



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Spring 2016

<http://www.njbmwcca.org>

Volume 47 Number 2

NJ Chapter Spring Awakenings

The Hills are Alive with Revving Engines

At our April autocross we had a wide variety of competitors.



Donation to Westlake School



This year's \$7000 donation to the Westlake School marks our 20th year of support. In that time we have raised close to \$120,000 for the Westlake School.

Autocross Photos by: Elihu Savad

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President's Column

By Jeff Caldwell

[Editor's Note: Given the busy schedules most of us live, our President found himself consumed by his business, family priorities and club business. The following is a reprint of Jeff's column from three years ago. It's a message we need to remember.—JF]

A Presidential Challenge

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

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

Several years ago I was talking to a friend who owns a Ferrari and was asking him how he liked the car. His reply surprised me. He told me he loved the car, but that he only drove it when he was having a good day. He said that he never drove it when he was in a bad mood or not feeling well. You can imagine my next question. Why? He said that he understood he was an ambassador for the brand. The car gets a lot

of attention and people always want to take photos or chat with him about it. In his mind there is a perception by people that Ferrari drivers are rude. He felt it was his duty to change that perception and be as nice and accommodating to interested folks as he could be. I can see where he was coming from. We are certainly not driving Ferraris, but BMWs are pretty darn nice cars in their own right. I am also not suggesting you only drive when you are having a great day. That would be more than a little extreme. Seriously though...think about what that Ferrari driver was saying.

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

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

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

Sponsor Profile

By Matt Baratz

We are delighted to announce that BMW of Bridgewater has become a premier sponsor of our Chapter. BMW of Bridgewater has asked to help support a wide range of Chapter activities and has agreed to place a full page advertisement in each of issue of the newsletter. The first print ad will appear in the next issue of the newsletter and BMW of Bridgewater's logo and banner advertisements are already on the Chapter's Web site.

BMW of Bridgewater is a leading BMW dealer in New Jersey with over 40 years of experience servicing BMW customers in Hunterdon and Somerset counties. Formerly known as Hunterdon BMW when it was located in Lebanon NJ, BMW of Bridgewater is proud to serve the region with quality BMW vehicles. The dealership was awarded the 2016 Customer Satisfaction by Dealer Rater and is a proud sponsor of many charities and community organizations.

We are particularly excited to assist the dealership with its "Bimmers and Brauts" event held at the dealership on June 12. Bimmers and Brauts was envisioned by Matt Kimple and Dionne Baksh. Matt is BMW of Bridgewater's Service Manager and a long-time member of our Chapter. Dionne is BMW of Bridgewater's Manager of Customer Retention and will be a key contact for the Chapter as we move forward. Matt and Dionne envisioned Bimmers and Brauts as great way to support the community, honor the brand, and enable BMW enthusiasts to get to know the great facilities, services available at BMW of Bridgewater. We are certain the June event will be the first of many successful events and when you stop by BMW of Bridgewater be sure to say hello to Dionne and Matt.

BMW of Bridgewater
Bimmers & Brauts
WÜRSTE ANNUAL CAR SHOW • JUNE 12, 2016



BMW of Bridgewater announces
Bimmers & Brauts-Wurste Annual Car Show



Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! This time out I have some tips for both E90 owners and E30 owners. How's that for spanning the decades?

Out of respect let's begin with the venerable E30 ['84 - '91 3-Series], which in my opinion may be the best car BMW has ever built. The E30s were available with several engine types, but the vast majority of them came with the M20 six-cylinder, which was also available in the 5-Series of the era.

The M20 six, available in the U.S. in 2.5 and 2.7 liter displacements, is about as bulletproof an engine as you are likely to find, especially the low-revving 2.7s. This, provided you replace the timing belt at the interval prescribed by BMW. [For you non-gearhead types who read Philes' simply for its stunning literary content, the timing belt is a cogged, flat "rubber" belt that drives the engine's camshaft. If the belt breaks or slips, expensive noises escape from the engine, followed by profound silence punctuated only by the expletives emanating from you when you learn the cost of repair.] Insofar as I know, despite the improvements in timing-belt materials in the last quarter century, BMW still recommends 5 years or 50,000 miles [whichever occurs first] as the replacement interval. More modern timing-belt engines from other manufacturers have longer intervals, typically 100,000 miles.

M20 timing-belt replacement has been written about extensively over the years, both in Philes' and elsewhere, so I won't bore you with the whole procedure. However, every time I replace one I think of one or more things I would like to share with you, and the latest job was no exception:

- You don't have to remove the radiator, but the radiator fins will gladly lacerate your knuckles if you don't wear latex or nitrile gloves.
- Replace the water pump whether it needs it or not. Buy a quality pump either from your BMW dealer or a supplier of OE-grade replacement parts. Aftermarket pumps usually come with the gasket, but at your dealer you will need to order it separately. The astoundingly poor quality of some aftermarket parts is a constant topic of conversation and ranting on professional-technician forums such as iATN.
- Conti makes a nice timing-belt kit that includes a new timing-belt tensioner. Always replace the tensioner.
- Being you are draining the cooling system anyway, this is a good time to flush it out. Be sure to obtain a new seal ring for the block-drain plug. Part # 07-11-9-963-200.
- Before you install the new water pump, check its block-mating surface for any imperfections and run a very fine file over the surface as shown in Photo #1. This will identify and remove any high spots or machining burrs, and yes, there will be some.



Photo #1—Checking For Burrs

- Before you install the new water pump, thread the engine-cooling fan onto the pump hub to ensure that the pump threads are good. Remember it is a left-hand thread. See Photo #2. Uh, remove the fan before you install the pump. I like to put a bit of anti-seize compound on the pump-hub threads.



Photo #2 — Checking The Fan Hub Threads

- After thoroughly cleaning the block-gasket surface, use gasket cement to attach the new pump gasket to the block surface. Ensure the gasket is installed in the correct "clock" position.
- Before you put the pump in place on the block, make yourself a guide pin by cutting the head off an M8-1.25 bolt that is about 40-mm long. Install this stud temporarily in one of the water-pump-mounting-bolt holes in the block. This will greatly facilitate getting the pump in the correct position on the first try without moving the gasket out of place. You can use the same M8 stud for reinstalling the drive-belt pulley on the crankshaft damper.
- Ensure that you use the correct-length water-pump-mounting bolts. One time, Bimmerphile Mark Derienzo and I went nuts trying to figure out why several new water pumps we installed on a 5-Series M20 leaked as soon as we put coolant in. One of the water-pump bolts was a tad too long and was bottoming out in the block. The correct bolt is 20-mm [about 25/32] from under the head to the end of the threads. Part # 07-11-9-903-039 [3 required]. Install new M8 wave washers on the bolts [07-11-9-932-095].
- The standard procedure for tensioning the timing belt is to release the tensioner-pinch bolt and pivot bolt after installing the new belt, then tighten them. What I like to do after doing this is to rotate the engine through two complete crankshaft revolutions, recheck that the timing marks still align, then release the tensioner-pinch and -pivot bolts again, then tighten them to specs.
- Before you rotate the engine as described above, #1 Cylinder is already at TDC, so adjust its valves. As you proceed through the two crankshaft revolutions, watch the other valves, and when they are closed [watch the camshaft and rocker-arm positions], adjust them as well. Your M20 will love you for it.

The E90 tip is a simple one, but it can save you some time and angst, especially if you are doing the job in the evening or on the weekend, when parts sources may be closed. This applies to E9X 3-Series ['05 - '12] with manual transmissions. If you change your clutch-slave cylinder, be advised that the replacement cylinder [especially if it is an aftermarket part] may not mate up with the old metal hydraulic line, as some part-number supersessions are in play here. The result will be a leak. Your safest bet here may be to source both the line and the slave cylinder from a reputable source of BMW parts. [That is good advice regardless of what part you are buying.] The clutch-slave cylinder and hydraulic line are listed as fitting a plethora of BMW models, so this tip I think applies to other models as well.

That's all for now, bimmerphiles. See you next time.

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair/maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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BMW CCA VDC Tour

By Paul Ngai

The Fourth Annual VDC event, sponsored by Flemington BMW, was a huge success. The event was well attended by over 100 BMW CCA members from NJ and nearby states. We even had one member travel all the way from Illinois. Like in previous years, we were welcomed by the VDC port with a generous breakfast. The tour started at 9 AM and finished at 12 PM. Lunch was provided by Flemington BMW. Our guest speaker for the event was Bruce Smith, a trustee board member of the BMW CCA Foundation. He gave an in-depth presentation on the history of the Foundation and the importance of the teen survival driving program across the nation. More information can be found on: <http://streetsurvival.org>.

Special thanks to BMW NA, BMW VDC, BMW CCA, BMW CCA Foundation, Flemington BMW, BMW Performance School and every member for their generous donations. One of the coolest prizes was a custom painted electric i8 (kid's version) donated by the VDC. According to John, VDC's paint expert, he spent over 40 hours of his own time detailing and spraying the BMW i8.

Thanks for supporting the BMW CCA Foundation. See you next year!



New Jersey BMW CCA Board Meeting Minutes

February 17, 2016

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Bob Isbitski, Jerry Faber, Dave Allaway, Ross Karlin, Vic Lucariello, Jr., Marc Goeller, Neil Gambony. Board members absent: John Gyorfy, Colin Vozeh. Others present: Blake Smith, Larry Engel, Doug Feigel, Elihu Savad, Warren Brown, Stan Mayer, Paul Ngai, Brian Morgan, Bruce Mackie.

President

Jeff Caldwell called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jeff motioned to accept the January minutes as distributed and Marc Goeller seconded (carried unanimously). Jeff noted that 1,400 out of 2,500 banquet e-mails were opened. Jeff will do another banquet-specific e-mail this week. Next week's general e-mail will cover

2016 driver schools, the BMW Vehicle Distribution Center (VDC) tour, the new Circle BMW discount, and upcoming meetings. Bob Isbitski suggested increasing the VDC at-the-door charitable donation, and \$20 was agreed upon. Paul Ngai has some door prizes including a one-day Tire Rack Street Survival (TSS) school and Rahal race team items. Jeff has updated the website sponsor list from Matt Baratz. Jeff read the 2014 rebate statistics by dealer, which totaled over 200.

Vice President

Marc Goeller reported that the January meeting on European Delivery tours was interesting and well attended. Marc will provide a recap to Jerry Faber. Marc has been unable to contact C&D Autobody or Unique Photo, so the February and March meetings are uncertain. May will be artist Tom Montanari at Hopewell Valley Vineyards on a Saturday. Larry Engel suggested tying this in with the dealerships. It was noted that BMW of Tenafly would like to host a meeting. We have no date yet on the Biergarten at the Deutscher Club of Clark (DCC). The April meeting will be the VDC tour.

Driving Events

Neil Gambony reported that the awards and trophies are ready for the banquet. It is undecided who will be attending the national Driving Events Conference in Dallas. Ross Karlin will be attending the national Driving Events Committee meeting as our outgoing regional representative.

Driver Schools

Jeff White reported that the Driver School Committee meeting was held two weekends ago. The tech form and FAQ's have been updated. The need for additional sponsors for driving events was noted, especially the June race/school. Registration is now open for all events. The instructor seminar will be 3/26. Seminar speakers will include representatives from NJMP, Stable Energies, and others. Ross noted that the Instructor Training School (ITS) is scheduled for the April Thunderbolt event. The ITS materials have been revamped, including new online materials. There was a discussion on purchasing a projector, and Ross and Jeff White will research this.

Autocross

Elihu Savad reported that we have two autocrosses scheduled for the PNC Bank Art Center: 4/17 and 5/8.

March 16, 2016

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Bob Isbitski, Jerry Faber, Dave Allaway, Ross Karlin, Marc Goeller, Neil Gambony, John Gyorfy, Colin Vozeh. Board member absent: Vic Lucariello, Jr. Others present: Blake Smith, Doug Feigel, Elihu Savad, Warren Brown, Stan Mayer, Ron Acher, Andrew Potemkin, Ed Dylewski.

President

Jeff Caldwell called the meeting to order at 7:36 PM at Alfonso's in Somerville. Jeff motioned to accept the February minutes as distributed and Neil Gambony seconded (carried unanimously). Jeff reported on the North Atlantic Region conference call. Lou Ann Shirk is our new Regional VP. Dealer engagement was a major topic. Jeff is planning on doing a March e-mail, and trying to get the sponsor ads to fit the format. Content will be finalized this week. Jeff reported on the statistics for the Unique Photo meeting e-mail (2,490 deliveries with 100% delivery rate, 1,468 total opens, 881 unique opens, 22 click-throughs, and 3 unsubscribes).

Vice President

Marc Goeller reported that the March meeting at Unique Photo will be 3/24. The NJ Chapter will pick up the tab for pizza and sodas. Marc is working on prizes for the photo contest. Jeff Caldwell will do a reminder e-mail next week. Bob Isbitski will put a reminder on Facebook. Marc is working on a possible May meeting at BMW of Tenafly. A meeting at Circle BMW is tentatively scheduled for Saturday afternoon 10/1. Marc is working on the Biergarten at Deutscher Club of Clark. They have not set their date yet. John Gyorfy suggested a swap meet, possibly in September. Jeff Caldwell commented favorably on last week's get-together at the Asbury Festhalle & Biergarten.

Driver Schools

Jeff White reported that our first event (Mon-Tues April 4-5 at NJMP Thunderbolt) is only half-filled, with 11 days to go. Jeff will do another e-mail on Friday. Blake Smith reported that we have 12-15 Instructor Training School (ITS) students. The regional Instructor Seminar will be on 3/26 at BMW NA, with topics including ITS, and a speaker from NJMP. Ross Karlin reported on the full-day ITS workshop held the end of February. The ITS materials have been redeveloped, including new web-based eLearning to precede the classroom instruction. There has been increased training of facilitators and classroom instructors, and the program has been expanded to elsewhere in the country.

Driving Events

Ross Karlin reported that we have added a third club race, to be held September 16-17 (Friday-Saturday) at NJMP Thunderbolt, as a support race for the NASCAR K&N Pro Series East. Practice and qualifying will be Friday, with probably two races on Saturday. There will be minimal financial exposure to the chapter, as structured by Jeff White with NJMP, and no net cost to us if there are over 19 racers. We do not yet have a signed contract.

Autocross

Elihu Savad reported that the autocross committee met Saturday. We are now live on MotorsportReg for autocross registrations. Scheduled autocrosses at PNC Bank Arts Center are: 4/17, 5/22 (changed from

We may have a July autocross at the NJ Expo Center (date TBD). Doug Feigel is working on a possible venue in Wayne.

Treasurer

Ron Gemeinhardt distributed the current financials. The deposit check for Summit Point Raceway has not yet cleared. The Westlake School check has been issued. The rally income has been deposited. Ron noted the Square fees are being treated as other/bank fees. An issue was raised on uncashed checks to the BMW Foundation during

2015.

Business Manager

On Matt Baratz's behalf, Jeff Caldwell noted that we have 40 banquet registrations so far, via Square. We have pledges of door prizes from various dealers and sponsors. Renewals in progress were reviewed. Matt thanked everyone who has been working on renewals, door prizes, and new leads.

Newsletter

Jerry Faber noted that the March newsletter deadline has arrived, and any last-minute articles are needed ASAP. Our publication date may slip slightly. Future deadlines are: 5/15, 8/15 and 11/15.

Members-at-Large

Bob Isbitski will post the latest meeting info on the website. Vic Lucariello, Jr. is working with John on the banquet and is soliciting ideas for a summer picnic.

Social Events

On John Gyorfy's behalf, Jeff Caldwell noted that Matt Baratz has been working on door prizes for the banquet. BMW of Morristown will be an active supporter. Vic is working on the DJ. Jeff requested that all board members attend the banquet. Alternative ideas were solicited for 2017.

Membership

Neil would like to get new chapter stickers and is working on quotes.

Old Business

Larry reported that the Tire Rack Street Survival (TSS) schools will be the last Sunday in June (6/26) and the last

Sunday in September (9/25). Ross has applied for the permits.

New Business

The next board meeting was set for 7:30 PM on Wednesday, March 16th at Alfonso's. Jeff White motioned to adjourn at 8:51 PM and Marc Goeller seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

5/8), and possibly 6/19. An autocross at NJ Expo Center on 7/10 is possible (availability will not be known until mid-April). It was noted that Bader Field is for sale again.

Treasurer

Ron Gemeinhardt distributed the current financials. Ron noted that the Whack-Your-Turkey Rally funds were a late deposit and will be included as 2016 income. The banquet was a net loss of \$6,254. The charity auction proceeds from the banquet will go into next year's Westlake donation. Jeff Caldwell thanked Matt Baratz for the work he did at the banquet.

Newsletter Editor

Jerry Faber reported that the quarterly newsletter was published. The next deadline is 5/15.

Website Manager

Colin Vozeh noted that the Champ Series results and newsletter are needed.

Social Events

John Gyorfy reported that there were 90 attendees at the banquet. Over \$1,200 was raised at the silent auction to benefit the Westlake School. John noted that the only date available at the same facility next year is 2/25/17. There was a discussion on cost reduction, including dropping the casino entertainment. The Board formally thanked John, Chuck and Vic, Jr. for a great banquet. John noted the scheduled 6/18 chapter event at Hopewell Valley Winery. There is a \$350 room rental at the winery, for which a \$200 deposit has already been made.

Members-at-Large

Bob Isbitski reported that the Ramapo Concours d'Elegance is being organized by a sales manager at Prestige BMW. They will give us a membership booth and a non-concours parking corral. The event is Saturday 6/11 from 9 to 5 at Ramapo College (see ramapoconcours.com). The NJ Chapter will publicize.

Old Business

Ross is still looking into projectors. Ross will hold off on a purchase for now and we will borrow one for April.

New Business

The next board meeting was set for 7:30 PM on Wednesday, 4/13 at Alfonso's. Jeff White motioned to adjourn at

9:14 PM and Marc Goeller seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

BMW Art at Hopewell Valley Vineyards

By

The focus of Thom Montanari's work on automotive subject matter evolved naturally - it is his life-long passion for cars and racing that drives his creativity. His passion got an early start while attending the local antique car show in his Dad's Model B pickup as a young boy.

After graduating from the Paier College of Art in Hamden, CT his career in illustration began as a sketch artist in New York City, after which he decided to go free lance. He has been published and exhibited with The Society of Illustrators in New York, and his illustrations and paintings hang in corporate collections and the galleries of private collectors throughout the United States and Europe. He has also been the featured artist at the Pittsburgh Vintage Grand Prix for 1998 and 1999 and was selected to paint the event poster for the 1999 Castle Hill Concours d'Elegance. Most recently Universal Studios contracted him to produce a limited edition lithograph based on Ralf Schumacher, Juan Pablo Montoya and the BMW/Williams Formula One Team to be released in '01.

Thom paints with acrylics in a classically realistic style which compliments his outstanding designs. "Although our memories are nebulous, my paintings capture a perfect crystallized moment in time. I dream in color, so naturally the color theories that are applied in my paintings are pre-established, like moves in a game of chess so to speak. Whether conceptual or narrative, I strive to capture the true essence of my subject matter in one compelling image." Born and raised in Connecticut, Thom now makes his home and studio in Hopewell, New Jersey. He's an avid fan who loves to attend races and calls LimeRock his home away from home.

Thom's corporate client list includes Sony, Kodak, Duracell, STP, QuakerState, Miller Beer, Pirelli, Universal Studios, Roundel Magazine, Old Cars Weekly, Vintage Racecar Journal, Ford, Audi, Saab, Volkswagen, Chrysler, BMW, Skip Barber Racing School, Pittsburgh Vintage Grand Prix, Castle Hill Concours d'Elegance, among others.

Join us at the Hopewell Valley Vineyards on June 18th at 2PM.

Autocross News

By Elihu Savad

This is a good news - bad new report.

April 17th was a bright and beautiful day for our 2016 season-opener autocross at the PNC Bank Arts Center north lot. We had 38 cars running and they each were able to complete 10 runs. Everyone had a great time and we were all looking forward to our next event.

Now, the bad news. We are obliged to cancel future events in the Center's north lot. As of this going to press, the May 22nd and June 19th events are cancelled. We are actively seeking alternate venues.

Two events are scheduled for the NJ Convention & Expo Center for Saturday, June 25 and Sunday, July 17. Watch our website for additional updates.

Honoring a Long-Time Member, Vic Sr.

At the recent instructor seminar, we presented an award to Vic Lucariello, Sr. who stepped down as Chief of Tech after many, many years. The award was constructed from many of the items that were instrumental to Vic running the tech inspection at our drivers' schools: clipboard, hole-punch, gloves, and the vintage suitcase to haul it all around.



Looking for a Few Good Reporters

We have almost 3,000 members in our Chapter, which means every month there must be hundreds of stories and images that we experience. We are looking for contributors to our newsletter, website, Facebook page and email blasts.

If you've shared your stories and photos with friends, think about giving back to the Chapter and contributing your experiences. Contact me about specifics or just send me (see email in masthead) your stories and photos. We are a large community eager to hear from our members.

Meeting at Unique Photo

On Thursday, March 24th we held our meeting and photo contest at Unique Photo. David Haueter and Dom Miliano gave a presentation on car photography. As well, there was judging on photos. We thank Unique Photo for being a sponsor of our Chapter and providing this venue.

1st Place by Michael Maluchnik



2nd Place by Brian Ach



3rd Place by Michelle Pagano



Initial Ramblings

By JT Burkard

Times are Changing

It occurred to me while I was vending at the Englishtown Raceway Park Swap Meet in April how this hobby has evolved in many ways but has stayed the same in others in the last 25 years. The need to buy, build, restore, modify cars has not changed at all. As people inflicted with this disease with oil in our veins and carbon in our brains, we WANT to be around cars every day. We like to get our hands dirty. We want to be around others with the same desire. It consumes our free time. This will never deviate from course. It's the technology that has transformed the way we search for items we need.

Twenty-six years ago I was just out of high school. I had a 1980 Firebird Formula I was trying to fix up, which I still own. I remember going to the junk yards with friends on the weekend or days off from work. We would start off on Texas Rd in Morganville and hit up a couple yards, then move to B&B in Marlboro, and then wind up at Red and Black in Jamesburg or Jacks in Englishtown. It was an all-day scrap yard-fest, picking and looking at the stuff that was in there. Most of these yards had sections of older muscle cars and classics just rotting away, ready to give up their vital parts to keep ours on the road. I remember one place that had nothing newer than 1975 in it. There were old Chryslers with 331 and 392 Hemi's in them. A 421 Tri-power Catalina, and in the corner was a wrecked V12 XKE that looked like it was sat in a swamp. I also remember a BMW, either a 1600 or 2002 with no windows, or interior rotting away. There was also a 70's Dodge van gold with brown interior, heart window on the side with a platform for a bed and mirrored ceiling that probably had more stories to tell than an adult magazine. Something told us never go into it, not even for the free candy.

Those were the days when we needed stuff, we went and got it. If you needed a part that wasn't at the junkyard, you drove down to the local parts store, speed shop or specialty dealer, got in good with the parts guys, and then you hung out and told stories of last week's garage adventure, or what happened at the track. I distinctly remember going to a Performance Centers of America and spending 4 hours in the showroom bench racing and telling tall tales with the regulars. I don't think anyone was really telling the truth about their cars that day.

Then there was that 1"-thick mail order catalog that you got monthly or quarterly. Everyone seemed to have a JC Whitney book lying around in the garage. You flipped through its hundreds of pages and wrote down the part numbers of the things you needed then called the

supplier with your order. I still have some old magazines pre-net era and it's funny to see "Send a self-addressed stamped envelope for a free decal and product flyer." I still like calling some of the parts places. For example, I speak to the same sales guy at BavAuto I have used since 2002. We tell E21 stories as well as other things, much like my youth at the shops. To me there is a bond you get when you deal with the same people over the years. Something you don't get over the faceless internet.

But since the internet is here to stay, and rapidly advancing over the last 15 years, one can't help but to go on various websites, click the evening away on the computer, or tablet, and buy whatever you need at 11:14 PM and not have to speak with a single person, or tell the wife. All in the comfort of your home, pants optional. I am guilty of late night eBay purchases myself, most of the time clothed. It's quick, easy, cheap, and sometimes you even get free shipping. Everything is at our fingertips 24/7. Even the small guy can put his own stuff on auction sites or online classifieds and sell them to anyone in the world. A virtual online swap meet if you will.

But then there are similarities of the two time periods. Even though we don't go to the junk yards as much, the art of the quest is still alive and well. We just don't leave the house. Countless online classifieds offer us great ways to look for those used or no longer in production parts. We now have the whole world at our fingertips to search for that elusive piece for your car or a new vehicle to wrench on. I have bought so many more vehicles simply because I don't have to drive around and look for cars on the side of the road, search want ads or paper shoppers. I can sit while watching TV, go on my iPad and look for things that tickle my fancy. It's made life easier. Perhaps, too easy.

What I did notice while I was at the swap meet was there is still an interest in it. This year there was a resurgence in people coming out and buying parts face to face again. Fathers and Mothers with their sons and daughters looking at crusty gold as a family. High school kids playing hooky from school to go buy stuff. It's great to see this tradition still alive and well. Selling and buying at the swap meet was always something I looked forward to, even now. Maybe it's because I am a people person. Maybe it's because I have been doing it for so long its part of my spring ritual. I am not sure what the answer is but I'm happy to see that it hasn't lost its appeal.

One thing is for sure, no one would want to see me trying to sell my stuff without pants.

JT Burkard

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Send comments and suggestions to jtburkard@comcast.net



2016 Driver School Events

By Jeff White

New Jersey, Auto Racing, the NJ Chapter and Club Racing.

What's the connection?

You are all familiar with the historical logo of the NJ Chapter - an "nj" within the outline of the trademark BMW kidney grill. This logo adorns this newsletter, the chapter website and the front of our driving event t-shirts, among other things. What you may not know is that several years ago we were mandated from National to have an "official" logo that contains the BMW corporate roundel and has very specific dimensions and typeface (very Germanic - dictated by BMW AG). Board member David Allaway developed the design that was adopted by the Board and it is shown here (the color version is red, blue and black checkers).

BMW Car Club
of America
New Jersey Chapter



So, you may ask: what does a checkered flag have to do with NJ? Well, I'm glad you asked. In fact, that checkered flag reflects the history of both the NJ Chapter and the history of auto racing in the US, a history in which NJ played a significant role. Those of you with a longer memory may recall that the NJ Chapter was the first BMW CCA chapter to hold a driver school. The date was June 14, 1974, the venue was Lime Rock Park in CT and the registration fee was \$15!. The founders of the driver school program were Scott and Fran Hughes - NJ Chapter members. As I've written before, a concern at the time was whether the screaming 100-hp 2002's with their high cornering speeds would break the mounting 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. Now, fast-forward 21 years, Scott and Fran once again are innovators and start BMW CCA Club Racing. The NJ Chapter begins hosting a club race in 1996 at Lime Rock, then adds a second race at Summit Point in 1997. Now fast forward to June 2016 and the NJ Chapter has hosted 174 track events plus the 2015 Oktoberfest, comprising 279 total track days and 41 club races over 82 of those days. Clearly, the checkered flag is an appropriate logo for our chapter.



Now let's roll history back a bit. How does New Jersey figure into the history of auto racing in the US? As the late, great Phil Rizutto would say, holy cow you ask good questions. Auto racing in NJ began in 1900 at Trenton Speedway in Hamilton. The genesis was that NJ was home to a large number of horse racing tracks. Betting on horse races was made illegal in the 1890's but when autos came on the scene, these tracks became the perfect place to hold a car race. Over the years NJ was home to 75 different race tracks including the aforementioned Trenton Speedway that hosted races until 1972 including NASCAR races won by Bobby Allison, Richard Petty and David Pearson, Ho-Ho-Kus Speedway where Chris Economaki learned to love racing, Union Speedway was a half-mile oval track on the edge of Farcher's Grove (another NJ Chapter connection as we once held monthly meetings at Farcher's Grove Restaurant), Morristown Speedway where Lee Petty won, Flemington Fair Speedway which was in operation from 1917-2000, Old Bridge Stadium was another NASCAR venue where Junior Johnson, Lee Petty and Fireball Roberts won races, Wall Township where Ray Evernham and Martin Truex, Jr. learned to race, Vineland Speedway, a 1.5 mile road course where Mark Donohue and Roger Penske raced (you might recognize the racer/actor in the photo from Vineland), the Meadowlands where INDY cars raced from 1984-1991 with Mario Andretti, Danny Sullivan and Bobby Rahal among the winners and, of course, NJMP where Grand Am/ALMS raced. For anyone who wants to read more about the history of auto racing in NJ, the following websites have terrific information and old photos, including tracks with a racing surface constructed with boards set edgewise into dirt:



http://www.nj.com/news/index.ssf/2014/02/vintage_photos_of_a_long_history_of_auto_racing_in_nj.html

<http://www.njsportsheroes.com/auto.history.html>

http://www.nj.com/news/index.ssf/2014/02/vintage_photos_of_a_long_history_of_auto_racing_in_nj.html

http://www.nj.com/union/index.ssf/2014/02/glimpse_of_history_its_not_indy_its_union.html

Let's cycle back to Club Racing. This year we are holding our two traditional club races at NJMP and Summit Point. On June 6-7 we will hold our 20th anniversary Club Race and Driver School event. As we have done for the past 19 years, this event is to benefit The Westlake School - please see the photo elsewhere in this issue of our presentation to the Westlake Board of the chapter's donation. This year we also welcome Flemington BMW as our event sponsor. This is a fantastic spectator event that is an easy drive for our members to take during the day, come down and watch some racing. On Monday you can stay for the banquet and auction or come on Tuesday and experience the joy of the visiting Westlake students; here's a picture from a Lime Rock event as we take the kids out for a few parade laps. If you make the trip to the track we can even get you a ride with an instructor. This is how I was introduced to track driving; a few laps with Wade Wilson driving his E30 M3 at Lime Rock and I was hooked.

On July 23-24 we have our 18th annual race and school at Summit Point on the Main Track with this year being the 3rd Annual Geoff Atkinson Memorial event. Geoff was the epitome of everything that is great about driving events and the members who participate; Geoff was always willing to lend a hand to a driver or racer in need, a tremendous instructor who could get an immediate feel for both you and your car and give you those nuggets of help to make you better and he was a terrific racer (that's him leading in the photo). I realize that WV is a long drive as a spectator but for any of you who have never driven Summit Point, you really need to make the trip down. The track is fantastically fun to drive and we have a Sat. eve BBQ at the track.



Sharp eyed readers, or at least those of you who have not dozed off by this point, may have noticed the several references to NASCAR racing in NJ and wondered what that had to do with Club Racing and its checkered flag logo. That brings us full circle (pun intended) because for the first time, we will be hosting a 3rd Club Race. This time we are running as the support series to the NASCAR K&N Pro Series East event at NJMP on Thunderbolt on Sep. 16-17! We have the opportunity to be part of a true professional race event. The NASCAR K&N Pro Series, which includes the East and the West, is the top step in NASCAR's developmental ladder before drivers progress to the three national series. NASCAR K&N Pro Series veterans include 2011 Daytona 500 champion Trevor Bayne, 2015 Daytona 500 champion Joey Logano, and 2014 NASCAR XFINITY Series champion Chase Elliott, along with Ryan Blaney, Austin and Ty Dillon, Kyle Larson, Ryan Truex, Darrell Wallace Jr., and others. We will have Club Racing on Friday afternoon and twice on Saturday. We are also planning a BMW CCA corral and coordinating with NJMP to make the VIP spectator package available to our spectators (includes special viewing area, designated parking, BBQ and beverages all day on Saturday, private racer autograph session, swag bag and commemorative lanyard and ticket). This will be a terrific event and should not be missed.



Well, there you have it. Auto racing history, New Jersey, NASCAR, Club Racing and checkered flag logos all tied together like a group of contacts on LinkedIn. We look forward to seeing you at the track, we know you'll have fun if you come.

Jeff White (with thanks to Ross Karlin)

Getting the most out of Street Survival

By Brian Morgan

Students and parents alike understand the value of the Tire Rack Street Survival program; the hands-on-driving experience and the time in the classroom leave young drivers with a new perspective on safety behind the wheel and provide them with skills they can immediately put to use in day-to-day driving.

In the case of Kayla Tarsan, a graduating senior at Middlesex High School in Middlesex Borough, NJ and a graduate of the June, 2015 New Jersey Chapter Street Survival program, the program helped provide a scholarship as well.

Kayla, who will be majoring in fashion business management when she begins at the Fashion Institute of Technology in New York in September, applied for and won a scholarship that required an essay on safe driving.

The Jennifer Elizabeth Metzger Memorial Scholarship is given annually. Jennifer Metzger was a 16-year-old Colonia High School student who was killed in a single-vehicle accident in 2009. Jennifer, who was a passenger in the car, was a member of the school's varsity bowling team and was also a cheerleader. Two \$1,000 awards are given, one each to a male and female in the Middlesex County area.

Kayla used her Street Survival experience as the basis for her essay, and attached a copy of the certificate she was awarded at the end of the day to her application.

She said: "Upon reading about Jennifer, I was reminded how important safe driving is. In order to be a safe driver, it is important to know about your car, how it reacts in certain situations and how it can affect someone's life...

"When I got my probationary license at the age of 17, my mother approached me about participating in the Street Survival Teen Driving School hosted by the BMW Car Club of America. This is a hands-on, intensive program run for teens just getting their licenses to learn about their cars, driving conditions and street safety. I appreciated that my mother was concerned about my safety and protecting myself from being responsible for harming others.

"During the experience, I learned vehicle control skills, good driving habits, and how to be aware while driving. I sat through in-class presentations before going out on the course. During these presentations, I learned about vehicle dynamics, tires, obstacles, handling, cornering, judgment and adapting to conditions. In talking about vehicle dynamics, we learned about the weight of the car on the tires during turns, braking and accelerating."

After describing the program in detail, she said, "When I finished this experience, I felt that I had a better understanding of my car, how it works and how it is affected. Knowing about these topics made me feel like I can be a better and safer driver. I also feel I have defensive driving skills when I am constantly aware of what is happening around me. I wish that I could have taught the driver of the car Jennifer was in the things that I learned in this class so he also could have been a safer driver."

Kayla's description of the program underscores its value for participants; her scholarship is an added benefit. It is no wonder that the New Jersey Chapter's Street Survival programs fill up quickly. This year's programs will be run on Sunday, June 26 and Sunday September 25 at Campgaw Reservation in Mahwah, NJ.



Kayla - Checking Tire Pressure

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NJ CHAPTER CALENDAR

Welcome New Members

June 2016
Sunday, 12th 11AM to 4PM
Bimmers & Brauts Wurste Annual Car Show at BMW of Bridgewater.

Saturday, 18th at 2PM
Artist Thom Montanari (noted BMW artist) will present BMW automotive art at the Hopewell Valley Vineyards.

July 2016
Friday, 8th at 6pPM
BMW Biergarten Night at the Deutscher Club of Clark in Clark, NJ.

Communications

To reach our members in the fastest way possible we use email. Please make sure your email address is part of your profile at the BMW CCA National website. If you don't have one, get one.

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The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

MEMBERSHIP INFORMATION

Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. All membership applications, renewals, and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Please do not send applications, renewals, and address changes to the newsletter, the PO Box or any of the club's officers; contact the National office. Members of other BMW CCA local chapters may additionally join the New Jersey Chapter. Contact the National BMW CCA office for details.

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