



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Winter 2018

<http://www.njbmwcca.org>

Volume 49 Number 1

Rolex 24 at Daytona

More coverage inside.



BMW M CEO Frank van Meel fielding questions in the BMW CCA hospitality tent at Daytona.

The club and BMW NA provided a great experience for club members during the Rolex 24 at Daytona. The hospitality packages sold out in a few hours this year.

Text and Photo by: Larry Engel



Bobby Rahal watches as the #25 BMW M8 of Bill Auberlen is repaired following a right front blowout that took out the suspension on that corner of the car. Auberlen's legendary driving skill likely kept the car from hitting the wall. The car was repaired and returned to action, but BMW's hopes for a top finish were dashed. The #25 was looking good until this incident. That's racing!

Text and Photo by: Larry Engel

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President's Corner

By Neil Gambony

Neil's Way

I'm baaack! Or as the late great 20th century philosopher Yogi Berra once said, it's like déjà vu all over again. For those who joined the Club in the last 10 years and don't know what I am referring to, I previously served as NJ Chapter President for 3 years, 2006-2008. I have still been around since then serving on the Board as a Member-at-Large and more recently as Driving Events Chairman for the last 6 years.

For a little background, I bought my first BMW, a 1985 325e in 1991 and joined the club in 1995. I think my biggest regret was that I didn't join the Club sooner! I currently have a 1988 325 iX as well as a 1987 IS that I use for our driver's schools. I attended my first driving school in 1979, I'm sorry to say it wasn't with the BMW CCA; rather it was with the Jim Russell School in Mt Tremblant, Canada using Formula Ford cars. I was pretty certain that I was going to get a full-time ride with either Williams, Tyrrell, Ferrari, or Penske at the time. To make a long story short, life got in the way of my driving career so I decided to start attending the BMW CCA driver schools in 1996. You might be able to find me there now checking your wrist band as you pull out of pit lane.

Now before I get into what's going on in the Club, I must first thank my predecessor Jeff Caldwell for his five-year commitment to the Club. Jeff joined the Club when I was President many years ago and it didn't take long for him to decide where he wanted to go with us. I have to say I admire his tenacity; he let us know his thoughts about what we should be doing without sugar coating it. Five continuous years, by the way, is a record for the Club by any president, one I'm sure that will stand for a very, very long time. Jeff is not going away, he is just stepping back from the top spot and will still be around as a Member at Large.

Another Jeff I need to thank is Jeff White. Jeff has served as our Driver School Chairman for the last 11 years. As it happens to be, I had appointed him as Driver School Chairman in 2007. Jeff is stepping down from that position and has transitioned over to be the Driving Events Chairman. He is the main reason that the Driver Schools have run like a well-oiled machine the last 11 years. Jeff had also spent a lot of time orchestrating the driver schools at Oktoberfest in 2015.

Now it seems that fate has brought me back to the Presidency to appoint our new Driver School Chairman, Jamie Kavalieros. Jamie has served under Jeff as Registrar for our Driver Schools the last 9 years. Jamie is one of only 4 Club members who have won the NJ BMW CCA Club Championship Trophy 4 times, a feat he was able to accomplish with his autocrossing skills. In addition to having been the Registrar for our driver schools, Jamie is the skid pad instructor who had either you or one of your children holding their hands straight up while driving around the skid pad at our Street Survival Schools. Club member Mark Mallory will now be taking over the position of Driver School Registrar.

Some other Board changes - Paul Ngai has moved from Business Manager back to Vice-President. Paul had served previously as VP for both Larry Engel and Jeff Caldwell. Moving into the position of Business Manager is Matt Baratz. Matt was instrumental in starting the VDC Tour, now in its 6th year. It's one of our events that fills up quickly and we use the proceeds from it to make a donation to the BMW CCA Foundation. Those are the major changes in personnel on the Board for 2018. I'm fortunate enough that the other Board members have remained in their prospective positions.

I would be remiss not to give a shout out to Vic Lucariello Sr., our Technical Advisor who is no longer in NJ but is just an e-mail

away. You can keep up with Vic through his Philes' Forum in the Bulletin. Vic has been contributing his column to the Bulletin for over 30 years now, which could be another record for the Club!

So what's different now than when I last served as President? Communication is the main thing; the Bulletin now is a quarterly publication. You will only get to hear from me 4 times this year unless we get a chance to speak at one of our Club events which I hope to touch upon further in this column. We now use a very effective tool known as the e-blast; we can send out up-to-the-minute information regarding events. The important thing with this is you need to provide an e-mail address in which you can receive the e-blast. You should have provided an e-mail address when you joined the BMW CCA. If you need to update your e-mail address you may do so through the National BMW CCA office at www.bmwcca.org; we still have our own website with features like the Events Calendar and the Forum, which I find useful for either buying or selling parts or cars. You can also look for us on Facebook at New Jersey Chapter BMW Car Club of America.

We have many events already in the works for this year. There are 4 Driver Schools scheduled along with 2 of them holding Club Races: 1 at NJMP and 1 at Summit Point. There are 6 Autocrosses scheduled with the possibility of 1 or 2 more. For our rally enthusiasts, we are looking forward to once again joining the Northern NJ Chapter of the SCCA for a spring rally along with our annual Whack Your Turkey Rally in November. Have a teenage driver? There are 2 Street Survival being scheduled as I write this.

For our non-driving Events, something new we are trying this year is the Winter Social. Social Chairman Vic Lucariello Jr has put together an event at the Reeves-Reed Arboretum in Summit NJ to be held on March 10th. It's intended to be a more casual event without any schedule of activities. You can find out more about it elsewhere in the Bulletin. Another event happening on March 24th is the VDC (Vehicle Distribution Center) Tour. This is where BMW prepares their cars before being shipped to their dealerships. It's always been a no camera event; they always have something of interest we get to see first.

Chartering new territory for me as President is having to inform you of the passing of a fellow Club member. Albert Drugos, or as we more affectionately referred to him, Big Al, passed away in early January. Big Al joined the Club in June of 1995; during his time of membership he served the Chapter as Vice-President for 2004 and 05 and then went on to serve as Social Chairman from 2006 through 2013. Al had an intimidating presence but once I got to know him I realized that his best interests were for the Club. He was well-traveled and had many connections that he used to help make our events great, either putting together a Club meeting or Banquet.

Al participated in the Driver School program where he drove his E30 M3 as often as he could. He was an integral part of the program working both the Tech Inspection line and Pit Out. I was fortunate enough to work with him there where he taught me the fine art of pulling cars off the track safely with the tow truck. Although he hadn't been able to make it to the track the last several years, his presence was surely missed. Godspeed Big Al.

Neil Gambony

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Philes' Forum

By Vic Lucariello, Sr.

I MISS YOU, ALPHONSE

Hello bimmerphiles! This time out I have a warning for those of you who change your own oil. I hope that is most of you. But first...

You will recall that I wrote a tribute to Trip Lee in my Spring column last year. It is with great regret that I proffer another tribute, this one to Al Drugos.

"Big Al" was how he referred to himself and what he liked to be called. But to me he will always be "Alphonse", even though his given name was Albert. I don't remember why I started calling him Alphonse, but I have been for a long time. In his later years, especially after his bypass surgery, although he was not as physically big and strong as he once was [he was *still* always threatening to kick my butt], he still had his big heart. Those who bothered to get to know him well will know what I mean.

Alphonse contributed greatly to the NJ Chapter for many years. He served as Vice President - Activities, where he was responsible for our monthly meetings. He also later served as Social Events Chair, where his main responsibility was our annual banquet. He also arranged for us to attend baseball games. But he is probably best remembered for working the Pit-Out position at our driver schools. Suffice it to say that Alphonse did not countenance any "prima donna" histrionics at Pit-Out.

Alphonse also served for years as a valued member of our driver-school Tech team. I suspect that some folks, knowing they had to face Alphonse, were better prepared than they otherwise would have been. See Photo #1.

One afternoon some years ago, Alphonse and I were hanging out in my shop. I remember he was giving me a hard time because I like to keep my pickup truck [Heck, all my vehicles] indoors, and he felt that trucks should be kept outside because they are so big and because "It's a truck, it belongs outside". Okay, whatever.

He was also telling me, in referring to a mutual acquaintance, "Ya know, I have such great friends". My response was, "Alphonse, you have great friends because you ARE a great friend". Which indeed he was.



Photo #1 - Big Al - Are You Prepared?

I guess what I loved most about Alphonse is that you always knew exactly where you stood with him. No two-faced politician was he. Alphonse, wherever you are, please stay out of trouble and don't punch anyone out, even if he desperately deserves it.

Tech Talk

Inveterate readers of *Philes' Forum* know that I often preach about the importance of using a torque wrench to tighten the engine-oil-drain plug in your Bimmer. I also preach of the importance of replacing the drain-plug sealing ring [BMW now seems to be calling them "gasket ring"] *every time* the plug is removed. Well, these preachings seem to have taken on new importance.

For many years, Bimmers with aluminum-alloy oil pans had the drain plug in the side of the pan, right near the bottom. This design allowed for nice thread depth in the relatively soft aluminum and virtually all the oil drained out when the plug was removed. Some on the lunatic fringe, like Vic Jr. [The torch has indeed been passed, folks.], would actually jack the car up on a slight side-to-side angle so that every last drop of oil drained out, but with the side-plug design, this was not really necessary.

On some recent models, let's say starting around 2010, BMW moved the pan-drain port to the bottom of the oil pan. This presented a problem in that providing sufficient thread depth in the aluminum pan would compromise the draining. BMW's solution was to cut a "V"-notch in the drain-port threads such that the pan would more completely drain. See Photo #2. I am still investigating which engines have this "feature", and I will follow-up in a future column. When you are draining your oil, please note if your pan has the "V"-notch and let me know. Out here in wild-West rural Colorado, I don't get to see many Bimmers other than my own, and mine all have the side drain on the oil pan. Subaru, pickups and SUVs? The area has plenty.



Photo #2 - New Style Drain Port
[Photo by Michael Gagnon]

The problem with this "V"-notch-drain-port design is that in my opinion the notch in the threads weakens them and makes them more likely to strip. If you do not renew the drain-plug gasket ring and if you overtighten the drain plug, the threads are even *more* likely to strip. As I have previously written, a quality aftermarket canister-type oil filter element will come with a new gasket ring as well as a new O-ring for the oil-filter-housing cap. If you buy your oil filter at a BMW dealer, it will come with the new O-ring but you will need to buy the gasket ring separately. Customer-friendly dealer parts counters, like BMW of Bridgewater's, will include the gasket ring.

If the older-design, side-drain oil-pan threads were to strip, and this would *rarely* happen over the life of the vehicle if a new seal ring was always used and the plug was not overtightened, the drain-port threads could be repaired with a thread-repair device such as a Heli-Coil. However, if the drain port with the "V"-notch strips, the repair is not as straightforward. Indeed, many technicians on iATN, the International Automobile Technicians Network, recommend a new oil pan if a pan with the "V"-notch strips. Priced a new BMW oil pan lately?

To get another perspective on this, I contacted Matt Kimple, Service Manager at BMW of Bridgewater [908-287-1800]. Matt

(Continued on Page 5)

January Meeting at Shade Tree Garage

Vice-President Paul Ngai got off to a great start with NJ BMW CCA Club meetings for 2018 with the January 25th meeting held at Shade Tree Garage, located in Morristown NJ. The owner of Shade Tree, John O'Connor, hosted over 50 Club members and prospective members to an educational meeting with chief technician Phil Eng speaking. Phil still works with Shade Tree when his schedule permits; he is now teaching the next generation of technicians at a vocational technical school.

The topic for the evening was automotive coding, programming and initiation, pertaining to BMW cars. Phil's program was informational and entertaining. Is your car trying to tell you something but you don't know what it is? Phil explained several scanning tools that could be used starting with a basic code

reader at \$40 all the way up to a \$7000 unit. We also learned that Shade Tree needed one of those for each manufacture of car they work on, yikes! I'll concede the subject matter was a little over my comprehension level, but it was certainly made clear that problems that arise with your automobile are best left to professionals unless you have the proper diagnostic equipment.

I would like to thank Phil Eng, John O'Connor and Shade Tree Garage for having our Club meeting with them. We have been there before with Phil speaking and will look forward to the future when they may have us back again.

Neil Gambony



Phil Eng discusses automotive coding

Photos by: Neil Gambony

Philes' Forum

(Continued from Page 4)

reports that he has had *no* problems with the "V"-notch pan design, provided a new gasket ring is used and provided that a torque wrench is used to tighten the drain plug. Matt and his technicians use the torque value prescribed by BMW - 25 newton-meters [n-m] - which is about 18.5 pound-feet. Matt cautions us not to exceed the 25 n-m torque setting.

A 3/8-inch-drive torque wrench works well in the 25 n-m range. The 1/2-inch-drive wrench you use [!] for your wheel fasteners is likely too big for 25 n-m and not likely to be accurate at 25 n-m, even if you could adjust it to that low a setting. You can pick up an inexpensive 3/8"-drive, click-type torque wrench at Harbor Freight Tools on sale for about \$10. No need to buy a more expensive model for oil-pan-drain plugs. So, no excuses for your not having one. I have an array of torque wrenches ranging from the HFT one to a really nice one from Snap-on Tools. I have concluded that *any* torque wrench is better than *no* torque wrench. You can easily ballpark-check the accuracy of a torque

wrench, but that is future *Philes' Forum* fodder. Also, I think it is important to exercise any brand/price click-type torque wrench by setting it, then "clicking" it a few times on a test bolt held in a vise. You don't want to find out that your wrench is sticking, not clicking, on your Bimmer's oil-drain plug!

Much thanks for Matt for his numerous emails on this subject and for spending time with me on the phone. I have previously written that BMW of Bridgewater [formerly Hunterdon BMW] was my dealer of choice for many years, and even though I am in Colorado now, that is still the case.

That's all for now, bimmerphiles. See you next time. And, Alphonse, I miss you, my friend.

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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New Jersey Chapter of BMW CCA Board Meeting

By Dave Allaway

January 10, 2018

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

President

Neil Gambony called the meeting to order at 7:30 PM at Alfonso's in Somerville. Jeff White motioned to accept the November minutes as distributed and Paul Ngai seconded (carried unanimously). Neil opened by thanking Jeff Caldwell and Marc Goeller for their services as President and Vice President. Neil motioned to appoint the following board members: Jerry Faber as Newsletter Editor, Colin Vozeh as Webmaster, Jamie Kavalieros as Member-at-Large and Driver School Chair, and Ross Karlin as Member-at-Large and Race Chair. Jeff White seconded (carried unanimously). Paul Ngai reported on a teleconference with Mike Renner (BMW) and Matt Baratz on the NJ Chapter sponsoring a one-day M Driving School (tentatively 10/27). We would be the first chapter in the Northeast to do so. It would be open to 32 club members, at a total cost of \$22,400 plus MotorsportReg fees. There will be no national driving events conference this spring, but there may be a conference in November. Neil asked about stationary and envelopes, which Doug Feigel has. Neil congratulated Colin Vozeh on winning the 2017 Champ Series.

Vice President

Paul Ngai reported that our first meeting of the year will be 7pm Thursday 1/25 at Shade Tree Garage in Morristown. Guest speaker will be Phil Eng to talk about coding and initialization. We have a tentative meeting on Thursday 2/22 at 56 Degree Wine in Bernardsville. The BMW Vehicle Distribution Center tour is Saturday 3/24. Scott Dishman, BMW Foundation Executive Director, has verbally committed to attend. Paul is working on a potential Michelin product talk, a Liqui Moly product talk, and dealership meetings. There was a discussion on having a paid guest speaker for a meeting.

Driving Events

Jamie Kavalieros reported that he has three signed contracts: NJMP Thunderbolt (4/13-4/15) for Driver School and ITS. Summit Point (7/21-7/22) for the Driver School and Goeff Atkinson Memorial Club Race, and Shenandoah (10/6-10/7) Driver School. Jeff White and Blake Smith are working on ITS candidates. In addition, we are expecting a Driver School and Club Race in support of the NJMP NASCAR event (6/15-6/16). Ross Karlin commented on the unpredictability of race attendance, due to potential competition from NASA and AER. Premier Event status is unavailable to us this year as the DelVal Chapter Lightning club race will be a Premier Event. Elihu Savad reported that we have seven autocrosses scheduled at TD Bank Ballpark, with contracts in hand, as follows: 4/22, 5/27, 6/10, 7/1, 8/12, 8/26, and 10/14. A potential date is 9/16, depending on the playoffs. Jamie suggested an Introduction to Autocross school, possibly on 4/22. Neil has been in touch with the SCCA regarding a jointly sponsored rally in May. Larry Engel reported that he has two Tire Rack Street Survival (TRSS) schools planned for this year, tentatively 6/24 and 9/30. Ross will apply to Bergen County for the permits. Our deposit refund is still outstanding from 2017. The South Jersey Region SCCA will probably be doing another

TRSS this year. Ray Cipollini is trying to put together a driver and pedestrian/cyclist safety program and has informally solicited our assistance. Larry is awaiting an outline of their program and will follow up.

Treasurer

Ron Gemeinhardt distributed the current financials and 2017 year-end financials. We ended 2017 with only a \$250 loss. The Summit Point deposit has been sent. We are waiting NJMP contracts for deposits. There was a question on advertising revenue, and possible missing invoices.

Secretary

Dave Allaway reported that the slate of nominees for 2018 board positions, as noted in the November minutes, was elected by unanimous acclamation at the December membership meeting. The board appointed Matt Baratz as Business Manager.

Newsletter

The next deadline is 2/10 for the March issue. There was a question on being able to originate e-mails from the website, thereby avoiding the use of personal e-mail addresses. Colin confirmed that this capability is already in place.

Social Events

Vic Lucariello, Jr. reported via e-mail on the status of the social event at Reeves-Reed Arboretum (3/10). In an effort to improve attendance and reduce costs, the plan for this year is to have the following: Wine & cheese (probably 1 or 2 beers for those who don't like wine, still TBC), hors d'oeuvres (both hot and cold), light dessert (finger food), no raffle/door prizes, no band or DJ (we will be using the house PA system, though). Media still TBC. We have access to a TV (for minimal rental fee) if we choose to display any videos. Vic needs to work with Ron to ensure that all payments have been issued to the venue (there are some smaller fees that we allocated for January 2018). Vic needs to work with Jeff Caldwell for the e-mail blast and to see if we can get any "art cars" and/or race cars from BMW NA. Vic will be working with caterers and the events director at Reeves over the coming weeks to confirm billing and logistics, and will likely need to communicate with the board via e-mail between now and the next board meeting.

Members-at-Large

Bob Isbitski will keep Facebook in sync with the website.

New Business

Ross Karlin reported that the formal presentation of the check to the Westlake School will be in March or April, in conjunction with a meeting between Westlake School Principal Claudine Tantillo and a representative of the BMW Foundation. Ron noted that the check went out 12/31.

The next board meeting was set for Wednesday 2/7 at 7:30 PM at Alfonso's. Ross Karlin motioned to adjourn at 8:47 PM and Ron Gemeinhardt seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

What's In Your Garage?



Atlantic City Auction and Car Show

Story on Page 11

Photos by JT Burkard



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Rolex 24 at Daytona



Bimmerworld driver Tyler Cooke chatting with CCA members prior to the Continental Sports Car Challenge Race at Daytona. Cooke and co-driver and team owner James Clay finished second in their new Optima Batteries M4 GT4. It was the first race for the new car.



One of the best parts of the Rolex 24 at Daytona is the pre-race grid walk, where spectators can walk down pit lane to look at the cars and chat with the teams. You can even climb the banking at the start-finish line!



Saturday at the Rolex 24 ends with a spectacular fireworks show. This is the view from the BMW CCA corral.

Text and Photos by Larry Engel



The Bimmerworld 328i finished first in the ST class. Overall, it was a great day for Bimmerworld and BMW!



The Bimmerworld M4 GT4 running through the infield.



Don Salama and Will Turner discussing Turner Motorsport's strategy prior to the 2018 Rolex 24 at Daytona.

Rolex 24 at Daytona

Photos by Jeff White



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Initial Ramblings

By JT Burkard

Auction Time

Snowbirds go south for the winter to find warm weather, crystal blue waters, sand between their toes, and relaxation. In February, I also go south, but not to the Sunshine State. I never leave New Jersey. My travel preparation plans include 1 hot cup of morning beverage, an hours drive, and multiple EZ Pass encounters. My Destination: Atlantic City. Don't worry, I'm not gambling my mortgage money on a "sure bet" or sitting for hours at the slot machines with NJ's grumpy seniors spending their social security checks, or even participating in a day long Hold 'em tournament. No games of chance for this writer. I have a much better vice; Classic Cars.

Saturday, February 10th was my 21st pilgrimage to the Atlantic City Auction and Car Show. The first three years I went down with my old car club, the Jersey Shore Cruisers. We would get a bus, fill it with members, and then head down to the show. We would spend hours at the auction, wishing, talking old cars, and figuring which car in the place would be our "If I win the lottery" purchase. After, the bus headed to the casino so we could spend our \$10 voucher, which usually lasted 5 minutes. After losing the free money, I would head to one of the many restaurants to grab a bite to eat with friends. Once we were good and fed, it was time to head back home. It was an enjoyable experience.

Then from 2000-2015 I attended the event not as a spectator, but as a consignor with my previous employer Future Classics. Every year the shop would bring anywhere from 8-12 classic and muscle cars to cross the auction block in hopes for a good sale. My first year I didn't know what to expect. I had never done this before but how much different is it than being in a showroom? Apparently my inexperience lead to my naivety. Let's just say it's the difference between an E30 318i and a Jahre Edition M5. They are not even in the same category. Standing inside a dealership is slow paced. It was a waiting game and if you were lucky you might get a few customers. At an event like this, it's nonstop. I was jumping from one of our cars to another with an endless stream of interested people who wanted information on the vehicle and more importantly, the reserve price. I would answer "keep your hand raised until you own it." At the end of the weekend I needed a hot tub, a deep tissue massage, and a weeks' vacation. I loved it!

I found my calling. Car auctions, more specifically working the car auctions. Getting vehicles ready, bringing them down to the venue, setting up, and finally selling them. We would be on the floor by 8:30 am to make sure the cars were wiped down, flyers out on the tables, business cards on every vehicle and get mentally prepared for the crowds to start flowing in at 9 am. There was an excitement in the air. The people, the rapid fire of the auctioneer's chant, the action, the rumble of the exhaust from a big block, and the money. I was hooked. The adrenaline rush was only equal to a full-throttle back-straight pass into the inner and outer loop at Watkins Glen.

Unfortunately, after I left my old dealership, I haven't had something special enough to bring to sell at the event myself. The past few years I had the enjoyment of going as just a spectator. Although I miss the action, it's nice to be able to walk around without having to be in a hurry and just take in the auction. That was the one downfall of being a vendor; you don't get to see everything you are surrounded by. Also, in the past few years there was another downfall, the actual event. Last year, it was so empty I could have rolled a bowling ball down the aisle and wouldn't have hit anyone. It was dead. There were half, if not a third of the auction cars that once graced the convention floor space. Friends of mine who sell car care

products were also affected, saying their sales were down so much they wouldn't return. It wasn't looking good.

This year, the phoenix rose from the ashes. When I walked into the place on Saturday, I was pleasantly surprised. The floor was full of people everywhere! It was unexpected since I've watched this show go downhill for the past couple of years. Apparently, someone from G Potter King realized they needed to pull out of that nose dive and successfully did so. The car corral was absolutely full. When I tried to walk around to see the cars that were for sale and not being auctioned, the people were so thick, I decided to forego and hoped to return later. I never made it back. The vendor area is where you can buy waxes, tools, signs, and garage trinkets. Plus, gather pamphlets from specialty car insurance and finance companies, garage lifts, etc. That area was teaming with people as well. My friends said they were selling more products than the last few years. I was really glad to see this event was on the upswing.

As I made my way to the auctioned cars area I noticed the consignment count was still light from previous years but there were at least 25% more cars than last year's dismal count. Also, the quality of cars was coming back. I noticed a lot more European exotic cars than previous years too. Names like Lamborghini, Ferrari, McLaren, Bentley, Maserati, and Alfa Romeo. There were several marques and models from the past like Packard, Oldsmobile, Studebaker, Triumph and strangely several Chrysler K Cars. Of course, American muscle and classic cars were the majority. Two BMW's were listed on the roster, a 1998 Z3 and a 2002 530i but I didn't find them to take any pictures. What really caught my attention was a 1983 Porsche 944 with 46,000 miles in Guards Red with Black leather interior. It brought back a lot of memories of my father's 1984 944 I grew up with. I wanted to get a bidder's pass to come home with it but then I remembered I am past my storage limit by two cars as it is. Cooler heads prevailed.

I think what really made a difference with this year's auction over the past few were the changes they implemented. I noticed an increase in advertisement and many of the cars on their website actually had pictures. More than before. Then once you got there, they had more common sense changes. The spectators enter into the middle of the vendor area and the car corral, forcing the masses to walk through the merchandise enticing those with weak will power to buy up knick-knacks, as well as useful things like T-shirts and model cars. Another big change that seemed new was a large screen so you can see what vehicle was being auctioned at the moment and the live bid prices. There were areas to observe the auction up close and a seated section for spectators as well. Previously, the seats were for bidders only. I feel if the auction company can continue making positive changes, this auction will continue to grow.

So before you cash out your 401K and plan your trip to Barrett-Jackson's grand event in Scottsdale, AZ or Mecum's Kissimmee, FL spectacular, consider NJ's not so little car auction that takes place within a few hours' drive. You may find that perfect car you were never looking for.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

Driver Events

By Jamie Kavalieros

Do you love to drive?

I sure do. What better way to show that love than to come to one of our 2018 Driver Schools. Hi, I am Jamie Kavalieros and I will be taking over for Jeff White this year. Many of you already know me as the Club Registrar for the last 8 years and know how passionate I am about driving. Why not join us this season whether you are new or a seasoned veteran at the track and improve your skills. This season we have four great Driver School events and two of those are combined with a Club Race.

1st: April 13-14-15 at New Jersey Thunderbolt track Motorsport Park. This 3-day event is held with our friends at the Del Val and NY BMW Chapters.

Driver School: The regular driver school portion of the event will be on the weekend of April 14-15. Why not come out and show your car some love at the track. Note that the Driver School portion of the event will have our usual 3 student run groups!

Instructor Training School: Participation in the Instructor Training School is by invitation only. The Instructor Training School is for advanced students who have shown a high level of driving skill, an understanding of driving dynamics and a desire to teach. If you believe that you are a candidate for the ITS and have not been invited, please e-mail the Chief Instructor.

Friday Special Track Day: On Friday there will be 6 hours of track time (sharing with ITS) for instructors who wish to get in some extra track time and for approved advanced Solo students. Solo students will only see the option for this registration if they are pre-approved (contact the Registrar). Solo students who also register for the weekend school will receive a \$50 discount at the time we charge your card.

Introduction to the Track run group: On Sunday we will be holding a special school for students who have never been to the track. This event was offered for the first-time in 2009 and was a run-away success. We have designed this event to encourage students who are new to the track to try out our Driver School program including: reduced registration fees to our First Timers so that you pay just \$200 for Sunday-only, a dedicated run group solely for First Time students (track and classroom), a loaner helmet program and a Mentor to answer any questions you may have before the event. (Note: If you are a new student and prefer the full weekend, you are welcome to register for the regular Driver School.)

Saturday banquet: We will be holding a track-side dinner on Saturday night for full weekend participants. Tickets may also be purchased for guests and Introduction to the Track students.

2nd: June 15-16 at NJMP Thunderbolt Driver School/Club Race to benefit the Westlake School and NASCAR K&N Pro Series. This event will consist of a one-day Driver School on Friday and all 3 student levels will be available. There will also be BMW Club Racing. Saturday our Club Racers will stay on and join the NASCAR K&N Pro Series!

Other details of registration times, entry times, paddock parking, etc. will be provided as we get close to the event.

VIP Ticket for NASCAR K&N race: We are offering a discounted price VIP ticket for all BMW CCA members for the Saturday K&N race activities. The VIP package includes special access to the Officer's Club, a BBQ buffet, special spectator area, special car corral parking and swag. Come on down on Saturday (whether or not you are driving Friday) and see our BMW Club Racers. Use the Driver School registration link above to purchase VIP tickets.

Don't miss out on this event. Fantastic track time combined with both Club Racing and NASCAR racing for a unique experience.

3rd: July 21-22 Geoff Atkinson Memorial Driver School and Club Race. Please join us for the Fifth Annual Geoff Atkinson Memorial Driver School and Club Race. We are planning a special celebration of our friend Geoff Atkinson - come out and make this an event to remember. Our annual combined Driver School and Club race at Summit Point Raceway has become the NJ Chapter's second tradition (behind our June race/school). Summit Point Raceway is in the rolling hills of the northeast corner of West Virginia near Harper's Ferry. While West Virginia sounds like a long drive, for many NJ members it is, in fact, not any further driving time than to Palmer or Watkins Glen. The School and the Club Race divide track time between student run groups in the School and Race run groups. So, when you're not on the track or in the classroom, you can take time to watch the racing.

Our Saturday night barbeque at the track features great food and the chance to relax, compare what you learned on the track and swap stories.

Please note also that we will allow open face helmets (**Snell2010 or newer**) for this event for driver school participants.

4th: Oct 6-7 Shenandoah Driver School. The Shenandoah track is extremely challenging and an absolute blast to drive. If you want to really learn how to drive, this is the venue for you. Shenandoah was designed by Dr. Bill Scott. He was a driver's driver and the fact that he was a Formula Vee World Champion (twice) should clue you in on the fact that this is a technical, momentum course. To those of you who are new to this sport that means it is tricky to get right. It also means a nimble car can out run a higher powered car. Skill and finesse can more than make up for horsepower. There are several linked turns where you need to do the first correct in order to set up for the next. It is tricky but so rewarding when you do it right. Because of all the tight turns, some are even off-cambered and some have a blind apex, you will stretch your skill set and thus come away a MUCH better driver. You will learn to really trail brake to rotate or point your car and you can learn to throttle steer to also help you point the nose.

Lastly this is the only event with a bona fide skid pad. It will help you develop the car "feel" and car control. BTW, Gerry Chan's lunch time track walk is not to be missed. I still go out and always learn something new. Sorry for the long rant but I am passionate about this school and want to see it filled. I want another Shenandoah T shirt. Note that open face helmets (**Snell2010 or newer**) will be accepted for this event.



Jamie, our new Driver School Chairman. Was it love at first sight?.

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Atlantic City Auction and Car Show

Story on Page 11

Photos by JT Burkard



Welcome New Members

Mazen Aljabowbi	David Dornstreich	Mike Kim	Brian Nielsen	Stephen Trocolar
Matthew Almeida	Stephan Dushnick	Christian Konko	Oleg Ozeriansky	James Ward
A. Arns	Kenneth Esposito	Jenny Konko	Serkan Parlak	John Ward
Kurt Bailey	Eric Fennik	Dan Kopp	Frank Parrotto	Erick Whindleton
John Ballentine	Antonino Finazzo	William Kurz	Jeffrey Peris	Thomas Williams
Stephan Bell	Richard Gao	Bernie Kyong	William Pidgeon	Alan Wilmit
Susan Bella	Tushar Ghosh	Karim Lannaman	Andrew Quelch	Jim Zima
Elizabeth Bodisch	Eric Gonzalez	Michael Lee	Arnel Rada	
Kevin Broughton	Ryan Grant	Thomas Leskow	Herbert Ramirez	
Keith Caldwell	Damon Greene	Michelle Limbardo	John Reardon	
Joe Casella	Colin Gronning	Craig Mahon	Stephen Richmond	
Nicole Cassata	Vikram Gupta	Louis Malvasi	Guido Rijo	
Jack Chong	Kate Haueter	Connor Michaels	Stuart Ritter	
Henry Coira	Rik Hock	David Milano	Eddie Rivera	
Stephen Cozzolino	Michael Hoelzler	Kenneth Modina	Manuel Rodriguez	
Stephen Crosby	Robert Howard	Karim Mohamed	George Rutan	
Kenneth Damato	Bill Ingalls	Elise Morano	Ashif Shaikh	
Giancarlo Davi	Tonya Jones	Gail Morchel	Simon Shtofmakher	
James Derogatis	Vincent Joseph	Herman Morchel	Monika Siedlecka	
Francesco DiStasio	Wayne Kaplan	Timothy Newman	Mary Soldano	
Mary Louise Doner	Thomas Keane	Thumbelina Newsome	Monica Tesi	

NJ CHAPTER CALENDAR

Check our
website for
upcoming
meetings.

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Member	Blake Smith
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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/time 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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