



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Spring 2018

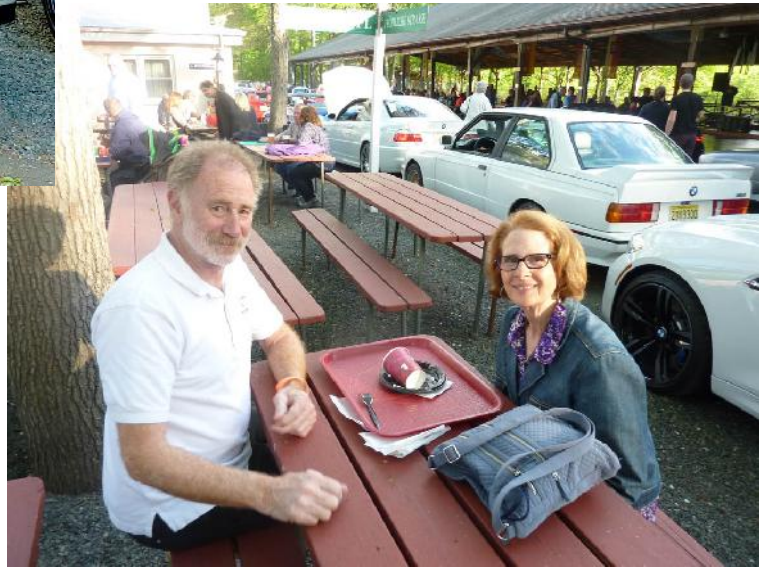
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Volume 49 Number 2

NJ Chapter at the Biergarten



Photos by Elihu Savad



Joe and Michelle Murray; long-time members.

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President's Corner



By Neil Gambony

Last quarter I covered some upcoming events for the NJ Chapter, but neglected to include a big event coming up for the BMW CCA. This is Oktoberfest, which will be held in Pittsburgh, Pennsylvania from July 9-15. Normally, O'Fest, as I will be referring to it from here on out, is held in the Fall, like September or oddly, October. However, it has been moved to July to coincide with the premier automotive event of the Pittsburgh Grand Prix.

The Pittsburgh Grand Prix is over 35 years old and is one of the most attended enthusiast events in the country. What makes the Pittsburgh Grand Prix (PGP) even better is that it is a fundraiser for the Autism Society of Pittsburgh and the Allegheny Valley School, which helps people with intellectual and developmental disabilities (IDD). The PGP has raised over five million dollars for them since its inception.

This year, O'Fest will be celebrating the 50th anniversary of the 2002. It's hard to believe they are that old now [cough, cough, or the rest of us - JF]. My first real exposure to BMW was through my buddy George from high school whose dad had bought a new 1975 square taillight 2002 in the color of Burgundrot. It was a great little car. We used to do minor service work on it like change the sparkplugs and condenser and set the points with a feeler gauge, then checked the timing with a timing light. We also changed the oil and the filters, etc.

We drove the car all around and sometimes up to a marina on the Long Island Sound in Milford, Connecticut where George's family had kept their boat moored. As I recall, that was back in the days when BMW owners either waved their hand or flashed their lights whenever another BMW approached them. Nowadays when people are waving at me in my BMW I hope they are using all of their fingers.

The car was eventually sold to someone in the next town over and I saw it sporadically for years. I even think I saw it last year, or I wanted it to be the same car, no matter, I was happy to see it now had a BMW CCA decal on it. George's dad got a very good return on the purchase price when he sold it, something BMW was using in their advertisements at the time.

Information for registering for O'Fest can be found at the BMW CCA website if you haven't already received information from the CCA about it.

Many of our members have joined the BMW CCA to get the rebate from a new car purchase or certified pre-owned car through BMW. The stipulation was you had to be a member for one year before you were eligible to get the rebate, up to \$1500 depending on the model. Now, the BMW CCA and BMW North America have worked out a plan that if you join the Club with a minimum three-year membership, you can be eligible for the rebate immediately without having to wait the one-year time period. Does this help you since you are already a member?

Perhaps not but it may help a friend, family member or co-worker who you know that might have been thinking about buying a new or certified pre-owned BMW and this could be the incentive they need to buy the car and the join the club. A three-year membership can be had for the bargain price of \$134.00. If you are still renewing year by year (like me), please be sure not to let your membership lapse for even one day or you will lose your eligibility for any rebate. The BMW CCA has no control over this, it all done through BMW NA. There are many other benefits of being a Club member that certainly could provide me with plenty to write about for a future Neil's Way.

I've often been asked about our membership and I would like to share with you some statistics about our Chapter and its members. Our Chapter was formed and incorporated in 1971; we were the fourth Chapter to join the BMW CCA. Our Chapter currently has 2375 primary members and 365 associate members; associates members

are mostly significant others, offspring, or siblings, giving us a total of 2740 members. Our oldest member's number is 216; the newest member's number is 540,808 as of the end of May. The town that I see that has the most members is Westfield; I can only speculate that it has something to do with former Club President Larry Engel living there.

There are about a dozen members living in the New England area although the furthest north member is in Pointe Claire, Canada. We have many members from our bordering states New York and Pennsylvania along with some other east coast states: Maryland, Virginia and South Carolina among them. The furthest southeast member is in Miami Beach, Florida. To the west are a handful of members in Arizona, Colorado and California with the furthest west member being in Tokyo, Japan. Hello Keisuke and hello to everyone else not living in the Garden State.

The New Jersey Chapter is ranked 6th in membership out of 68 Chapters. We are 198 members ahead of the New York Chapter and only 81 members behind the Tarheel Chapter. Maybe I should make some kind of challenge for our members to help us move up in the rankings. The largest Chapter, by the way, is the National Capital Chapter with almost 5000 members. For our track junkies out there, the NJ Chapter started you down the slippery slope. We were the first Chapter to hold a Driver School; Lime Rock Park in 1974 at a staggering cost of \$15 per student. If you have ever seen the footage of that event, it's pretty much a 2002 driver's school.

For those who were able to attend the Winter Social in March at the Reeves-Reeds Arboretum in Summit, thank you. It was a very casual and laidback affair with the premise that you could come and go at any time; the reality was that most everyone stayed until the end. It was a welcome respite in the midst of all the Nor'easters we were having in March. As I talked with many of the members there, I realized that I was fortunate that where I live still had electricity. Even the Arboretum was running on their back-up generator. Many thanks to our Social Chairman Vic Lucariello Jr. for organizing the event. I am looking forward to this event for next year.

The April program for our members was held at the Deutscher Club in Clark with the program topic being Liqui Moly, a German manufacturer of synthetic motor oil. Not only do they make motor oil but many other products like fuel and tank cleaners, and oil additives for both gas and diesel motors. Liqui Moly will be a sponsor for Team Turner cars this year in IMSA; let's hope they both have great results. Thanks to Vice-President Paul Ngai for arranging the meeting.

Speaking of the Deutscher Club (DC) I would like to thank former Vice-President Marc Goeller for organizing the BMW Biergarten night at the DC in Clark which was held on Friday, May 11th. The event was moved up in the season so we could enjoy Alex Meissner and his Polka Band that the DC sought to have while they were in the area. Thanks also go to the many Club members who brought their cars out to be displayed and judged in in one of the three categories that had been established. The DC members enjoyed seeing the cars and are always welcoming to us when we are there. Many thanks also go to our Club members in attendance to support this event for us as well as the DC.

Now that the warm weather is finally upon us, it's time to get the car out and ready for the track. There are some great events coming up like the K&N series Race and Drivers School at NJMP in June, as well as the Geoff Atkinson Memorial Driver School and Club Race at Summit Point Raceway in July, which is always a highlight of the summer. I hope to see you somewhere.

Neil Gambony
neilgambony@njbmwcca.org



That Ain't What It's For

Hello bimmerphiles! This time out I would like to talk a bit about that diagnostic connector under the left side of your dashboard on your 1996-and-newer Bimmer. Actually, it is found on almost any 1996-and-newer passenger car.

Diagnostic connectors on cars were nothing new, even in 1996. Indeed, my 2002 has one under the hood, as shown in Photo #1.



Photo #1 2002 "Diagnostic" Connector

On 2002-era cars, before the advent of computer-controlled everything and serial-bus communication, the diagnostic connector merely provided a convenient test point for a few critical electrical parameters, such as whether or not the starter was being commanded to operate. The parameters available on the diagnostic connector could in most cases be easily accessed at their sources with a voltmeter, but the connector brought the parameters together so that a factory diagnostic tool could be easily and quickly connected.

In the E30s [1984-1991 3-series], earlier model years had a different-style connector [See Photo #2] that essentially provided the same



Photo #2 Early E30 Diagnostic Connector

information. Later model years had a 20-pin underhood connector [See Photo #3]. BMW used this connector until about the 2002

model year. [Most 1996 - 2001 Bimmers had both the 20-pin underhood connector and the OBD II connector described below.] Diagnostic devices that plug into car-manufacturer-provided



Photo #3 Later E30 Diagnostic Connector

connectors, or ports, came to be known generically as "scanners", because in the computer-control era these devices can scan and display multiple process parameters, or PIDs, such as coolant temperature, etc.

You will note that on the three BMW models above, there are three very different diagnostic connectors, all located in different areas of the engine compartment. And that is just for Bimmers. Add the other car manufacturers into the mix and one is faced with a veritable cornucopia of different connectors and locations. Indeed, for my old Snap-on scanner, the number of required diagnostic adapters pretty much doubled the size of the carrying case! And of course, I still had to buy the BMW 20-pin adapter separately.

Our federal government and the Society of Automotive Engineers noticed that all these different diagnostic connectors posed a huge problem for non-dealer technicians and for technicians who worked on several different makes of cars. And thus was born the idea of a standardized diagnostic connector and OBD II [On-Board Diagnostics - Level II] regulations. OBD II - compliant vehicles [Pretty much every passenger car sold in the US starting with the 1996 model year.] must all use a standardized connector in a pretty much standardized location inside the vehicle under the dashboard [See Photo #4]. So,



Photo #4 OBD II Diagnostic Connector

one should be able to take any so-called Global-OBD II - capable scanner and plug it into any OBD II - compliant vehicle via the standardized connector and view diagnostic trouble codes [DTCs] and emissions-related engine and transmission parameters.

(Continued on Page 5)

Monthly Meeting at 56 Degrees Wine

February 27, 2018

"And now for something completely different". Yes, I need to give credit for that line to Monty Python's Flying Circus for those of you who are old enough to remember them. (And if you don't know, look it up. - JF) What does that have to do with 56 Degrees Wine and a BMW car club meeting? Vice-President Paul Ngai contacted me to let me know he would be out of town for this meeting and wanted me to manage it for him. Was Paul reading my mind that it was a dream meeting for me, a car club meeting in a liquor store? What could have made it any better; a couple of Turner or Bimmerworld Race Cars?

So why not have a meeting at a store that not only sells wine but some boutique spirits and microbrewery beers and ales as well. After all, we enjoy having and driving our fine automobiles, we should be able to enjoy fine wines and spirits as well. The meeting got off to our usual start of business, introduction of new members, stuff to buy or sell and some announcements for the Club's upcoming events. When the business portion of the meeting was completed, it was then turned over to our host, Joe Bembry and his associate Roberto Rivera.

I wish that I was as knowledgeable about BMWs as Joe was about his wines. He informed us that 56 degrees is the perfect temperature for storing wine, hence the name for the business. He also admitted that he had turned the temperature in the store up to 60 degrees for the personal comfort of his customers.

Forty or so Club members were in attendance February 27th as we were educated on some of the differences of wine of both domestic and foreign origin. We had side by side comparisons of both red and white wines, foreign and domestic. Interestingly, that by a show of hands of which wine that was more preferable, there was quite the split. We were tasting wines in the \$10 - \$20 range per bottle which just goes to show that great wine doesn't have to be expensive.

So what else should you have with your wine? We were treated to

some exquisite cheeses from places like France and Italy to go along with some bread and crackers. This is something that 56 Degrees Wine does as their business model that should you stop in on a Saturday they will have several different wines for sampling along with having cheese and crackers to go with them.

56 Degrees Wine has wine from all around the world and they taste it before buying it. If they don't like it, it won't be on their shelves. They are located at 25 Claremont Road in Bernardsville NJ, about a block up from Route 202 which runs through the center of town. Their website is [56 degreewine.com](http://56degreewine.com).

We look forward to a return visit to 56 Degrees Wine and maybe then we could discuss what may have been your favorite skit of Monty Python's Flying Circus.

Neil Gambony



Philes' Forum

(Continued from Page 4)

What are DTCs? Glad you asked. DTCs are set, and usually the dreaded "Check Engine" light [AKA: MIL - Malfunction Indicator Light] is turned on, when the engine or transmission computer detects an abnormal condition that can adversely affect vehicle emissions. Another advantage of OBD II is that generic-type DTCs [in the form of P0xxx] are supposed to be the SAME among the different vehicle makes. So, if either a 1996 328i or a 2004 VW Jetta or a 2008 Subaru or a 2010 Corvette or a 2018 M4 records a P0300 DTC, that means the engine computer is detecting random cylinder misfires. Similarly, a P0420 indicates that the catalytic converter is not performing properly in cleaning up exhaust gases.

Another function of the OBD II port is to allow downloading of computer-software updates, from the vehicle manufacturer or from aftermarket-software providers [tuners]. But if you have not fallen asleep by now I would like to talk about an available "function" of the OBD II port that I think you should avoid.

Of the pins on the OBD II connector, one is from the battery bus [always "hot" regardless of whether the ignition is on or off] and one is a vehicle ground. The purpose of this is to power a scanner. To repeat: The purpose of this is to power a scanner or simple DTC reader. The purpose is NOT to connect a battery charger, battery maintainer, or so-called "memory saver".

Memory savers are used to supply auxiliary power and maintain computer memories when the vehicle battery is disconnected, say to install a new battery. I am a proponent of connecting auxiliary power during battery work, but on a BMW, I use the underhood B- and ground studs thoughtfully provided by BMW.

I talked to three expert, professional technicians about this: Matt Kimple, Sal Puleio and Chris Roberson. Matt and Sal need no introduction to Philes' readers. Fellow [as is Sal] iATN member

Chris Roberson is a BMW-trained technician from the Left Coast whom I came to know via his many valuable BMW-related iATN contributions. iATN is the International Automobile Technicians' Network, with something like 70,000 English-speaking techs worldwide.

Both Chris and Matt maintain that there is no need to connect auxiliary power to a recent Bimmer when disconnecting the vehicle battery. Earlier cars could lose radio codes, reset DTCs and monitors, and possibly lose seat and sunroof settings. In rare cases, especially if the battery were left disconnected for a couple of days, the "alignment" of the anti-theft system [EWS or CAS] could be lost, resulting in a no-start situation when the battery got reconnected. "Honey, to save some money I installed a new battery in your X5, but now it won't start."

Sal and I tend to connect auxiliary power whether we need to or not; one reason being that it is difficult to know for sure whether a particular Bimmer [Also, Sal and I work on other cars in addition to Bimmers] should have auxiliary power during battery work. Sal says, "It certainly does not hurt anything to connect auxiliary power, so provided it is done correctly, why not?"

One thing that Chris, Matt, Sal and I agree on completely is that, if you are going to use auxiliary power during battery work, PLEASE don't connect a memory-saver device to the OBD II port! That ain't what it's for!

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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New Jersey Chapter Tour of BMW's VDC

By Paul Ngai

On March 24th, 100 lucky Chapter members got to visit the BMW Vehicle Distribution Center (VDC). It was our 6th Annual VDC Tour/BMW CCA Foundation Charity Event and was sponsored by BMW of Bridgewater.

The BMW VDC is the point of entry for BMWs, MINIs, and Rolls-Royces into the United States. BMW currently has four VDCs in the United States. The New Jersey VDC processes approximately 85,000 cars per year and supports 8 states. The West Coast VDC in Port Hueneme, California receives cars for the West Coast; the Baltimore VDC receives cars destined to the Midwest, Virginia and Maryland, and the Brunswick, Georgia VDC receives cars destined for the southern United States. BMW recently expanded its vehicle distribution network to southeastern Texas to better serve the 45 BMW and MINI dealers within four states (Texas, Oklahoma, Louisiana and Arkansas) that make up a part of the Southern Region. The New Jersey VDC processes an average of 300 cars per day and includes new and European Delivery BMWs, MINIs, and Rolls-Royces, which arrive from Austria, Germany, South Africa, and the United Kingdom.

Upon arrival, members provided their names to the security checkpoint and were greeted by our Chapter volunteers. The VDC provided coffee and bagels for breakfast in the waiting area

where members got to see the raffle prizes. The event started promptly at 9am and the group was escorted into the main facility area for a presentation. Then the group was divided into smaller groups for the individual group tours led by VDC members.

Lunch was provided by BMW of Bridgewater. During lunch, our special guest, Scott Dishman, Executive Director of the BMW CCA Foundation, gave a very thorough presentation about the Foundation. Here are some of the items which were raffled off at the event. The collectible edition of the Heroes of Bavaria book (leather bound, slipcase, only 300 produced), two exclusive Heroes of Bavaria posters, one driver-signed item, and One free HPDE experience for a NJ Chapter member (at any CCA HPDE event).

BMW of Bridgewater donated a BMW M bike which was auctioned off at the event. Overall, it was an informative and successful event. All the members had a great time and learned a lot about the vehicle preparation process. Thanks to everyone's generosity, we raised over \$5000 for the BMW CCA Foundation.

Hope to see everyone again next year!

New Jersey Chapter of BMW CCA Board Meeting

By Dave Allaway

March 14, 2018

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

President

Neil Gambony called the meeting to order at 7:37 PM at Alfonso's in Somerville. Jeff White motioned to approve the February minutes as distributed and Vic Lucariello, Jr. seconded (approved unanimously). Neil reported receiving a request to promote a non-sponsor event in Stratford, CT, which he respectfully declined.

Vice President

Neil reported, on Paul Ngai's behalf, that the BMW Vehicle Distribution Center (VDC) tour is 3/24. Doug Feigel reported that we have a large number of raffle items which he and Paul will sort beforehand (3/22). The social event at 56 Degree Wine was well attended and a success. We may do another in the fall. Brian Morgan reported that Jackie Jouret (former editor, Bimmer magazine) would love to do a meeting but has no East Coast trips currently planned. She will keep in touch. The May meeting will be a Liqui Moly product talk, date tbd [previously scheduled for 5/17]. Marc Goeller reported that Deutscher Club of Clark (DCC) requested 5/11 for our concours (usually at Biergarten), as they have an important band visiting from Germany and would like to make it a special event.

Driving Events

Jeff White reported that the M-Day contract is signed. The event, at the BMW Performance Center in Spartanburg (Greer), SC, will be on Saturday 10/27. Jeff has confirmed that the BMW Foundation (exhibits) will stay open for us on Friday evening. We have a corporate rate at the Greenville Marriott. There will be a Saturday evening dinner at the Blue Ridge Brewing Co. Price is \$750 per person (to cover our cost). Registration will open tomorrow on MotorsportReg. We are one month away from our first driver school, which is half full. It will include a novice group and Friday open track. We have nine ITS students. We will participate in an SCCA rally the beginning of May (beginner TSD format). Our only role is to help promote. This will be an NJ Chapter points event. Ron Gemeinhardt asked whether we need insurance for the concours. Even though not required by national (this is a non-wheels turning event) we will obtain. Ross Karlin reported that we have two races on the schedule, and arrangements are being made for steward accommodations. Ross has spoken with Oleg Satanovsky (BMW NA) about bringing an M5 safety car. We still need to secure sponsorships. There was a discussion on dealer-member relationships. Ross noted that the Westlake School check presentation is next Wednesday [see February minutes for details].

Autocross

Elihu Savad reported that Steve Schlossman has asked that all chapters use the latest waivers, which we have. The minor waiver form has changed. Jeff White requested any used waivers for archiving. There was a discussion on minimum age for autocross participation. The national minimum of 16 years and minor consent waivers notwithstanding, the board consensus was to remain with our chapter minimum of 18 years.

Treasurer

Ron Gemeinhardt distributed the 2017 financial statement as submitted to national, and the current year-to-date financials. Ron noted that the \$11,200 other non-recurring expense is the deposit for the M-Day event. Ron has obtained a new two-year Quicken subscription at 40% discount. We have not yet received the invoice for the Reeves-Reed social event.

Business Manager

It was reported, on Matt Baratz's behalf, that we have sent \$8,480 in invoices in the first two months of 2018, including to two new sponsors. Matt reminded us that the issue of sponsor logos on our website home page still needs to be resolved. It was agreed that every sponsor's logo would appear on the left side of the page. Matt will specify the order.

Social Events

Neil complemented Vic on a wonderful event at Reeves-Reed Arboretum. Vic thanked Oleg Satanovsky (BMW NA) for bringing a pre-production i8 Roadster for display.

Vic noted that Joe Bemby of 56 Degree Wine gave us a discount on 30 bottles of wine. The leftover wine will be auctioned at the June driver school banquet, to benefit the Westlake School. We will bring the leftover soda to the Tire Rack Street Survival school. Vic thanked Matt Baratz for outstanding assistance at all hours. We had 50 guests and a net cost of \$1,400, a substantial improvement over prior years. There was a discussion on scheduling next year's event, possibly the Saturday before Easter (to avoid any driver school conflict). We will send a survey on preferences.

Members-at-Large

It was noted that Bimmerfest East will not be held this year. Jeff Caldwell reported, via e-mail, that he will be happy to blast e-mail anything you send him.

New Business

The items received from the BMW Foundation, in recognition of our 2017 charitable contributions, will be raffled at the VDC tour. This includes one free driver school with any BMW CCA chapter.

Doug reported that the NY Auto Show (3/31) registration is via the NY Chapter. Doug will send the info to Colin for posting.

It was noted that Chapter member and past-president Larry Engel was recognized in BimmerLife as a recipient of the 2017 Tire Rack Street Survival Circle of Excellence Award for Organization Volunteer/Instructor of the Year, BMW Car Club of America.

Neil reported that Kevin Sheehy has been enlisted as membership chair.

The next board meeting was set for Wednesday 4/25 at 7:30 PM at Alfonso's. Ross Karlin motioned to adjourn at

9:14 PM and Jeff White seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

NJ Chapter Donation to the Westlake School



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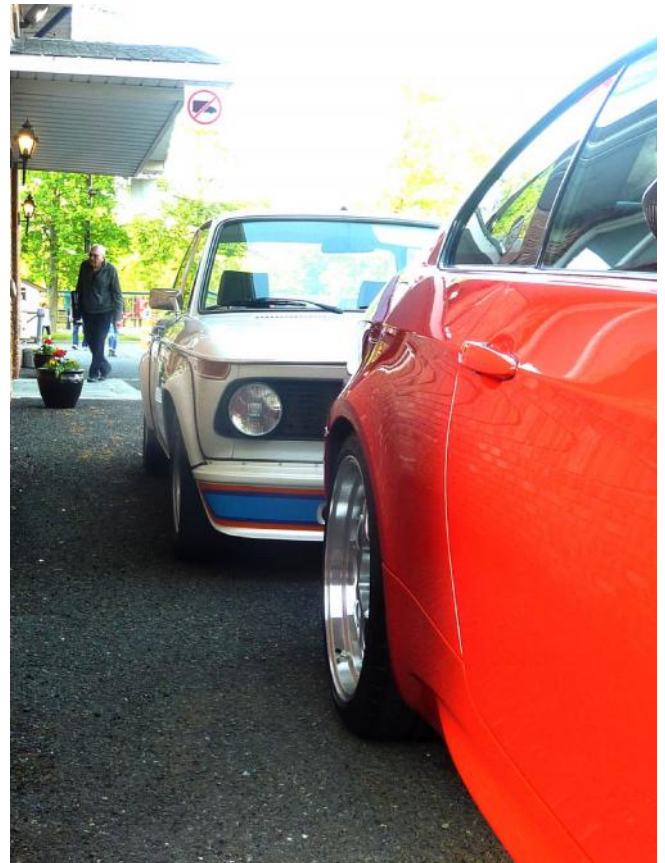


NJ Chapter at the Deutscher Club Biergarten

Photos by Elihu Savad



Judy Lee and Gary Bossert



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Champ Series Winner



Colin Vozech, Champion Series Winner, with President Neil Gambony

ITS @ NJMP



ITS photos by Jamie Kavalieros. Article on Page 12.

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Initial Ramblings

By JT Burkard

Drag Racing is Dead, Long Live Raceway Park

Ever since I was a kid, I was a car guy. My first word was CAR. My entire existence revolves around automobiles of all types. From the moment I was born to the age of 6 I lived a half mile from the legendary Raceway Park in Englishtown, NJ. I have been a continuous vendor at their swap meets since the fall of 1990. I've taken my own Firebird Formula down the drag strip. From the moment I got my license throughout my 20's and early 30's I would frequent Wednesday and Friday night races just to watch the locals lay down some rubber. I attended many of the Snap-on Night of Thrills, the High Performance Pontiac Day shows, Diesel Truckin' Nationals and of course Bimmerfest. I've spent a lot of time there with endless fond memories. On January 17th a 268 word press-release from the track (not including a small paragraph of their history) rocked the car community containing these words "Raceway Park will no longer conduct quarter mile or eighth mile drag racing events effective immediately."

I sat in disbelief, stunned even. How? Why? I felt like I got kicked in the gut. This track that was born July 4th, 1965, 7 years previous to the day from my own July 4th birthday, has provided a venue for folks to take their car down 1,320 feet of straight asphalt to see how fast they can do it. This was 52 years of novice, amateur and professional drag racing. From your neighbor's kid down the street to well known names like Don Garlits, Shirley Muldowney, Bill "Grumpy" Jenkins, Don Prudhomme, John Force, Ronnie Sox, Tommy Ivo, and many more graced this track with their skill and talent. And who can forget famed spokesmodel Linda Vaughn, Miss Hurst Shifter? Yup, she was there many times over the years.

Now I want to make this clear, the track is NOT closed. They have just stopped all drag racing programs indefinitely. They are still holding Motocross, Drifting, Road Course, Karting, Swap Meets, Car Shows and Concerts. The facility still has a full schedule of events, just no drag racing. The motocross track was moved from its original location to the former practice track location with larger jumps and new woods portion added. I spent many years at the dirt track when my brother-in-law was racing the 125cc class. I'm sad to see that track go but the new one looks like it will be equally as fun and challenging.

I had the opportunity to speak with a Raceway Park employee a few months ago when I had questions about when I would be getting my paperwork for my Spring Swap Meet spots. I have held these particular spots for approximately 20 years. I didn't want anything to happen to them. When I spoke with him, he assured me I would be getting my spot stickers. He also asked "Do you have any idea what is going on at the track? This is why we are delayed." I assumed he was referring to the restructuring of the track. Apparently, there was more to it than just a delayed mailing. The folks in charge of the Swap had to re-chart half the spots since a large portion of the spectator and pit side was going to be used by the new lessee, which meant they had to create a new section for vendors. Then with less than several weeks to go, rearrange everything back since they were not going to start utilizing the space yet. All in a matter of a week. I can understand their frustration.

I would like to point out that the person I spoke with stressed the track did not close their drag racing program due to noise complaints from local McMansion owners. That was simply rumors spread by the uninformed. The noise issue was dealt with on numerous occasions with the track always prevailing. Basically, if you move into a neighborhood and don't do your research of what is around it, shame on you. No, this restructuring was strictly a financial move. Insurance Auto

Auctions (IAA) has leased the space from RP for a lucrative and undisclosed amount of money that made fiscal sense to the track owners. This will be used as a holding yard for cars being auctioned by IAA. This will not be the first time the track property was used for this purpose. After Hurricane Sandy, many flood cars were staged and stored there. With racing participation down for various reasons, this was a feasible way to keep most of the track open and continue to hold events. This is a much better solution than selling off the land for more McMansions, Condos, or dare I say, a Golf Course.

I will be honest. It's been many years since I've actually attended any actual drag racing at the track. It's been 20 years since I've run my own car down the strip. I have been more interested in the car shows and swap meets over anything else. So in actuality, I still get to attend all of the events I usually did anyway. The biggest thing I will miss is the nostalgia of standing by the strip, the rumble of horsepower and the ground quaking from the torque, as well as the smell of fuel and rubber permeating the night air.

I hope that the future will bring back drag racing to this historic place. This hope is for all of those people who spent endless nights in the garage busting their knuckles; for those who can't travel the extra distance to Island Dragway in Great Meadows or Atco Speedway; and for those who spent all winter building a new car or engine only to have to put it up for sale because their home track has eliminated that program. And it is my hope that one day I can bring my nephews, who live only 8 miles from the track, to watch two cars compete eins zu eins. I can't answer if that will happen or not. I'm not even sure if the Napp family, owners of the track, have an answer for that question. All I can say is that I am sad to see drag racing go away from my local track but happy that they are still in business in some capacity. Long live Raceway Park.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



Driver School Events

By Jamie Kavalieros

Inaugural Tri-Chapter Event

Our April track season opener was a first. It was the first event we held with DelVal and NY BMW Chapters making this our first tri-chapter event. It was also the first event for Mark Mallory as our new Registrar and the first event for me as Driver School Chair. We had a bit of everything on track. Six hours of Solo on Friday with a bit of ITS Candidates mixed in. On Saturday and Sunday, we had our usual beginner, intermediate and advanced run groups. For those who don't know, ITS stands for Instructor Candidate School. This program is for high-level advanced students who are aspiring to become Instructors. We are happy to report eight new instructors joined our ranks from this event! This event, because of its multiple run groups and 3-day format, is a bit more complicated than most events we hold. It was a trial by fire for both Mark and me. We survived! All our future events should be easy for us.

We had a bit of everything weather-wise; a bit of cold, a bit of sun, bit of warm and a bit of rain on the last day. Even with the mixed weather there were plenty of smiles. We had a free pizza lunch on Friday compliments of MSR Autowerks in the main garage. MSR also brought a trailer that drops to the ground to load extremely low cars. On Saturday we enjoyed a banquet at the track. As usual, everyone compared stories and adventures from the runs on track earlier that day. My mother always said keep them fed and they will be happy.

We still have three more track events this season.

June 15-16 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. 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! 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. VIP tickets are \$15. Don't miss out on this event. Fantastic track time combined with both Club Racing and NASCAR racing for a unique experience.

July 21-22 Geoff Atkinson Memorial Driver School and Club Race

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.

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. Note that open face helmets (Snell2010 or newer) will be accepted for this event.

Autocross

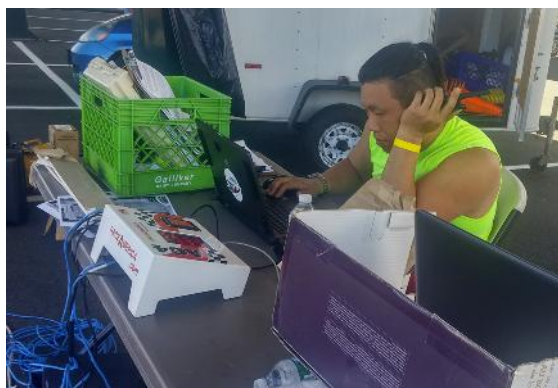
By Elihu Savad

Autocross Season is Here!

Come join us at Patriots Park in Bridgewater. We will be setting up challenging fun courses on the smooth Red Lot, and you will get lots of turns to get your best time. Please check out our website for registration information.

Our schedule is as follows:

May	27
June	10
July	1
Aug	12
Aug	26
Oct	14



All important time tracking. Photo by Jerry Faber

2017 New Jersey Chapter Financial Statement

Prepared by Ronald Gemeinhardt on 5 Mar 2018

Balance Sheet

Assets	
Cash in Bank Accounts	105,956.26
Inventory	0.00
Equipment	0.00
Accounts Receivable	0.00
Prepaid Expenses/Deposits	3,000.00
Other	0.00
Total Assets	\$108,956.26
Liabilities & Equity	
Accounts Payable	0.00
Other	0.00
Equity/Retained Earnings	108,956.26
Total Liabilities & Equity	\$108,956.26

BMW Car Club
of America
New Jersey Chapter



Income Statement

Income		Misc./Other Income	
Membership Dues	36,870.00	Cash donations to charity	6,026.26
Rebates from National	0.00	Street Survival Rebates/CCC	4,273.44
Advertising Revenue	5,725.00		
Driving School Fees	187,317.00		
Autocross Fees	7,782.95		
Other Event Fees	4,560.00		
Merchandise Sales	0.00		
Interest	14.96		
Misc./Other	10,299.70		
Total Income	\$252,571.31	Total	\$10,299.70
Expenses		Misc./Other expense	
Newsletter Costs	22,180.85	Street Survival/CCC	3,439.52
Postage	0.00	Instructors seminar	681.22
Insurance	413.87	Charitable donations	14,220.00
Driving School Expenses	186,758.40	Income tax	93.55
Autocross Expenses	12,008.68	New member expenses	253.33
Meeting Expenses	1,889.89	Web site & electronic media	110.17
Other Event Expenses	9,406.19	Travel	584.40
Telephone Expenses	614.10	Bank fees & Other	167.06
Misc./Other	19,549.25		
Total Expenses	\$252,821.23	Total	\$19,549.25
Net Income (Loss)	(\$249.92)		

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Unicorns in the Wild



Photos by Jerry Faber



Welcome New Members

Stephen Agnic
Iman Akhtar
Mansur Akram
Farhan Aslam
Bruce Barnett
Frank Barone
Angelo Bastianpillai
Chad Bennett
Lawrence Berkeley
John Blake
Mark Borkowski
Frank Brearley
Malik Brevard
Sander Bromberg
Dominick Buono
Jeff Camera
Rodrigo Campos
Egidio Carlino
Esta Carlstrom
Mark Carvalho
Timothy Casey
Alexis Cauthen
Cameron Cocherl
George Coheleach
Colin Cook

Christopher Cozzi
Edward Crane
Robert Cruz
Kevin Cummings
Michael D'Ambrosio
Jelani Davis
Markin Delacruz
Matt DeLoca
George Densa
David DePaola
Alexander Dunne
Peter Dupchen
Randall Enterline
Joe Eshelman
Michael Ewart
Cayetano Farcon
Joseph Fekete
Michele Fink
Matt Fischer
David Forgione
Michael Foss
Juan Freile
Caiden Galvin-Scott
Luis Geronimo
Caitlin Giordano

Roy Gordon
Scott Gordon
Dennis Griffin
Syed Haider
reid hensel
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Lubos Holy
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Harry Kopp
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Tomasz Malinowski
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Dean Melchior
Eric Nagy

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Alyssa Paradowski
Rick Possumato
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Melvin Rodgers
Jim Rossi
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John Scott
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Adam Seidel
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Louis C. Slade
Lynne Smith

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Lisa Ullman
George Walden
Jonathan Walezak
Bruce Walsh
Alan Wise
Jeff Wolff
Erik Yates
William Yelder
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Jin Yuan
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Check our website for upcoming meetings.

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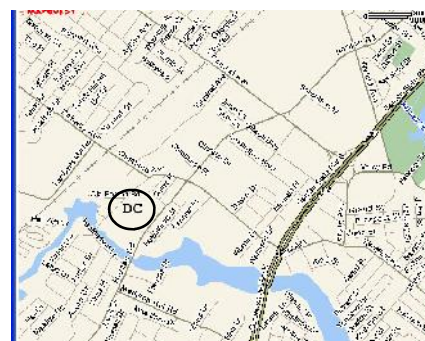
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MEMBERSHIP MEETING INFORMATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date/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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