



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Fall 2016

<http://www.njbmwcca.org>

Volume 47 Number 4

A Day at the Races

Photos by Klaus Schitzer



BMW CCA Club race opens for NASCAR race at NJ Motorsports Park in Millville, NJ.



Newletter of the NJ Chapter
BMW Car Club of America
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Initial Ramblings

By JT Burkard

Emerging from its Slumber

This has been an interesting year for me. I went into business for myself. It was a huge leap of faith but I know it was the right move. After 15 years of employment as the Director of Operations at a specialty car dealership, the owner retired and I found myself no longer there. I could have easily gone to another high-end dealership with my experience. I thought about applying to several of the nearby BMW dealerships. I also considered going to Porsche, Mercedes and Audi. Ultimately I decided this was a push to get me to do something that I have talked about for years. I took a chance and jumped in feet first and started my own vehicle marketing firm. I have to say it's been the best decision I made in a long time. The hours are better, the casual attire policy fits me perfectly, the commute couldn't be better, there is a self-serve restaurant within walking distance from the home office and I get to do what I do best without anyone trying to micro manage me. Plus, I get along with the boss well! The only problem I have is with the 4 feline intern employees that need constant attention while I am working at my desk. Did you ever try to list an ad on the internet while getting pawed on the arm? It's not conducive for productivity.

I have to say working for myself has its benefits but it also has its downsides. The biggest one is that I wound up burying my E21 in the garage under stuff. At the beginning stages of this venture I utilized my single car garage and driveway as a detail center and repair workshop for some of the cars that I picked up to resell. The trunk of the 320i was inadvertently used as a workbench to put detailing microfiber cloths on, extra car covers were on the roof, tools, parts boxes, and other things that found their way there. I do have two covers on the car, one thicker indoor outdoor cover, then another one made of parachute type material to protect it but that was just for when I was walking past it, not to protect from bench duty. I had a towel down on the trunk as an extra buffer but still that was no excuse. The garage got completely unruly to the point where I haven't used the car all year. Heck, I haven't even seen the car all year!

With the Show and Shine at the Deutscher Club coming up on September 22, it was going to be the reason I had to straighten up the garage, dig the BMW out and start using it. So on the 21st I started, anywhere and everywhere. I cleared off the boxes and small items that were on the hood area, I removed everything else that was on the trunk and stored under the back of the car as well, and within a couple hours, the car was free. The following morning I had scheduled the day specifically for getting the E21 ready. Well, I wound up going to the dealer auction instead but I was able to get home in time to spend an hour or so to wash and clean up the car quickly. I was hoping to give it a nice detail, two stage compound, & wax but with my limited time I just had to wash it and spot detail. The rear quarter seemed dull. Perhaps from me sliding between the car and the shelf that's on that side of the garage, the friction from the cover caused some minor dulling. I buffed out that quarter quickly and it removed most of the blemish. I dressed the rubber and the tires and I was ready.

The moment I got behind the wheel, everything was right. Man, I love driving this car. I felt ashamed that it sat in the garage for 10 months unused. I cruised up the Parkway with a big smile on my face and 45 minutes later, I was at the Deutscher Club. I pulled in and parked next to a beautiful 2002. It was my first drive of the year in the car and nothing more appropriate than to the German club for our BMW event.

Now that the car was out of the garage I had to focus on the next event coming up, the Circle BMW Show and Shine on October 8th. The Friday before I was able to spend the day and go over the car well, I buffed and waxed it. I vacuumed the interior, which really didn't need much, cleaned the windows, etc. Wow, it was looking terrific! Honestly, I must have stepped back and stared at the car countless times saying "I can't believe how nice this looks". The weather was calling for possible rain during the afternoon of the show but I didn't care. I was using the car for why I owned it, to enjoy it. What a great showing it was too. Lots of BMWs of all makes and models and even a Ferrari and a Porsche showed up. Since I live

in northern Ocean County this was a very convenient event for me being only 20 minutes away. Plus, Circle is a great dealership and a wonderful supporter of our club. I hope they do more events like this in the future.

With that show out of the way, I was shooting for the final event I wanted to attend, the Cars and Coffee of NJ gathering in Millstone, NJ on October 16th. I really enjoy these because it's not a traditional car show where people get trophy's or stale music being pumped out by a DJ and people sitting behind their cars in folding chairs. Everyone is walking around to check out roughly 600 cars of every type including Hot Rods, Exotics, European, Muscle Cars, and Japanese, whatever you can imagine. It's all there. The month before, I was parked between a VW bug and a Lamborghini; this time it was a late 80's Mustang and a Corvette. It was nice to see several BMW club members wandering around as well.

When I left, I stopped at my sister's house for a surprise visit. My oldest nephew who is 15 was excited I had one of my "cool cars". I never realized but he never got to go for a ride in the E21. Well, this needed to be addressed and I said "let's go for a ride". He was never in a car that had manual windows or a crank sunroof, so right off the bat he was intrigued. It was a fantastic Uncle / Nephew bonding experience. We went down the roads that he knew and wound up on roads neither of us knew. It didn't matter; eventually we would find our way back. I can tell by the smile on his face he was hooked. It was really the icing on the cake to my E21 adventure of the year. Honestly, that moment was better than any of the shows and events I attended. To me, this is the essence of owning a classic car, to bring history and the experience to a new generation.

The only thing left to do is the Whack your Turkey Rally and then it goes back into the garage, now cleaned and organized, for the winter. I'm not sure the Feline interns wouldn't be of much help in that though.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net





Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! I am closing the 30th year of *Philes' Forum* publication with a few unrelated tech tips.

Most of us know about or have patronized Harbor Freight Tools. While some tool snobs out there might pooh-pooh HF stuff, my opinion is that some of their hand tools provide good value, especially for occasional or DIY use. Hey, a set of inexpensive combination wrenches in the trunk of your Bimmer beats the heck out of *no* wrenches. However, according to reports on iATN [International Automobile Technicians Network], you should be wary of HF automotive fuses. These fuses, which come in an assortment, look pretty much like fuses from traditional manufacturers such as Bussman and Littelfuse.

In a recent thread, an iATN member reports testing the fuses from one HF 5-30 amp fuse assortment. He reports that they ALL held about 75 [that's *seventy-five*, folks, you read it correctly] amps before blowing! Fuses have a temperature-time curve, meaning that the time to failure depends not only on the amount of current flowing through the fuse, but the amount of time the current flows. For example, a 10-amp fuse might endure 13 amps or so for a few minutes before blowing, while the same fuse should blow much more quickly at 20 amps. Regardless, a 5-amp fuse holding 75 amps for *any* amount of time is pretty scary.

So, while carrying an HF wrench set in your Bimmer may be a good idea, carrying their fuse assortment might not be.

After writing the foregoing I happened to see an HF ad for a 1/2-inch pneumatic impact gun. https://pbs.twimg.com/media/Cr1_Lp1UAAA-IRK.jpg The ad claims that the HF is more powerful, lighter and quieter than a Snap-on model, at less than 1/3 the price!

Many of you change your own brake pads, and hopefully you don't use pads from HF [kidding of course]. I'm sure you use OE [Original Equipment - from your BMW dealer] or OE-quality pads from a reputable aftermarket source, but what about that new pad-wear sensor?

I have previously written about the evolution of BMW brake-pad-wear sensors, so I won't repeat my tome other than to say that recent Bimmers use sensors that actually predict how many miles remain until the pads need replacing. Older sensors simply illuminated a dash lamp when the pads wore to the replacement point. The old-style sensors could be reused if they hadn't yet turned the lamp on, but I always replace them. On cars with the newer-style sensor and the Condition Based Service [CBS] feature, it is important that you use an OE or OE-quality new wear sensor when you replace brake pads. I have experienced difficulty, and read others' reports to this effect, in getting the CBS brake-pad monitor to reset after the new pads and sensor have been installed, and the problem turned out to be an aftermarket pad-wear sensor that the CBS electronics didn't "like". An OE sensor fixed things. So, if you are buying brake parts from an aftermarket source, be sure to confirm with them *beforehand* that the pad-wear sensors they supply will not cause CBS-reset problems. If you inform them of problems afterwards, be prepared to be told that you don't know how to reset the CBS. [Heck, you will probably be told this anyway.] Personally, I always use OE sensors, regardless of what brake pad I am installing.

Although the following applies to many Bimmer models, some as much as twenty or more years old, this specific account applies to an E46 325i with over 150,000 miles. A fellow had a valve-cover-gasket oil leak [Imagine that!] and after replacing the valve-cover gasket he had no more oil leak but he had an illuminated "Check Engine" lamp. OBD II diagnostic trouble codes P0171 and P0174 were stored in the engine control

computer [DME in BMW-speak]. WTF!?

These codes set when the DME detects a lean-running condition; the 171 code is for Engine-Cylinder Bank 1 and the 174 code is for Bank 2. Banks on an in-line six? Yes: Bank 1 is cylinders 1-3 and Bank 2 is cylinders 4-6. So the codes suggest that the whole engine is running lean. But how can a valve-cover-gasket replacement cause the engine to run lean?

First of all, whenever you remove a "plastic" valve cover from any BMW engine, especially a six, it is not unlikely that the cover will be warped. Removing the cover and replacing the gasket will NOT correct the warp situation; Indeed, it will probably make the problem worse. Don't ask me why this is, but it is so. [Remember that on the subject E46, there were no lean-running codes stored prior to the valve-cover-gasket replacement.]

Second, BMW's engine-crankcase-ventilation [PCV] system tries to maintain a prescribed vacuum on the engine internals. The actual vacuum spec varies from engine-to-engine, but the vacuum one should measure on a warm-idling E46 325i is about 4 inches of water column. If there is an air leak on the valve cover, either due to a bad gasket or that warped valve cover, the PCV will, in trying to maintain the engine internals at the prescribed vacuum, suck a lot of unwanted air into the intake manifold and.....BINGO.....the DME will set lean-running codes.

On the subject E46, the owner lucked out with the valve cover itself insofar as warpage, but when he checked his work, he found a piece of the original gasket had been left on the cylinder head when the valve cover was removed the first time. So the piece of old gasket created the air leak that caused the lean-running codes.

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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NEIL R. GAMBONY

New Jersey BMW CCA Board Meeting Minutes

August 31, 2016

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

Marc Goeller called the meeting to order at 7:37 PM at Alfonso's in Somerville. Ross Karlin motioned to accept the July minutes as distributed and Jeff White seconded (carried unanimously).

President

No report.

Vice President

Marc Goeller noted that our Show, Shine & Swap event will be 9/22 (Thursday) at the Deutscher Club of Clark (DCC). This is to be included in the blast e-mail. There will be a (non-club) show & shine event at Circle BMW on 10/8, with food, live music, special deals on parts and accessories, and a possible special display from BMW NA. There will be an informal gathering afterwards at the Asbury Festhalle. Marc reported that the Ramapo Concours and BMW of Bridgewater events were successful. Ross Karlin noted that the E30 M3 SIGFest will be 10/22 [and 10/21]. No requested dates are available at DCC the first week of December or the last week in November for our year-end membership meeting [subsequently scheduled for 12/13].

Driving Events

Jeff White reported that our Driver School, Club Race and car corral at NJMP is 9/16-17, and we are still actively soliciting sponsorship. Registrations so far are extremely light, with 16 students and 16 racers. Another blast e-mail should go out tomorrow.

Autocross

Elihu Savad reported that our last scheduled autocross was on 7/31. The NJ Expo Center has no available dates in September or October. We are looking into Old Bridge Township Raceway Park (Englishtown), with a possible date of 11/5, at a cost of \$1,800 including ambulance. We are also investigating the Six-Flags Hurricane Harbor parking lot which is unused after Labor Day. Elihu reported that Holmdel Township has accepted our motion for dismissal of our pending court case. Elihu has determined, via the NJ Turnpike Authority, that the PNC Bank Arts Center south lot (previously unusable due to condition) is scheduled to be repaved in September, and he has already applied for dates.

October 5, 2016

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

Jeff Caldwell called the meeting to order at 7:35 PM at Alfonso's in Somerville. Jeff motioned to accept the August minutes as distributed and Marc Goeller seconded (carried unanimously). [Note: There was no September meeting]

President

Jeff Caldwell reported on his visit to Greenville, SC. National is trying to build a complete archive of all chapter newsletters. Brian Morgan has hardcopies going back to 1977. David McIntyre has an electronic archive. Brian also has 21 years of photos. The BMW Foundation is also looking for items of chapter history. We will mention in the newsletter.

Vice President

Marc Goeller noted that Circle BMW will have a social event from 10 AM to 3 PM on 10/8, with a food truck, live music, and parts discounts. The November/December meeting will be 12/13 at Deutscher Club of Clark. Our Show, Shine & Swap on 9/22 was a resounding success, despite being short on daylight.

Driving Events

Neil Gambony reported that the Whack Your Turkey Rally will be on 11/20.

Driver Schools

Jeff White reported that our September NJMP school/race was a spectacular success, and everyone wants to do it again next year. Turnout was slightly light, and we will probably lose a small amount of money on it this year. Larry Engel commented that it was great to see our new pop-ups right at the entrance, and the PR was phenomenal. Ross suggested a possible tie-in with our TireRack Street Survival Teen Driving Schools. Our Shenandoah driver school is this weekend, and is at break-even. Jeff is in communication with SPR and NJMP regarding our 2017 dates (to be announced). Jamie Kavalieros reminded us that we still need to purchase 3 or 4 new (Snell 2015) helmets. Larry Engel noted that our second Street Survival school of the year was a couple of weeks ago. There was a discussion on public parking policy at Campgaw during our school. Larry is looking to do a third at NJMP on 12/11 using the Lightning paddock [Note: Subsequently cancelled].

Autocross

Jeff Caldwell reported on Elihu Savad's behalf that our last autocross of the year

Treasurer

Ron Gemeinhardt distributed the current financials. Ron noted that we have received reimbursement from National for our June Tire Rack Street Survival school. We have \$2,210 in Westlake School donations. Ron will have a year-end financial projection by next month's meeting. Ron is pursuing online backup for our financial records. There was a discussion on updating the bank signatories, currently Jeff Caldwell, Marc Goeller and Doug Feigel. It was suggested that the third signatory be a current officer, other than a contract signer, likely to be present at track events. Ron noted that he is considering other banks, due to dissatisfaction with PNC Bank's online bill pay.

Business Manager

Matt Baratz noted that Circle BMW has signed up for a full-page ad, starting with the current issue. Turner Motorsports and Bavarian Autosport are nearing the end of their issues.

Website

Colin Vozeh reported that the sponsor logos are not yet on the front page, but this will be worked on after Labor Day.

Newsletter Editor

Jerry Faber thanked Brian Morgan, Colin Vozeh and Paul Ngai for the photos used in the current issue. The next deadline will be 11/4.

Members-at-Large

No reports.

Old Business

Succession planning was discussed for 2017 and beyond.

New Business

The next board meeting was set for 7:30 PM on Wednesday 10/5 at Alfonso's. Jeff White motioned to adjourn at 8:51 PM and Ross Karlin seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

will be 11/5 at Old Bridge Township Raceway Park (Englishtown).

Treasurer

Jeff Caldwell reported, on Ron Gemeinhardt's behalf, that the current financials will be e-mailed. There is a large swing in net income for the year (up approximately \$41,000), mainly because we have received two deposits from MotorsportReg since the last meeting. This brings the Summit Point school/race well into the black, as expected. The NASCAR event and Shenandoah also appear profitable but we have not seen all expenses from those yet. As noted previously, we have begun moving our accounts from PNC Bank to Bank of America. While setting up the Bank of America accounts, Ron discovered that several transactions had been duplicated when downloading activity from PNC Bank to Quicken. These have all been corrected (duplicate payments deleted and credited back to our books). Our actual cash on hand was unaffected. We have approximately \$3,000 for the Westlake School, to date, not including proceeds from garage rentals. Ron will have a final figure for the next meeting. There was a discussion on a memorial donation in memory of Albert Kosempel, founding partner of JMK BMW and Deutscher Club of Clark (DCC) trustee. Jeff White motioned to donate \$250 to DCC in his memory, and Marc Goeller seconded (carried unanimously).

Secretary

Dave Allaway noted that 2017 board nominations are due by the November board meeting. A notice will be posted on the forums, and also needs to be in a blast e-mail.

Newsletter Editor

The next NJ Chapter Bulletin deadline is 11/4.

Old Business

Jamie Kavalieros reported that a 5x10 indoor first-floor storage unit is \$101 per month (\$119 for outside access), not temperature controlled, using Manville as a mid-market location. He will investigate further.

New Business

John Gyorfy noted that the chapter toolbox inventory was on the old website and needs to be moved. Jeff Caldwell will obtain an updated accounting from Ed Hansen. John inquired as to why we are not publicizing the E30 M3 SIGFest. Bob Isbitski reported that they are no longer a chapter of the BMW CCA.

The next board meeting was set for 7:30 PM on Wednesday 11/9 at Alfonso's. Jeff White motioned to adjourn at 8:37 PM and Marc Goeller seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

NASCAR comes to town

By Jeff White

and we end the year with a great Shenandoah event

If you happened to read my submission in the last Bulletin or read the email blasts from the Chapter announcing September events, you know that the NJ Chapter participated in a unique driving event on Sep. 16-17. We were the support racing series for the NASCAR K&N race at NJMP Thunderbolt and we held a driver school for advanced solo drivers at the same event. The event was a huge success with every driver remarking how much fun and how relaxed the atmosphere was despite the large spectator turnout.

We started Friday morning with a 3 hour unstructured driver school for advanced solo students and instructors. With a lighter than expected turnout, everyone had plenty of open track to hone their skills and experiment with new driving lines. The unstructured format allowed participants time to discuss technique among other students and instructors in the paddock and then return to the track to put suggestions to the test. In the afternoon sessions, Club Racers had the track for warm-up, qualifying and then the first sprint race. In that race, Will Vanjonack sprinted to the lead and then ran away from everyone and eventually lapped the field! Lou D'Angelli and newcomer Eric Magnussen filled out the podium.

Interspersed between the club racing sessions, the K&N drivers took their practice sessions. The tremendous talent of these young racers (the drivers ranged in age from 16 - 23), none of whom had ever driven Thunderbolt before, was rapidly apparent. During the afternoon sessions each team would go out, run a series of laps and then return to their garage for further suspension tuning. The cars were clearly a handful to drive as the drivers worked to learn braking and turn in points while also managing how the cars turned in vs. oversteered. As a measure of how quickly they improved, their initial laps began about 1:35 per lap and by the end of the afternoon, the fastest drivers had shaved 10 seconds off that lap time and were turning laps at or better than Will Vanjonack's fastest lap!

Saturday morning started with the driver school participants taking to the track for an initial hour of time and then they gave way to racing for the remainder of the day. Once again club racers alternated time with K&N racers. In the morning sprint race Will Vanjonack again was the overall winner but he had some closer competition from Mark Lounsbury and Jeff Bruce finishing second and third. In the afternoon feature race, Will made it a clean sweep followed by Jeff Bruce and Eric Magnussen. This simple report of the race results does not provide an adequate description of the day's activities. During the course of Saturday we had several club members join us in the car corral area as spectators. The general attendance throughout the day grew steadily. NJMP arranged for BMX cyclists to put on a stunt show, monster truck rides for kids and a BBQ buffet with the purchase of a VIP ticket. Spectators walked throughout the paddock and club racers were happy to oblige and allow parents and kids to take photos and have the kids sit in their race cars. There is nothing better than the joy of a young race fan getting a chance to see a "real race car" up close. Race fans were also enthusiastic and careful observers of our races - proving once again that a true fan just likes good racing regardless of who is driving. Special thanks to Tony Salloum and VAC Motorsports for providing event shirts and track-side support and to Retail Performance Company for sponsorship.

The day finished with a fan walk in pit lane with the K&N cars and drivers and then an exciting near two-hour race. An interesting aspect of the K&N series is that there are no pit stops. At the half-way point, there is a full course double yellow flag and all cars come into the pits to refuel. Cars exit the pits

in race order behind the pace car and then the race resumes to the checkered flag. This was true road course racing with plenty of close passing and clean driving. Keep your eye on these young racers, we will see them soon in NASCAR weekends.

What started as a leap of faith to try something new (think of Indiana Jones stepping out onto the stone bridge in the Last Crusade) ended as a rousing success with every participant hoping we can repeat the event in 2017. Stay tuned!!

We closed out the 2016 driving season at our now traditional event on the Shenandoah Circuit at Summit Point Motorsports Park. This was the 11th year for us at Shenandoah (how time flies!). With each year, the word spreads that Shenandoah is truly a terrific driver's track and the number of people who say that it is their favorite track grows. Saturday was rainy and so speeds were low and everyone learned car control both on the track and on the skid pad. On Sunday, the sun came out, the track dried out and everyone got to see what driving Shenandoah was really all about. I have said it before and I will say it again to anyone who will listen, Shenandoah will make you a better driver on any track you visit. The patience and attention to good technique that it demands translates to any venue. We also want to give a special thanks to our skid pad instructors (Yani Avrahami, Rod Hahn and Mike Saul) and to classroom instructor Gerry Chan who, quite literally, went the extra mile and gave track walks on both Saturday and Sunday. If you really want to learn how to read a track, you must take one of Gerry's walks.

Let me close out this year by once again thanking all of the people who make our driver schools and club races a success: Jamie Kavalieros as Registrar and keeper of the helmets, Barry Stevens as Chief Instructor and all our corps of instructors, Warren Brown as Chief of Tech and our Tech workers who come out in the dark of night and the dawn of early morning, rain or shine to keep everyone safe, Doug Feigel, Mark Mallory and Ron Gemeinhardt as pit out workers and Ross Karlin as our Club Racing Chair. None of our events would be possible without the hard work and dedication of all our volunteers.

As I write this, we are in the final stages of setting our 2017 track dates with NJMP and Summit Point. Expect a full announcement in the Winter Bulletin and on the chapter website.

One final reminder, if you are looking for a holiday gift idea, remember that Snell 2005 helmets will no longer be accepted next season. Have a great off-season and we'll see you at the track next April.

Jeff White



A Day at the Races at NJMP

Photos by Klaus Schnitzer



Driver School at Shenandoah



Photos by Etech Photo (see Facebook page)



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Circle BMW Hosts Its First Annual Oktoberfest

Photos by Justin Kennelty



Jeff Caldwell, Marc Goeller, Ken Vicari and Pam Marshall pose with raffle winner Vic Lucariello, Jr.



BMW Chemical demonstrated its incredible detailing system.

Circle BMW Hosts Its First Annual Oktoberfest

By Matt Baratz

The trees hadn't quite blossomed last spring when Circle BMW contacted our Chapter to inquire what kind of an event the Chapter might like in 2016. Circle has hosted a dealer meeting at its pristine Eatontown facility for many years and it never fails to impress the membership with its events.

Pam Marshall, Circle's Director of Marketing and Communications and Ken Vicari, its Parts Manager, have hosted tech sessions and new product presentations at previous events. Pam and Ken wanted to build on Circle BMW's tradition of success and create a really special experience for the Chapter. When Board Member John Gyorfy suggested a show and shine, the team at Circle hit on an Oktoberfest event and a new Chapter tradition was established.

Over the summer, plans for the event solidified - it would be held on October 8th, a real celebration in prime Oktoberfest time. By mid-September, more than 100 members had registered for the show and shine.

Circle hosted the event at its beautiful new back lot overlooking the dealership. They set up registration, hospitality and raffle stations and arranged for BMW to demonstrate its detailing system on a Caribbean Aqua Mini Convertible. Circle even opened a dedicated parts store and offered special pricing for

members. Circle also provided a prime spot for the New Jersey Chapter's tent and over the course of the day we registered new Club members and sold some of national's nicest bling.

By late morning the lot filled up with fine German metal. Circle displayed a new M2, an M3, as well as an M4, an M6 and an i8. They joined a wide range of classic Bavarian beauties, from shark-nosed E24 classics to V-8 E92 M3s and Individual F32 M4s. There were even a few fine motors from Stuttgart and Sindelfingen and one silver beauty from Modena.

Circle arranged to have Sterling Sowerby, also known as the Flying Deutschman, drop by in his incredible mobile beergarten. Sowerby's Currywurst is just as good as they serve in Charlottenberg and maybe better because Circle treated the attendees to lunch. The Deutschman went through so much food that his truck must have really flown home.

After lunch, Circle raffled some great prizes including BMW's new carbon fiber bike which was won by Vic Lucariello, Jr. As goody bags were loaded into trunks and engines fired up, Circle bid farewell to participants and promised to make this fabulous event an annual tradition. Thanks for a great event Circle, we tip our Trachtenhats to you.



Ken Vicari, Service Manager, raffles a carbon



Two Estoril Blue F-30's grace Sterling Sowerby's Flying Deutschman catering truck (don't miss Sterling's Currywurst).

Whack Your Turkey Rally to Benefit NORWESCAP

By Neil Gambony

The Annual NJ BMW CCA Whack Your Turkey Rally will be held on Sunday November 20th. This year our rally masters, David Allaway and Deborah Kolar, announced they will be starting the Rally from the Bimmer Barn/Vicari Motors located at 999 US Highway 202 North in Branchburg NJ 08876.

New for this year, all proceeds of the Rally will benefit NORWESCAP (www.norwescap.org). Among the many programs of NORWESCAP is their food bank that helps in the distribution of more than 2 million pounds of food annually to over 120 pantries, shelters, soup kitchens, senior centers, and on-site feeding programs in Sussex, Warren, and Hunterdon Counties. The entry fee is \$25 dollars per car. In addition, participants can bring non-perishable food items such as: canned tuna, beef stew, macaroni and cheese mix, peanut butter, 100% juice, unsweetened cereal, oatmeal, canned fruit, canned vegetables, tomato sauce, pasta products, and water, etc. Any additional donations of cash or checks are also appreciated.

Registration will open at 8:30 am with a drivers' meeting at 9:00 am, cars to leave shortly thereafter. No special equipment will be needed other than a clipboard and some pens or pencils and the attitude to have some fun!

For those of you who have never attended a rally, the format is that each car is given a set of driving instructions with question/clues to be answered over the route in a set amount of time. The drive is through scenic parts of NJ on back roads and ends at a

restaurant where everyone can review the answers. Not to worry, the directions are designed so you should not get lost.

There will be 2 classes of competition: Driver/Navigator - 2 people in the car and Family/Fun for cars with more than 2 people. Only cars in the Driver/Navigator class are eligible for NJBMW CCA Championship points. As always, children are welcome to attend however they will need a minor waiver form signed by a parent or guardian. The form can be downloaded in advance from the NJ BMW Chapter website in the Forms subsection.

You can register by sending an e-mail to: rallymaster@njbmwcca.org with WYT in the subject line. Although pre-registering is not required, it will help in having the finish point staffed sufficiently. Please include your name as well as the other participants on your team and what class you are competing in along with an e-mail address should you need to be contacted. Be sure to have your BMW Club membership card with you.

Thanks, we look forward to seeing you there.

Neil Gambony- Driving Events Chairman

NJ BMW CCA Championship Series

By Neil Gambony

While conversing with a new member at the NJ BMW CCA Banquet this past March, I was asked what the NJ BMW CCA Championship awards were about since we were there to honor our top three finishers. To the best of my knowledge I explained what they were about and then after giving it some thought, the light bulb (incandescent, of course) went on as I realized that there may be many other members who are unaware of what the Champ Series is about.

Before explaining what it is all about, I'd like to start with a brief history of the Champ Series or the Championship Cup Series as it more officially known as. The series started in January of 1977. To put it into perspective, the series has been around since the American introduction of the 320i, the original 3 Series, The Eagles were warning us about "Life in the Fast Lane", Jimmy Carter was POTUS and Carter Fratt was the Chapter's President. January of 2017 will mark the 40th anniversary of the series for us. [Where has the time gone? JF]

So what kind of stuff were we doing 40 years ago? Apparently, we were pretty industrious and adventurous with 12 events throughout the year, one a month. On the schedule for the year were 5 autocrosses, 3 rallies, an ice trial, a gymkhana, an economy run and a Concours d'Elegance. Your best 8 of 12 events were counted for Cup points.

Only 19 NJ BMW CCA members have had their names engraved on the Championship Cup. That is one of the awards of the series that you get to hold until the following year, something like the Stanley Cup only much, much smaller. Jeff Davis was the first Champion and he won it twice. Other 2 time winners are Larry Engel and Doug Feigel. The 3 time winners are Don Salama, Alex Fadeev, our current Cup holder and Judy Davis, who is the only woman to have her name on the Cup. Four members have won the Cup 4 times, Jim LaForge, Elihu Savad, James Kavalieros and Mario Sousa who has the

distinction of winning 4 years in row, 1994-97. One-time winners are Stan Greenspan, Dean Christie, Andy Korinis, Dave Fitting, Scott Weiner, Ed Walters, Pete Revendis, and Mark Mallory.

Now back to the current day events of the Championship Cup Series, we have several autocrosses; an autocross consists of driving your car through a challenging course of cones set up in an empty parking lot. It's a lot of fun while learning car control. The rallies we have been running lately are Fun or Gimmick rallies; you are given a set of directions to follow while answering questions from landmarks along the way. They're fun for the whole family. We also hold a Pinewood Derby, similar to the Scouts' Derby, another family event. Points are awarded by the finishing order of each event and are tallied throughout the year. You can participate in any event of the Series without having to participate in all them. Information about any of the Series events are posted on the website, the newsletter or in the e-blasts preceding any of the events.

I would like to thank Brian Morgan, the Club's unofficial historian, for providing me with the information regarding the beginnings of the Championship Cup Series. Now I just need to find out from Brian when the Club stopped giving the Champion a case of beer to drink out of the Cup!

Neil Gambony

neilgambony@njbmwcca.org

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Autocross Series

By Neil Gambony

Holmdel has curtailed the use of parking lots at the PNC Bank Arts Center this year. Our last posted event was Nov 5th with NJR SCCA at Metlife Stadium. This event was part of our champ series, though sparsely attended by CCA members.

I am hoping to have a schedule next season, but so far we may only have the NJ Expo site. We can really use additional sites;

please look for large parking lots that we may be able to use. Send me whatever information you have, and I will try and follow up every lead.



Photo By Matt Baratz

NJ CHAPTER CALENDAR

November 2016

Sunday, 20th

Whack Your Turkey Rally. See article on page 12.

December 2016

Tuesday, 13th

Meeting at the Deutscher Club in Clark. Elections and Pinewood Derby (Champ Series event).

2017

Check our website for NJ Chapter's Annual Banquet information.

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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MEMBERSHIP MEETING INFORMATION

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

MEMBERSHIP INFORMATION

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

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

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

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