another story.

Frustration, it's the killer of motivation. It's the source of stress. It stems from failure, causing hindrance in the completion of projects. Its birthplace is not within the depths of Hell, but resides in the boot well of the E36 convertible top.

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

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



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# Instructor Training School - What's it all about?

By Jeff White

A hallmark of all BMW CCA driver school events (or HPDE as some call them) is that they are first and foremost for education. As in any education setting, there are students and instructors. Well, you know who the students are - they are many of you, NJ chapter members who want to become better drivers while experiencing the fun you can have behind the wheel of The Ultimate Driving Machine.

But, who are the instructors? Who is the person who comes up to you in the paddock or who jumps in your car while you are in line waiting to go out on track, sticks out his or her hand and says: "Hi. My name is Mike (or Ingrid) and I'll be your instructor." Have you also ever wondered: 1) why is this person qualified to be my instructor? 2) what training has he (or she) had? 3) why would anyone in their right mind get into a car with someone they have never met and drive on a track at high speeds? It has been a few years since I last wrote about instructor training and so for those of you who are new to the chapter or who have not yet experienced one of our schools, I hope this gives you a better feel for why you should give it a try.

The answers to all the questions above can be summed up in 3 words: Instructor Training School. Before we talk about what ITS is, a little history of how we got here. When the NJ chapter held its first driver school at Lime Rock Park in 1974, there were, of course, no trained instructors. Initially the chapter's event organizers called upon members who had racing experience to act as instructors. As the years progressed, instructors were selected from the group of advanced drivers whom the Chief Instructor felt could get students around the track safely. At that time instructors were not assigned. Students lined up in pit lane, instructors stood around waiting and just hopped in any car. As everyone knows, just because you can do a task well does not mean that you can teach someone to do that task. Long-time BMW CCA members such as Blake Smith, Tony Funicello, Bjorn Zetterlund, Dan Mack, Ross Karlin and others recognized that we needed a specific program to train people to be instructors and within that context we needed to develop a set of standards and an approach to teaching that all future instructors would have to master in order to be certified as an instructor for BMW CCA driver schools. Tony started the process with a program at Trackmasters in 2000 followed by a program by the Genesee Valley Chapter. The following year the NJ chapter joined in and has been both a sponsor and a promoter of ITS ever since. The greater vision was, and is, that with a standardized ITS program instructors from one chapter would more easily be able to instruct at other chapters and tracks. This gives flexibility to event organizers, more opportunities for instructors and greater assurance for students that a BMW CCA event will be one they want to attend. Through continuous improvement and updating and with support from the national Driving Events Committee, the ITS program started here in the North Atlantic is being adopted by more and more chapters across the US.

To return to our initial questions, how are instructor candidates selected? First and foremost, candidates must have a great deal of experience at multiple tracks. They must run in the Advanced run group for at least a couple of years and be signed-off to drive solo. However, contrary to what you might think, absolute speed is not a criterion. We look for people who are safe on the track and in traffic, are respectful of other drivers, can communicate well in the car (your instructor is always evaluating) and have a desire to continue learning. Not everyone wants to or should be an instructor but if a student expresses a desire, then we start to work with that student in the car to both evaluate their readiness and begin to prepare them for ITS. If a student appears to be a candidate for ITS,

then, at the recommendation of the Chief Instructor, she or he receives an invitation to the program.

One of the ways the ITS program is evolving is that we are working more with our candidates in a "Pre-ITS" program before the formal school. Many advanced students have been driving solo for a couple of years and so they need to get re-accustomed to having someone in the car with them. We have experienced instructors work with candidates to demonstrate and correct such things as off-line entry into a corner, proper braking technique, good vision, etc. Candidates are also given reading materials, such as Richmond Shreve's Instructor Candidate Manual and "Going Faster", that they are expected to complete and understand before the school begins so that everyone starts with a good knowledge base.

The formal Instructor Training School is an intensive two-day program. Candidates alternate between classroom sessions, in which instructing theory, specific instruction techniques, vehicle dynamics and other topics are reviewed, and in-car sessions, in which the candidate is paired with a Mentor whose job is to role-play various types of students and scenarios the candidate may be exposed to as an instructor. The Mentors are all experienced instructors who have seen enough students to give the candidates a true picture of what they can expect. One of the primary skills that candidates learn is how to "stay ahead" of the student. Remember that an instructor must recognize what you are doing well in advance of when you need to start your braking, turn-in, etc. because the instructor must tell you what to do, you must hear and understand the command and then you must complete the action at the right time. The ITS program seeks to put an instructor in the passenger seat who can recognize an impending incident and then communicate to the student so that the problem can be avoided and not someone who can tell you what went wrong after the fact. The school finishes with independent evaluations of how well the candidate can instruct a new "student" (a different Mentor) and then the driving skill of the candidate in their own car. Finally, a detailed scoring system coupled with oral discussion of the candidate's performance determines if the candidate is ready to be an instructor or if some additional training is required. It is important to emphasize that the goal of the ITS program is to get everyone who starts as a candidate through to being an instructor. If some aspect of a candidate's instructor skill set needs some work, then we arrange to follow through on that work at a future event so the candidate is ready. A measure of the quality of our program is that we often have candidates who have been instructing with other organizations come through the ITS and then say they are better instructors for having participated.

Last, why would anyone want to do this? No one gets paid, instructing doesn't make you better looking or younger. The overwhelming answer is that instructors want to give back to the club. They understand that instructors taught them and helped them get to this level and now they want to return the favor. It is equally true that all our instructors really do enjoy seeing students improve their driving over the course of a school. While different instructors will help you in different ways at different times in your progression as a driver, at every event your instructor is there for you. This is why our instructor corps is the core of our driver schools, without them we could not run our schools. Please be sure to thank your instructor at your next event - it is appreciated.

See you at the track.

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## Autocross News

By Elihu Savad

By the time you read this, we will have had 2 autocrosses: April 19 at the PNC Bank Arts Center, and May 17 at NJ Expo and Convention Center.

We have 2 more scheduled on June 14 and July 12 at MetLife Stadium, where we will be guests of MotorSports North East (MSNE) with a run group of our own. This will be the first time we have included such an event in our schedule, and the stadium lot allows large, fast courses, so this should be different.

Online registration and payment instructions are detailed on our event page on the NJ BMW CCA website. This will be included in our championship series. I am hoping to get an event for August. September will feature Oktoberfest and the autocross at Bader Field in A.C. It has been decided that this will not be part of the champ series, but sounds like a must-have event anyway!



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## NJ CHAPTER CALENDAR

### June 2015

Check our website for latest on meetings, autocrosses and driver schools.

### July 2015

Check our website for latest on meetings, autocrosses and driver schools.

### September 2015

Dates: 21st to 27th  
Oktoberfest!!

### Communications

To reach our members in the fastest way possible, we will be using email. Please make sure your email address is part of your profile at the BMW CCA National website.

## Welcome New Members

Yaseen Ahmed  
Gusztav Aspirany  
Paul Bellscheidt  
Franklin Boots  
Andrew Brown  
Scott Buono  
Brian Burghardt  
Jeff D'Amore  
Diane Delia  
Ryan DellaPenna  
Lizabeth Eggemann  
Kamal Gandhi  
Scott Glasser  
Jeffrey Goodfriend  
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Ivor Guest  
Winston Guest  
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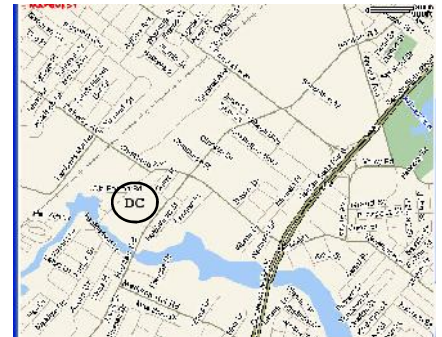
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### MEMBERSHIP MEETING INFORMATION

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:

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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.



## Sponsor Profile (Continued from Page 3)

Dr. Korinis is an avid "petrol head" as they say on Top Gear. He has a stable of fine street cars and a number track cars that he races from spring to fall.

His taste is more Bavarian. In addition to the 911, 135i and E30, he has a '99 M3 track car, a 2004 X3, a 2003 E46 xi Touring and a 2002xi sedan. His love of BMWs began when he was a student at Northwestern School of Dentistry in Chicago. "At school in the seventies, I had a Mercedes 230SL that I loved, but one of my friends from Beverly Hills told me it was nothing like his 2002," he said. "My 230 SL was a lot lower and wider and I didn't think his 2002 could be a match. Then I tried it and the BMW was so much better."

That ride in the 2002, led him to purchase several BMWs and in 1981 a friend, Steve Mina, convinced him to bring his 320i to an autocross. "We were fast and started winning. Then we tried driver schools, which were new at the time. That led me to get licensed by the Sports Car Club of America and eventually to the Presidency of the NJ Chapter of the BMW Car Club of America.

Doc inherited a love of cars from his father, but his mother set him on his course to be a dentist. "My mother told me when I was five that I

should be a dentist and I never veered," he said. "I've worked really hard, but enjoyed all 37 years."

After Doc graduated from Northwestern he worked with another dentist in Englewood who served as his mentor. "After a year or so, I established my own practice in Fort Lee and ended up buying the building," he said. "I was there about thirty five years."

Doc purchased the practice in Wyckoff three years ago and named it Bergen Smile Confidence. "Most of the staff came with the practice. They are great, caring people who I actually miss seeing on the weekend," he said.

Bergen Smile Confidence is equipped with almost all of the latest equipment. "We have the ability to do full-color digital photos; laser dentistry; we can treat discomfort in gums," Doc said. "We can do fillings without drilling and with no need for anesthetic - kids and their parents love it!"

What really distinguishes Bergen Smile Confidence is not just its state of the art equipment, but Dr. Korinis and his staff. "We really listen to people and really care about them," Doc said, "that's what we enjoy about our work and it's what sets us apart."

## BMW NA Hosts BMW CCA at Vehicle Distribution Center

BMW NA hosted the New Jersey Chapter at its fourth annual Vehicle Distribution Center Tour at the BMW VDC facility in Jersey City, New Jersey. The event not only included a guided tour of the plant, but also a tech session hosted by the BMW Performance and Motorsports group. Thanks to the generous donations from Chapter members and Flemington BMW, the event raised over \$5,000 for the BMW CCA Foundation.

The event promptly started at 9 a.m. where everyone was divided into three groups. Two groups participated in the walking tour guided by plant managers and the third group was led to a classroom where Jake Mooney and his team from BMW M Performance Parts talked about BMW Limited Slip Differentials. Members on the walking tour were led through the entire facility with hundreds of BMWs, Minis, and Rolls Royces parked in rows ready to be prepped for delivery. The paint shop talk was very fascinating as members in attendance learned about the different shades

of the Silverstone color. In addition, there was a display of 20 M cars and SAVs lined up in a row from the latest M4s in every color to X5Ms and X6Ms.

A buffet lunch was served at noon sponsored by Flemington BMW and we were joined by Erik Wensberg, former M brand manager with a 14-year career at BMW NA. He entertained the group with his past racing history and stories from working at BMW NA. As a member of the BMW CCA Foundation Advisory Board, he shared with us the background and future goals of the Foundation. Afterwards, Flemington BMW General Manager, Byron Brisby Jr. challenged the entire group to increase our donations with a matching contribution. Lastly, a One-Day BMW Performance Center Driving School donated by Flemington BMW was raffled off and Larry West was the lucky winner! Overall, it was a successful event. — Paul Ngai

## DRIVING CONFIDENCE + SMILE CONFIDENCE A WINNING COMBINATION



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