



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
Summer 2017

<http://www.njbmwcca.org>

Volume 48 Number 3

## BMW NA Hosts E30 M3 Sigfest



Oleg Satanovsky, Product Communications at BMW NA



L to R: Dave Flogaus - Del Val, Lou Ann Shirk - National, Larry Engel - NJ

# Biergarten

Photos by Colin Vozech



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# President's Corner

By Jeff Caldwell

## Why should I join the BMW CCA?

I recently received my Ten Year pin from the BMW CCA. It's hard to believe I only joined the club ten years ago, as I am currently in the final year of a five year stint as NJ Chapter President. Crazy! I have been a BMW fan for as long as I can remember. Like many of you, I have owned more BMWs over the years than I can count. Some great, others not so much, but they all were part of my journey with the only car that has ever really captured my attention. So why did I wait until my 30's to join this fantastic club? Simple. I didn't know the BMW CCA existed! You might be wondering what this has to do with the title of my article, as I am certainly a member now! I ask you to please indulge me for a few more paragraphs and everything will make sense. I hope...

Admittedly, I spent a number of years without a BMW in the driveway. My E21 died shortly after college and as a young person working hard I didn't have the resources to afford one. I thought about an E30, but even then (mid 90's) they were too expensive for a somewhat broke mid 20's guy to manage. After a couple of stints with some unsatisfying non-BMWs, I finally was able to snag a 1999 E46 323i sedan. It was an automatic with high miles, but the passion was back and I was in love all over again. I felt like this was the greatest car in the world. Truth be told it was the greatest car in the world for me at that time. After the E46 transmission gave up I found a 1994 E36 325i sedan. Fun car and certainly the beginning of my love for E36s. Even though I adored the E36 I found myself wanting something sportier and perhaps with a little more power. Funny how that works, isn't it? Enter the greatest car I never should have sold. A 2007 Titanium Silver Z4M coupe with red interior. She was a beauty. The car had loads of power, handled great and was SO much fun to drive. When I picked up the M Coupe there was a brochure for the BMW CCA in the folder with the owner's manual. There's a BMW club? There are other people like me who love these cars as much as I do? Wow! So I sent in the paperwork and the rest is history. The cool part of the BMW CCA is that even if you don't own or drive a BMW you can still be a member. I wish I knew that back in the 90's when I spent more time sitting in dealership showrooms dreaming than I really should have. The club would have been a great way to stay plugged in to the BMW world and hang out with like-minded people. I simply had no idea.

So why did I tell you this story? Several reasons, but the main one being to highlight how difficult it is for the BMW CCA to reach potential new members. I am a prime example. If the club can't reach someone like me, then what chance do we have to reach the more casually interested driver or enthusiast? Well, in 2017 it's a bit easier than it was in the 90's. First of all, there's the internet. That's a big one. However, despite the internet and social media there are still people who don't know the club exists. You really need to be looking for it to find it. Nonetheless, there are some encouraging signs and club membership over all chapters nationally is either growing or stable. Might not sound like much, but in this age of declining engagement with clubs and volunteer organizations it's a good thing. Still, we can and must do more to ensure the club's health and growth in the future.

A couple weekends ago I had the pleasure of attending BimmerFest East, which by the way is held in Englishtown, NJ at Raceway Park. It's the largest gathering of BMWs on the

East Coast and really has something for everyone. There was everything from drift cars and show cars to race cars and plenty in between. If it's BMW and you can dream it, it was there. The NJ Chapter and its dedicated staff of volunteers hosted the Autocross as well as staffing a BMW CCA booth to recruit and sign up new members. The booth was organized and championed by our own Bob Isbitski, a long time NJ Chapter member. Thank you Bob and all of the other Chapter members who spent their valuable free time over the weekend on behalf of the BMW CCA. You guys are amazing! While at BimmerFest I spent some time in the NJ Chapter booth and spoke to members and non-members alike. Something really struck me from my time there. The most common questions I got were "Why should I join the BMW CCA?" or "What do I get with my membership?". Seems a pretty simple question to answer, right? You'd be surprised. I found that I was met with a great deal of skepticism. You'd think that people at an event celebrating BMWs would want to be part of the largest single marque car club in the world. You'd think it's a no brainer. It's not. I found myself often times struggling to convince someone that the \$48 annual dues are worth it. You get Roundel for a year (best BMW publication out there). You get \$500 - \$1500 off the next BMW you lease or buy. You get access to the largest BMW enthusiast network in the world. You get access to all of the NJ Chapter events, both social and driving, and those of any other chapter. Maybe someday you get a cool Ten Year pin. Ok, I didn't use that one, but you get the idea. I was clutching at straws for a moment and then it dawned on me.

You come for the cars and stay for the people. Yes, it's a cliché. However, in this case it's true. The single best part of the BMW CCA is the people and relationships you form as part of it. If you are a member and have not been to an event I encourage you to come out. Many of my best friends are part of the BMW CCA. I met them through club events, driver schools, autocrosses and racing. These are some of the finest, nicest, and most generous people you'll ever meet. Several years ago my wife's E46 convertible top broke. I happened to be talking to my friend Ralph Angersbach (long time club member) on the phone and he says "I'll come up tomorrow evening and we'll fix it". Just like that. It's a 45 minute drive for him each way and I never asked for help. He just offered. Trust me when I tell you, this happens all the time. There's always someone in the club to help, always someone to lend a hand if you need it.

That's how I should have been selling the club. It's not about the Roundels that will fade or the rebate on the new car that will be deposited and forgotten. It's about the life-long relationships and friends that will be here long after the shine on our new M4s is gone. That's why you should join the BMW CCA.

Thank you for your membership and support of the NJ Chapter and the BMW CCA. Thank you for making our great club even better. Please come out and join us for an event. Tell your friends to join. Heck, tell a stranger with a BMW to join. Let's all make sure this club is prosperous well into the 21st century. We can't do it without you all, our biggest cheerleaders. Thanks again. Hope you had a great summer.



## Philes' Forum

By Vic Lucariello, Sr.

Hello bimmerphiles! In this sojourn into the *Philes' Forum* chronicles, I have a follow up to my last column together with a new item on brake fluid.

Last time out, in the Spring 2017 *Bulletin*, I wrote about using Dexron III-type automatic-transmission fluid [ATF] vs Pentosin CHF 11.S fluid in your Bimmer's power steering. [You should be able to download the Spring 2017 *Bulletin* from the NJ Chapter Website.] I advised that, if your Bimmer uses Dexron fluid, you should not change the system over to CH 11.S or mix the fluids. Since I wrote that, additional information has been forthcoming.

After reading the Spring 2017 *Philes'*, bimmerphile Sal Puleio, inveterate owner of Rennsport Motor Works in Hackensack, contacted me and sent a copy of a BMW service information bulletin, or SIB. [In the auto-repair industry, these bulletins are generically known as TSBs, but BMW has their own name for them.] The SIB in question does corroborate what I had previously written [and what was confirmed by Matt Kimple at Bridgewater BMW], "The mixing of CHF and.....ATF is NOT permitted [emphasis mine]."

However, the SIB goes on to state that if a power-steering system is to be *converted* from Dexron III to Pentosin CH 11.S, "....the system must be drained as completely as possible."

Sal and I discussed this, and we concur in recommending that if a power-steering system is to receive a fluid conversion, simply draining the system "completely" is not the best way to go. We recommend that the system be drained [hoses disconnected] then filled with the new fluid [Ah...hoses reconnected], then the vehicle started and warmed up, with the steering moved from lock-to-lock [fully right, then fully left] a number of times. Then drain the system again and refill with the new fluid after changing the fluid reservoir.

Why would you want to change your steering-fluid type? Glad you asked. In specific cases, such as certain E46s [3-Series in production from 1998 - 2006] with power-steering noise under certain operating conditions, it may be beneficial to convert from the original Dexron III to Pentosin CH 11.S. According to several sources, CH 11.S has about half the viscosity [measured at 40-degrees C (about 104F)] of Dexron III. Viscosity can be roughly defined as resistance to flow. However, converting an old system to a less-viscous fluid may foment leakage, so be advised of this as well. If you effect such a conversion, the new reservoir will probably already be marked indicating that CH 11.S should be used. If it is not marked, be sure to source or make a label for it.

Much thanks to Sal for taking the time to look up and send me the SIB and for consulting with me on this topic. Rennsport is located on Berlews Court in Hackensack [201-489-5577]. Sal has been taking care of NJ-Chapter-member Bimmers since 1981, and he has professional-automobile-technician experience preceding that. Legend has it that Sal advised Henry Ford on the type of transmission to use in the Model T [or was that Henry Ford II and the Edsel?], but that, folks, was before *my* time.

While we are on the subject of fluids, here is an update on my continued testing of brake-fluid boiling points. In commissioning my new shop here in CO, I finally unearthed the Chapter's brake-fluid tester.

For those who do not remember my previous articles on the subject, the DOT 3 and DOT 4 brake fluids found in most vehicles today [including the DOT 4 low-viscosity fluid in recent Bimmers] are hygroscopic, meaning that they have an affinity for moisture. Atmospheric moisture gains access to the brake fluid via the master-cylinder-cap vent, the seals on the caliper pistons, and, some say, via osmosis through the brake hoses. The effect of this moisture is twofold: it foments corrosion of the brake-system components and it reduces the boiling point of the brake fluid. Since brakes get hot in operation, if this heat causes the brake fluid to boil, partial or complete loss of braking will occur. BMW and some other manufacturers recommend periodic replacement of brake fluid, while some other manufacturers inexplicably do not.

It has been my conclusion, particularly after observing vehicles being driven by driving-illiterate folks negotiate the approximately 8-mile descent of Wolf Creek Pass [they drag their brakes almost continuously as opposed to using them as briefly as possible and then letting them cool



Photo #1 Can This Be MY Daughter's Brake Fluid?

between applications] that it is pretty hard to boil your brake fluid on the street, even if you try like these folks are doing. [Of course it is a different story on the track.]

An example of this hit [too] close to home when my daughter visited last month. [Thankfully, she *does* know how to use her brakes properly.] While she was here, I renewed the front-disc-brake pads in her '01 Jeep Cherokee, and in doing so took brake-fluid samples from both front calipers. The boiling point of this unknown-age fluid tested at only 370 F! Typical parts-store DOT 3 brake fluid tests at maybe 500 F out of the can, while premium

(Continued on Page 5)

# New Jersey BMW CCA Board Meeting Minutes

June 28, 2017

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

## President

Jeff Caldwell called the meeting to order at 7:35 PM at Alfonso's in Somerville, and requested to keep the meeting short. Ross Karlin motioned to accept the May minutes as distributed and Jeff White seconded (carried unanimously). Jeff Caldwell thanked Jeff White and Ross Karlin for a good event and banquet at NJMP Lightning (to benefit the Westlake School). Jeff also thanked Larry Engel for a successful Tire Rack Street Survival (TRSS) school on Sunday. Jeff will do another e-mail this weekend covering the Deutscher Club of Clark (DCC) car show and our autocross on the 16th.

## Vice President

Marc Goeller thanked Bob Isbitski and Larry Engel for their assistance with a very good meeting at BMW NA. It was a nice event, as always. NJ Chapter thanks were also extended to Oleg Satanovsky, Product Communications Manager at BMW NA. Our 7/7 car show at the DCC Biergarten event already has 5 or more cars registered in each of the categories. Marc would welcome any assistance, starting at 4:30 PM. Our Show & Shine at the DCC is 8/10. Jeff Caldwell suggested using Evite to get a better estimate on attendees and food, and he will set this up. The tentative September meeting is at BMW of Bridgewater, with a representative from Dinan Engineering. A tentative October meeting is at a horse farm. The Hamilton Jewelers Watch Fair was supported by us with an e-mail. They are now a sponsor. The Pinewood Derby and board elections are scheduled for Tuesday 12/5 at DCC (booked during the meeting).

## Driving Events

Larry Engel reported that we received good responses from students and parents on our recent TRSS school. We had two representatives from SCCA in attendance and they are planning a TRSS school at Bader Field on 8/19. Larry would like to offer help with instructors (scheduling conflict with our autocross noted). Our next TRSS school will be 9/24 at Campgaw Reservation. Neil Gambony is still looking for a Rallymaster for the Whack-Your-Turkey Rally in November.

## Driver Schools and Club Racing

Jeff White reported a good event at NJMP Lightning, with probably a net loss of \$3,100. Jeff Caldwell thanked the sponsors including Hamilton Jewelers, Circle BMW, BimmerWorld, Turner Motorsports, VAC Motorsports, Tyspeed Automotive, Cora Kiceniuk and the Kid's Coalition. Thanks to individual and small business donations, and live and silent

auctions, approximately \$7,000 was raised for the Westlake School. We already have 50 students registered for Summit Point, out of 60 slots. We also have 18 to 20 racers registered, and are hoping for 35 to 40.

## Autocross

Elihu Savad reported on the schedule for the remainder of the season: 7/16 (Sunday) at TD Bank Ballpark, 8/19 (Saturday) at NJ Expo & Convention Center, 9/16 (Saturday) with SCCA at the Meadowlands, and 10/15 (Sunday) at TD Bank Ballpark.

## Social Events

Vic Lucariello, Jr. reported that he has Saturday 3/10/18 on hold for a get-together and awards event at Reeves- Reed Arboretum in Summit. Cost will be approximately \$1,000 for the venue and \$60 per person for wine & cheese, craft beers and hot hors d'oeuvres, all inclusive. The event would be 4 to 7 PM. Paul Ngai noted that the VDC tour is tentatively Saturday 3/24/18.

## Treasurer

Ron Gemeinhardt distributed the current financials. Receipts for NJMP Lightning are not all in. When finalized, Ron will send a detailed accounting with a letter to DelVal to split the cost. We are averaging a \$1,000 loss per autocross, which is an improvement. The Officers & Directors insurance policy has been paid.

## Newsletter Editor

Jerry Faber reported, via e-mail, that for the next Bulletin he is looking for 500 word write-ups on meetings, driver schools and autocrosses, and photos. He also needs a President's column.

## Members-at-Large

Bob Isbitski reported that everything is set for our autocross at Bimmerfest East (7/29-30). The NY Chapter has also offered assistance. We will cover the power cost (\$150). We gained 22 new members (all NJ area) at the BMW of Bridgewater event. Total receipts, including merchandise sales, were approximately \$2,000. Lou Ann Shirk requested assistance at Lime Rock Park for the IMSA Northeast Grand Prix (7/21-22). We declined due to our Summit Point race/school.

## New Business

There was a brief discussion, with Kevin Sheehy, on social media-based marketing for the NJ Chapter. He will be pursuing this. It was decided to forgo a July board meeting. The next board meeting was set for 7:30 PM on Wednesday 8/23 at Alfonso's. Ross Karlin motioned to adjourn at 8:45 PM and Jeff White seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

## Philes' Forum (Continued)

DOT 4 fluids like Ate Type 200 test at around 570 F. Some of the boutique [read: expensive] fluids purport boiling points of 600 F or more, but that is fodder for a future *Philes' Forum*. The Cherokee has negotiated Wolf Creek Pass a number of times with this brake fluid [see Photo #1], so my conclusion seems justified.

After checking Amy's brake fluid, I asked her how her brakes had felt coming through Wolf Creek Pass. She said they were fine.

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

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

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# BMWs In the Wild and Autocrossing

Photos By Colin Vozeh



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## BMW CCA Club Race / Westlake School

The NJ Chapter supports the Westlake school in Westfield. Westlake is a special needs school that provides opportunities for students to create connections between school and everyday life through hands on academics, vocational and transitional skills, social/emotional coping skills and behavioral intervention strategies. During breaks in the Club Race, students are given rides in racers' cars. This is a thrill for these students.



Photos by Brian Morgan



## BMW CCA Club Race

Photos by Brian Morgan



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## E30 M3 Sigfest at BMW NA



BMW NA's Choice: BMW NA Staff awarded this trophy to an E30 M3 that BMW would view as the most like to be driven as it was designed to be: Elihu Savad took home the award for his autocross-ready Alpineweiss 1988 E30 M3.

Best of Show: Ross Karlin, an original owner of a beautiful 1991 Brilliant Red E30 M3. Ross' E30 M3 has travelled over a 100K mi, and served as both a daily driver and a track toy, but it still looks incredible.



Woodcliff Lake police department ride.



One Lap of America class winner.



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# Initial Ramblings

By JT Burkard

## 15 Years, 15 cars, 10 years of Writing

I can't believe I have been a member of this club for 15 years now. It all started June 2002 when my wife Sandy found our 77 E21 sitting on the side of the road for sale. I initially bought the car with the intentions of buying it, driving it for the summer and selling it for a profit. Something I have done many times before. Within a few months I was in love. It was unlike any other car I have owned. I started going on enthusiast websites and learning more about the car. 6 months later, I became a BMW club member and my first meeting was our combined November/December meeting with elections and the Pinewood Derby. I felt out of place being that I didn't know anyone, I didn't know much about BMW's beyond the E21 I only had for half a year, but I was welcomed by everyone I met that night. Little did I know I would still be here, still driving that very same 320i, and becoming involved with the club including writing a column in this very newsletter. I no longer feel out of place.

I believe my first article was published in the July 2007 newsletter about an E21 gathering event I organized and held. It wasn't a club sanctioned event, just something I set up with guys I knew from another site. I had various E21 owners come from all around the Northeast to attend. I am not sure how writing about it came about but that was the start of my chapter journalist career. Then two months later in September 2007 I wrote an article about Sandy and I renting a Z4 while we were in Vegas cruising around Red Rock in style. October 2007 I wrote about buying and owning an older BMW. December 2007 I wrote about our Whack Your Turkey rally experience. I was becoming a regular contributor and I liked it.

At the start of 2008 I was officially writing a monthly column, still unnamed, just various adventures and thoughts I had about the hobby and cars I've purchased. July 2008 I wrote about another one of our Vegas trips including visiting the ever elusive Area 51. To this day I believe that article was one that still got the most response from members and emails. September, I had written on my first Autocross experience. I can't believe it's been that long and I haven't done another one since. The adrenaline rush was intense. It was the most fun I've ever had in a \$500 car. November's article continues the woes of my \$500 318i E30 that I just autocrossed and blew the head gasket on. I think that car gave me around 6 different articles to write on. None of them good. It taught me never to buy a non-running car from a kid that has no clue about anything mechanical. But I did wind up rebuilding many aspects of the car and it provided me with a reliable daily driver and high blood pressure.

2009 I found myself rebuilding the transmission on the ol' E21. I originally had plans on swapping out the automatic for a 5-speed manual but the slushbox stayed. A month later the 320i was used in the movie "Blue Collar Boys" after the producers came to one of our meetings looking for a special car to be in the film. That was a fun experience. Later in the year we went to the Bavarian Auto Show and Shine for their annual event. Seemingly every year I would buy another BMW and this year I wound up with a Sierra Beige '77 E21 that has been around the block a few times bouncing from member to member. Somehow it wound up in my lap and it was begging to be saved. It wound up being a daily driver for me for a while.

Then August 2010 I bought a black on black E38 (a 7-Series - JF) at a dealer auction and I fell in love again. It wasn't perfect, not by a long shot, but it had good bones and it needed some help. This wound up being another resurrection project added to my plate but to this day I say it's one of my favorite BMW's I have

owned besides my original E21. October was another Vegas article where Sandy and I rented a Mini Cooper Convertible and did our yearly migration to Area 51. Then in December two things happened that changed the course of history. I sold the Sierra Beige E21 in a moment of weakness and tried to buy it back within days of letting it go. The new owner didn't let me. But more importantly, I finally found my identity - Initial Ramblings. This was my official column name, three years after I first starting writing for this newsletter.

For the next 7 years I have been entertaining you with my automotive adventures, strange and interesting road trips, and anything else I can think of at the very last moment that I need to get this article in on time... or grossly over the deadline. I have enjoyed each and every one of your emails that I received commenting on whatever I wrote that month. The helpful hints, the words of encouragement, the shared stories. This is what keeps me writing each month, and now quarterly. I even started a blog to add these adventures online to so I can categorize them. Unfortunately, I've been a bit behind on adding CCA articles to it but recently I started to put my car sales interactions there. If you need some amusement, I highly encourage you to visit. The web address is listed below. If you would like to read all of my past articles, our chapters website [www.njbmwcca.org](http://www.njbmwcca.org) has them all archived. Just click on the month you want to read and enjoy.

Now beyond writing this column all these years, I've owned quite a few BMW's to go with being a member. As I mentioned before, it all started with my Black 1977 320i. I still own this BMW 15 years later and I refuse to get rid of it. In total I have had 5 E21's - two 77's, a 78, an 81 and an 83. I also have had 3 E30's. The 84 318i I blew up, an 88 convertible, and a Euro 1986 325i that came over from Austria in the early 2000's. That was probably my third favorite BMW I owned. To round out the 3-series, an E36 323i Convertible came in and out of the stable in 2015. No BMW collection isn't complete without at least one 2002. Mine was a 1975 vintage that was strangely an automatic with air conditioning, no sunroof car from Arizona. I've had a couple 5-series as well. A 1978 530i I got from a club member, an 86 528e project that I bought last year and hope to finally start working on soon, and a 1989 525i with a 5-speed. Last but not least the 7's - a 1985 735i and the auction purchased 1996 740iL I owned for over 4 years and was the subject of several articles itself, including a road trip to Maine.

The past 15 years of being a member of this club have been absolutely amazing. The cars is what brings us together but it's truly the people who are the reason why I continue to renew my membership. (Did you and Caldwell collude on articles? - JF) Here's to another 15 years!

JT Burkard

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

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



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# A Great day for Westlake in June and a Great Race at Summit Point

By Ross Karlin and Jeff White

In June and July the NJ Chapter holds two of its longest tenure events: the June driver school and club race to benefit Westlake School and the July driver school and club race (now the Geoff Atkinson Memorial Driver School and Club Race). While both events were tremendous fun, the recurring theme of this season could be "Mastering the rain line".

The June event is now in its 22nd year and the 20th anniversary of being a benefit event for Westlake School. The driver school portion of the event was down on registrations this year and so we ran only 2 student run groups. The students and instructors did an admirable job of managing the variable skill levels in each group but the event organizer was unable to manage the weather. As the schedule rolled into the late afternoon, lightning in the area forced cars off the track. No sooner than we had decided to stop for the day, the skies opened up and everyone made a dash for the Officer's Club for the evening banquet.

Monday's rain meant Tuesday's schedule had to be modified to give the racers their time while still maintaining the school. Everyone was understanding and made the best of a difficult arrangement. Many thanks to the school volunteers who lined up at lunch to provide cars for the Westlake parade laps.

We chose a new method to raise donation funds for Westlake this year. Rather than relying on a single large sponsor we turned to our members and other small business to use a crowd-funding approach: The Kid's Coalition. 16 members, friends and businesses stepped up to help and contributed over \$4,300. We were also fortunate this year to have excellent support for our Monday evening banquet auction with a watch provided by Hamilton Jewelers, race-used body work from BimmerWorld, and a race car rental from new racer Tyler Pappas of Tyspeed Automotive. Silent auction items were provided by Turner Motorsports and Cora Kiceniuk. Door prize give-aways came from Circle BMW, VAC Motorsports, Turner, BimmerWorld, Bridgestone and the Chapter. Thanks to our hobbled but still enthusiastic auctioneer Mo Karamat, the auction donations combined with garage rentals from April upped our total raise to almost \$7,000!

As for the races, the first race on Monday afternoon saw Todd Brown take an early lead in his C-Mod car, and he never looked back, taking the checkered flag with no one else in sight. Coming along next was Jeffrey Bruce (CM), Asher Hyman (CM), and Robert Solomon (BM). The rest of the field included seven IP cars, 4 IS cars, and a variety of other classes. The end of day race on Monday afternoon had to be postponed as the rain clouds moved in, and reports of lightning nearby required bringing in the corner workers. So, lightning at Lightning Raceway shut down the track!

Tuesday morning's practice then became the first of three races for the day. A blown engine gave up all its fluids under the bridge, causing several cars to spin off, and ultimately bringing out the red flag and ending the race. The second race of the day was able to be run to completion, with the three CM cars of Jeffrey Bruce, Asher Hyman, and Robert Mager taking the checker for the top three. The students and staff from Westlake arrived, enjoyed lunch and then took their pace laps courtesy of our students and instructors. Their

smiles lit up the day. The feature race lived up to expectations, seeing several close battles among different classes, right up to the checkered flag. The overall winner was Jeffery Bruce (CM), followed by Asher Hyman (CM) and Robert Solomon (BM), and rookie Vinh Chau (GTS2).

The Westlake students participated in the trophy ceremony, enthusiastically thanking all the club members for a truly exciting and memorable day and went home with their own event shirts and gift bags from VAC.

In July we celebrated the 19th anniversary of racing at Summit Point and the 4th Annual Geoff Atkinson Memorial Driver School and Club Race. Geoff must have been smiling on us as we had a full driver school with 3 student run groups and 47 club racers! Everyone agreed that this was the largest turnout of racers we have ever had at Summit Point.

The one thing Geoff could not help us with was the weather; once again rain played havoc with the schedule. Saturday was forecast to have only a chance of rain but at lunch the skies darkened, the wind got fierce and the rain came down in buckets. By the time it stopped, we were behind schedule. A little gerrymandering and we managed to complete both the third set of school run groups and get in racer qualifying and the race. The race grid was a welcome sight with 45 cars taking the green flag.

This time the pre-race activities focused on the radar maps. More rain was coming.... but when? When the cars came to grid, you could tell who was careful and who was hopeful: dry tires or rain tires??

Once the race started, the pace was fast, although those on rain tires had to dial it back a notch so as not to heat up or chunk away their tread. But, at about two-thirds through the race, the rain came, a few drops at first, then steady. Several drivers on dry tires had the sense to call it a day and exited the track. Of course, some others on dry tires (this author included) stayed out and skated around until the checker flew for Todd Brown, followed by Vernon McClure, Bob Perritt, and Jerry Kaufman.

No sooner than school cars were back on track after the race, the skies really opened up again. It became clear that we were not going to resume and so we had to cancel the final sessions for the students and instructors. Fortunately, our friends from Jordan Springs Market were ready with our BBQ and set up in one of the classrooms. This was a first for us but the food was great and everyone managed to find dry places to eat between the classrooms and the picnic tables. By the time the BBQ was finished, so was the rain. We had a larger than usual number of motorhomes and campers this year so Saturday night became Camp Summit in the wooded portion of the paddock. Pop-ups, camp chairs, beverages of all sorts and recounted stories - this is what track events are really all about.

(Continued on Page 13)

## EXPERIENCE MATTERS...

### IMPORT CAR EXPERTS

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## Driver School and Club Races (Continued)

Tuesday began much better - school sessions went off without a hitch and the early race had 42 cars take the grid with a fast pace starting to spread out the cars, when a full-course yellow brought out the pace car to assist towing a car off the track. Once the race leader took the green flag again, there was a mix of fast cars and slower lapped traffic, all jockeying for position and corners. This created some of the best, tightest racing of the weekend as the field sorted itself out. Once again Todd Brown took the checker, followed by Mark Lounsbury and Vernon McClure. The driver school continued to run smoothly and then after lunch, it was time for the feature race.

Thirty-seven cars took the green flag, with Todd Brown pulling out a comfortable lead, which he did not relinquish despite another stint behind the pace car for a full-course yellow and car cleanup. He took the checker with a 10 second lead, followed by a close battle for second and third position, where Mark Lounsbury edged out Vernon McClure at the start/finish line.

Class winners included Jerry Kaufman (IP), Charles Harding (HP), Peter Kerekgyarto (IS), Vinh Chau (GTS2), Vasil Vykhopen (GTS3), Steve Liadis (HP), Patrick Harris (Spec E46), Keith Primozic (DM), Tyler Pappas (JP), John Sanders (JS), Michael Saul (Spec E36), and Bob Gilberg (Spec E30).

The third set of driver school run groups went well but the rain gods were not finished with us. After a 30 minute torrential downpour (there were white caps in the water in

the paddock) we were left with a flooded track that was not safe to drive on. Our weekend was over.

We have two events remaining this season. On Sep 16-17 we have 2 days of club racing with the Sep 16 portion being run as a support series for the NASCAR K&N race at NJMP Thunderbolt. This is a terrific, fan-friendly spectator event so come one down, watch your favorite club racers, watch the big engine cars from NARRA and then see the future of NASCAR with the K&N drivers. On the 17th club racers will share track time with our Advanced Solo students and instructors. This is the second time we are running a Solo student day and we are looking for a good turnout. Six hours of track time at a price that cannot be beat. If you believe you qualify as a Solo student and want to attend, please contact us.

We finish the season on Oct. 7-8 on the Shenandoah circuit at Summit Point. We will say it again, if you drive Shenandoah it will make you a better driver on every track you visit. This is also the only event we run with skid pad for all students on both days. It is the perfect event to finish out the season.

We'll see you at the track.

Ross Karlin and Jeff White

## NJ CHAPTER CALENDAR

## Welcome New Members

### September Saturday, 16th

Thunderbolt - Club Race in support of NASCAR K&N, Solo Driver School & VIP Spectator ticket with Car Corral.

### October Saturday, 7th

Driver School on Shenandoah Circuit at Summit Point Raceway.

### December Tuesday, 5th

The Pinewood Derby and board elections are scheduled at the Deutscher Club.

### 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.

For those who indicated delivery preference of email, we will be doing this in the near future.

Alden Aikins  
Mujtaba Altaf  
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Jasmin Awany  
Todd Bachman  
Neil Bender  
Justin Bibik  
Allan Blitshtein  
Robert Boden  
Richard Bodmer  
Peter Brooks  
Greg Brophy  
Levi Brown  
Jonathan Bryant  
Robert Burgermeister  
Brian Burghardt  
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Don Cardone  
Jay Catral  
Robert Chamberlain  
William Cheezum  
Nicholas Cheng  
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Mark Cushing  
Eurico David  
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Peter DeVita  
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Sheldon Holmes  
Yiling Huang  
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Justin Johnson  
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Damian Joseph  
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Ben Macarios  
Dave Macarios  
John MacDougall  
Conor Mahoney  
Ed Maluchnik  
Eileen Maluchnik  
Samuel Mathew  
Benay Mayer  
Abdel McCrea  
Steven McDonald  
Trevor McGhee  
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Linda Polaski  
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Timothy Quickel  
Faith Quickel  
Frank Rahman  
Gregg Rentko  
Fernando Rifino  
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Kevin Rodgers  
Jose Rodriguez  
Kimberly Roth  
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Danielle Saitta  
Gadrian Santamaria  
Allan Schear

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Jeffrey Schneider  
William Schonman  
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Scott Shrem  
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Sonny Singh  
Imants Smildzins  
Francis Smith  
Anthony Sorgi  
Mario Spallarossa  
John Stavina  
Brian Steiner  
Doug Stern  
Olivia Stevens  
Steve Szabo  
Blake Tanon  
Fernando Torres  
Carsten Trolle  
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Randall Umana  
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### MEMBERSHIP MEETING INFORMATION

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

### MEMBERSHIP INFORMATION

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

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

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

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