



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Fall 2018

<http://www.njbmwcca.org>

Volume 49 Number 4

NJ Chapter's Tire Rack Street Survival

From the classroom to the training exercises. Story on Page 6.

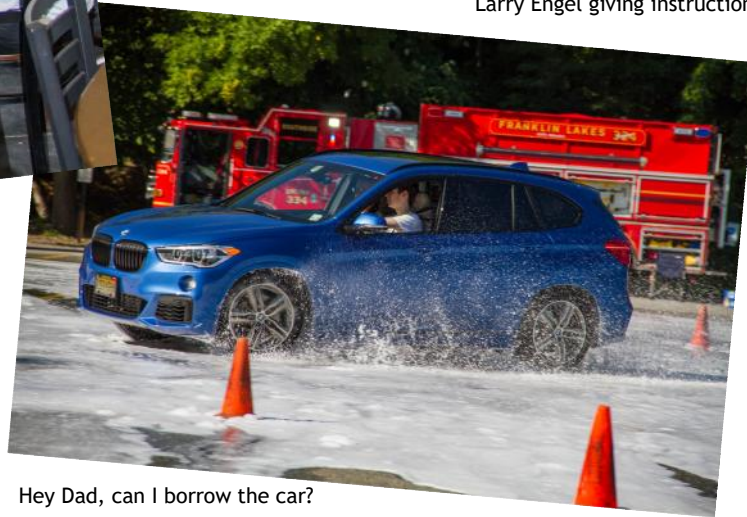
Photos by Brian Morgan



Students in the classroom.



Larry Engel giving instructions to volunteer workers.



Hey Dad, can I borrow the car?

AUTHENTIC, ARTISANAL WINES
for every budget



56° wine

56degreewine.com

25 CLAREMONT RD. BERNARDSVILLE NJ
908-953-0900

Whack Your Turkey Rally

Story on Page 5.



Rallymasters - Doug and Jeff
Rally Organizational Managers - Sherrie and Trisha

Photos by Sherrie Natko



Rallyists

President's Corner



By Neil Gambony

Welcome to the Fall edition of the New Jersey Bulletin, the quarterly newsletter of the NJ BMW CCA. Are you reading this through our new format of it being transmitted to you by e-mail or are you still drudging to your mailbox to get it? Now there is nothing wrong with going to your mailbox, after all that is still the way the Roundel, the monthly magazine of the BMW CCA, is sent to you along with your usual sale flyers, bills, coupon envelopes, and lately the multitude of political candidate mailers. Yes, I'm writing this in November.

There are several advantages of receiving the Bulletin through an e-mail. You can enjoy reading it wherever and whenever you want on your personal electronic device. The full edition is in color should there be pictures or ads in the middle, we have only been ordering the printing with just the first 2 and last 2 pages in color to save on the cost of the NL. You may also receive it sooner since we bulk rate the mailing, depending on the zone you are in it may take longer to reach you when sent through the US mail. You also won't have to discard or recycle (hopefully that what's you do with it) it when you are done unless you are like me and file them away in boxes in your attic.

Would you like to receive the Bulletin by e-mail? It can be easily done by simply going to the website of the BMW CCA at www.bmwcca.org, logging in and opening your profile, then check off the box for e-mail Newsletter delivery. It's not hard to do; many members have done so already.

In reviewing my previous columns from this past year, I have discovered that I was thanking someone for their contribution to the Chapter; this column will be no different. This time I will be thanking many people, including the members who have served on the Board of Directors of the Chapter who have made my job easy and a pleasure to do.

Here are the members who I need to recognize: Paul Ngai - Vice President, Ron Gemeinhardt - Treasurer, David Allaway - Secretary, Driving Events Chairman - Jeff White, Social Chairman - Vic Lucariello Jr., Jerry Faber - Newsletter Editor, and Colin Vozeh - Webmaster.

Also on the Board are four Members at Large - Bob Isbitski, Jeff Caldwell, Jamie Kavalieros, who serve as our Driving School Chairman, and Ross Karlin, who by default is our Club Racing Committee Chairman.

I need to thank Elihu Savad and his Autocross Committee for the work they do in putting together our Autocross events. It takes a lot of persistence to get the job done and they have prevailed. Thanks also go to former Club President Larry Engel, who has taken charge of the Street Survival school program, even being recognized nationally for his efforts.

Many thanks go to some behind the scenes people, Vic Lucariello Sr who has been writing his Philes' Forum, our technical column in the Bulletin, long before I joined the club in 1995 and JT Burkard who is the author of Initial Ramblings. I had asked JT to write about his experience on one of our rallies back during my previous administration (2006-8) and he has been contributing ever since. I've certainly have enjoyed hearing about his adventures or misadventures as they may have been through the years.

Another group of people who deserve thanks are the Driver School Committee. I've already mentioned Jamie Kavalieros, the Driver School Chairman. There is also Mark Mallory our registrar, Warren Brown who handles our technical inspections and Barry Stevens who has been our Chief Instructor. I say been for a reason, more on that later.

The last 2 members I need to thank are Kevin Sheehy and Matt Baratz. Matt is our business manager and handles our website and newsletter advertising. Matt is not as physically close to us as he would like to be but is certainly as close to us as he can be in spirit.

Kevin has taken on the important role of membership chairman and will be handling our members 'need.

I would also like to take a moment and thank all of our members. You joined the Club for a reason and I hope you are taking advantage of the benefits of being a member, whether participating in our driving events such as Autocross, the Driver School program, Club Racing, Rallies or just attending a Club meeting. Maybe you joined to take advantage of the rebate program offered through BMW NA, it's a good enough reason for me.

Now getting back to Barry Stevens, Barry is stepping down after serving as our Driver School Chief Instructor for the past 10 seasons. Barry will still be with us for driver schools, he wanted to focus on helping individual students again. This presents me with the perfect opportunity to introduce our new Chief Instructor Bill Van Ocker to you. Bill was a student when I started to attend the driver schools and has been an Instructor since 2005, taken the Instructor Training program at Watkins Glen. Bill has instructed at Summit Point, Watkins Glen, Pocono and NJMP as well. When I met Bill he was driving an E30; he has since moved on to the E36 M3 model.

It's not just any E36 M3, since I happen to be a vintage race car enthusiast, it's the car that Club members Dave McIntyre and Ross Karlin used to compete in the Targa Newfoundland in the 2000's and placed 1st in class in 2008. Bill purchased the car a few years ago when Dave decided to sell the car.

Something to look forward to in 2019 is the Spring Social. For 2019, we have moved the date of it a few weeks later to Saturday March 30th. It will once again be at the Reeves-Reed Arboretum in Summit NJ. It is a more casual event than we used to do with the Banquet; you can arrive any time and leave whenever you want. More information about the event will be out in the winter months.

I am happy to announce that our immediate past President Jeff Caldwell has announced that he will be running for the position of the North Atlantic Regional Vice- President. The position involves being the liaison between the Chapters in our area, of which there are 14, and the BMW CCA's National board members. Jeff has served us well in the five years he held the top spot on our board. There will be candidate statements coming out in the January issue of the Roundel, please be sure to give Jeff your support.

Now that Fall is upon us and we are going into winter when the amount of daylight is much shorter, I would like to offer a small driving tip. I know you are aware of the law to have your lights on when you are using your windshield wipers; it also would be a good idea to have your lights on when the weather is foggy or overcast yet not at the point of rain.

There are many car colors now that blend into the road background such as black, silver, dark blue, and gray to name a few. Cars are more monochromatic now than the days of big chrome bumpers and trim that certainly made cars more visible, not to mention the fact that cars are smaller now than they used to be. Please be sure to turn them off when you arrive at your destination.

Since the Holiday Season is now approaching, I wish everyone a safe and happy holiday whether you are celebrating at home or away and I look forward to seeing everyone again next year.

Neil Gambony

neilgambony@njbmwcca.org





Philes' Forum

By Vic Lucariello, Sr.

The Surprise

Hello bimmerphiles! I recently got an unpleasant surprise when installing a new battery in Joanne's 1995 325is [E36]. Might a similar surprise await you?

There exists controversy among bimmerphiles as to which 3-series is the best: E30, E36 or E46. You will note that I did not mention the E21, E90s or F30s. I guess your opinion will depend upon which model's attributes are most important to you.

Anyway, my aforementioned surprise was due to a construction difference among the E30-36-46 cars. On the E30 [those with trunk-mount batteries] and E46, the battery is contained in a topless metal compartment on the right side of the luggage compartment. Indeed, on the E30 the battery sits in a "plastic" tray within this metal compartment. This is one of the nicest designs I have ever seen. So, on the E30 and E46, any damage due to decamped battery electrolyte will be readily apparent when the battery is removed, and said damage would hopefully be contained in the battery compartment. Not so on the E36!

Believe it or not, Joanne's 200,000-mile 1995 E36 was on its *second* battery until recently. The BMW OE battery lasted *fifteen* years, and the Interstate replacement lasted until August of 2017. This might be a testament to my use of a battery maintainer whenever the car sits idle for more than a day.

In replacing the Interstate and cleaning up a bit of corrosion in the battery compartment, I noticed that, Hey!, the inboard side of the battery compartment is open to the spare-wheel compartment! I noticed this when I dropped a tool and it disappeared, only to be retrieved after the spare wheel was removed.

And that is when I got The Surprise.

Photos 1 and 2 depict the corrosion I found when I removed the spare wheel, which had been in place for years, having received only periodic air-pressure checks. Luckily, after removing the corrosion by liberally scrubbing with a Scotch Brite pad and Simple Green Industrial Cleaner and Degreaser [pH of about 9; you can also use a mixture of baking soda and water] I found the underlying metal to be OK. After flushing with water and drying overnight, the first-coat primed area is as shown in Photo #3.



Photo #1 - Surprise!

After a second coat of primer and two coats of Rust-Oleum gloss black, things looked as shown in Photo #4: almost good as new. Incidentally, in the upper-right corner of the photo, you can see the bottom of the new battery, an Odyssey Extreme PC1200MJ AGM [Absorbent Glass Mat].



Photo #2 - Shame On Vic

acid automotive battery, the cell plates are suspended in liquid electrolyte, a mixture of sulfuric acid and water. So an AGM battery is less likely to spill electrolyte. Indeed, the Odyssey instructions indicate that the battery can be installed in any orientation except inverted. Other claimed advantages of AGM batteries are: longer service life, higher deep-discharge capability, slower self-discharge rate, higher vibration resistance, and higher cranking amperage for a given case size. A known disadvantage is higher cost, which *may* be offset by longer life. [The OE battery in Joanne's E36 is a hard act to follow.] Possible disadvantages of AGMs are that they have a lower



Photo #3 - Lookin' Better

maximum operating temperature [some may not be suitable for an underhood environment], and [according to the Battery University Website] if your non-smart voltage regulator is set to charge at more than 13.8 volts, this could overcharge the battery on a long drive. The Odyssey Battery Technical Manual suggests a "float-charge" voltage of 13.6 volts [roughly equivalent to the required voltage-regulator setting], and a charging voltage of 14.7 volts, but does not directly address voltage-regulator setting.

I found this a bit confusing, so I contacted Odyssey battery. These folks have always responded promptly to my queries. Regarding temperature limitations, Odyssey says that the max operating

(Continued on Page 5)

Whack Your Turkey Rally - 2018

It is a tradition of the NJ Chapter to hold a road rally on the Sunday before Thanksgiving. This year, 22 teams of drivers (15 as a driver and navigator in Competition class and 7 in Family class) accepted the challenge of matching their skills of observation and deduction against the devious clues devised by the Rallymasters. More important than the rally itself is the cause - once again all rally proceeds and some very generous donations by participants will be given by the Chapter to NORWESCAP for their nutrition assistance programs. This year co-Rallymaster Doug Feigel had a different idea: a rally route covering a longer distance at higher speed so that participants could enjoy a good drive while solving clues.

The rally began in Morristown and the weather on Sunday morning was gray and brisk and recalled that fateful Christmas day in 1776 when George Washington crossed the Delaware with his troops to surprise Hessian soldiers in Trenton. The weather was appropriate since we also decided to have a theme for this year's route of visiting various Revolutionary War locations. From Morristown, where Washington had winter headquarters for three years, the route wound through the town to note other war locations including Fort Mifflin then through Jockey Hollow National Historical Park and then continued south through Bernardsville, Far Hills, Bedminster and Pluckemin, site of the first army officer's training school. From there, drivers headed roughly southwest around Flemington, down through historic Harbortown village to Washington Crossing NJ then crossed over the Delaware (as Washington did after the successful first battle of Trenton) into Pennsylvania. The route then traveled along the river up to New Hope where we crossed back over the river into Lambertville and then north again along the river to end at The Ship Inn in Milford. Clues along the route mixed historical references with modern and the route included sections where no clues were given and everyone could just enjoy the drive.

The Ship Inn was a perfect ending spot because it is NJ's oldest brew pub and offered drivers and navigators the chance to unwind after the drive, enjoy great food, including some German selections and a wonderful setting. Special thanks to owners Ana and Joe David and their staff for accommodating our large group. Stop by and visit them if you can - it is worth the trip.

When all the counting and scoring was done, the final tally was a very close finish in Competition class with just 3 points separating the top 3 finishers. Team Potechko took top honors scoring 64 of a possible 68 points followed by Team King and the duo of Colin Vozeh and Jon Trudel. In Family class, David Lamperti piloted the winning car followed by long-time rally driver Joaquim Noronha's car with Edward Mikulicz and family in third. All of the winners went home with prizes courtesy of our good friends at the BMW VDC (Vehicle Distribution Center) with all cars taking home a mini-cooler from the Chapter.

In all, the different format seemed well received with only the usual amount of groans and griping about clue answers. Very special thanks to Sherrie Natko and Trisha Camp for their help in devising clues, general organization and getting all the cars sent off. Next year we will need a new Rallymaster or two to find a new set of backroads and adventures. If you're interested, please let me know.

Best wishes to all for a great holiday season and many thanks again to all the participants for your attendance and your generosity for those in need.

Jeff White

Photos on Page 2, 7, 8 and 9.

Philes' Forum

(Continued from Page 4)

temperature for the PC1200 battery is 113 F, clearly above underhood operating temperatures. For the metal-jacketed PC1200MJ, however, the maximum temperature is 176 F. For a trunk-mounted battery, I think the non-metal-jacket PC1200 would



Photo #3 - Almost Good As New

be OK, but for a few more dollars, I went with the PC1200MJ.

Regarding charging voltage, the Odyssey Product Guide's warranty section specifically states that the alternator should be set to provide between 14.0 and 14.7 volts, and if the charging system is not set within these limits, shortened battery life can be expected, as well as a voided warranty. This can be a problem on BMWs, some of which use a charging voltage lower than 14 volts [Forget the

newer "smart" charging systems, where battery voltage is not held constant.]. The charging system on Joanne's E36 runs at about 14.2 - 14.3 volts after things warm up, while my M3, which also has an Odyssey, runs at about 13.6 volts. So we shall see how things work out. Perhaps I should have read the fine print more thoroughly....

I chose the PC1200MJ because, while it has a lower cold-cranking-ampere rating than BMW specifies [540 vs. 700], the PC1200MJ is short enough not to interfere with the battery compartment's "plastic" cover. Since the car is rarely if ever started in cold temperatures, I think that 540 cold-cranking amps should suffice. Again, we shall see. Odyssey does not offer a direct-replacement battery for the E36.

Evidently BMW believes that AGMs are superior batteries, as BMW has been installing them for some years now, especially in Bimmers with "smart" charging systems. I am interested in knowing what battery life your Bimmer experiences, regardless of whether it has an AGM battery. From reports I read on iATN, the International Automobile Technicians Forum, BMW battery life ain't what it used to be.

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 comments, tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

© 2018; V.M. Lucariello, P.E.



NJ Chapter's Tire Rack Street Survival

By Larry Engel

The New Jersey Chapter held its second (and last for the year) sold-out Tire Rack Street Survival School on September 30th at Campgaw Reservation in Mahwah. Our staff began arriving at 7:00am to set up the course, registration desk, and classroom and to be ready for student arrival by 8:30.

We had a great contingent of staff and coaches, including several who hadn't been able to join us recently but were able to chip in when it looked like we might be short several coaches. This program wouldn't be possible without club members who are willing to give up an entire Sunday to help improve the driving skills of teenagers. Thanks to everyone who turned out - we had a great school as a result! We even had a surprise visitor during the day when BMW NA Manager of Corporate Communications, Tom Plucinsky, stopped by to check out the action.

The day was sunny and crisp, perfect weather for standing out in a parking lot all day. After the 8:00 staff meeting, coaches found their students and spent a few minutes going over basics like tire pressures and proper seating and mirror positions. After an introductory classroom session (where it wasn't hard to tell that most of the students were there because their parents made them attend), the students staged for a warm-up exercise of emergency braking.

After the warm-up, the class split into two groups; half of them went to the classroom where classroom instructor Marc Biunno (a former Roundel columnist and school principal by day) gave the students a lot to think about in regards to the mindset needed to be a good driver, as well as the class materials to support the on-course exercises. The other half went to the course for driving exercises.

On-course exercises included panic braking (both straight line and while-turning) to train students how to effectively use ABS, as well as an exercise to help students understand the relationship between speed and braking distance and then simulating panic stops with other cars in traffic. Students were also put on a wet skidpad to demonstrate how to detect and recover from understeer and oversteer.

After the morning sessions we had the usual pizza lunch and an airbag detonation demonstration to illustrate the forces involved in an airbag activation. This was food for thought for those who had a habit of putting their feet up on the dashboard!

Afternoon on-course exercises included emergency lane-change simulations and a slalom course. Part way through the session the students were asked to text their parents or were otherwise distracted in some way to demonstrate that driving requires their full attention. (Note to club members who text and drive - DON'T! Our students learned quickly that you can't drive and text at the same time.)

The day wrapped up with a combined exercise that incorporated the skills learned throughout the day and gave the students a chance to show their parents what they learned. For the staff, it was great to see all of those long cranky morning faces transformed to smiling teenagers who had learned new skills while having fun at the same time.

We hope to conduct two schools again next year, and although the exact dates won't be determined until the Chapter Board figures out the schedule in the Spring, we've been conducting them on Sundays in late June and September for many years.

Again, thanks to our corps of coaches and staff. It's so gratifying to know that so many of our motor-head members enjoy giving something back by sacrificing their free time to support this worthy cause. If you know young drivers age 16-21 who haven't been through the course, let their parents know about it and give them the www.streetsurvival.org web address. Finally, if you'd like to support the program monetarily, this is a program of the BMW CCA Foundation. You can make tax-deductible contributions at www.bmwccafoundation.org.



Not a drag race, but a braking exercise.





Exotic Car Garage
Make your car feel at home

Your trackside garage & suite awaits you.
 For more information & to book a tour: (856) 327-7201



Whack Your Turkey Rally



Jeff gives instructions to rallyists.

Photos by Colin Vozeh



Run what you bring.





Jon and Colin before start...at the finish they placed 3rd.

IF SIZE DOESN'T MATTER. WE BELONG TOGETHER.

FACTORY TRAINED | MAINTENANCE & REPAIR | PERFORMANCE | TRANSPORTATION SERVICES | AND MORE



(908) 750-3969 | 587 COUNTY ROAD 519 | BELVIDERE, NJ | 07823

  **@EMPOWERAUTOMOTIVE | WWW.EMPOWERAUTOMOTIVE.COM**

Whack Your Turkey Rally

Rallyists relax at The Ship Inn in Milford.

Photos by Sherrie Natko



TYSPEED



BMW Diagnostics and Performance Specialists
From 2002's to M2's

www.tyspeed.com



(732)-547-9403

Whack Your Turkey Rally

Rally winners.

Photos by Colin Vozeh



1st
Team Potechko

2nd
Team King



3rd
Team Vozeh / Trudel



Caboose (Last)
Team Dreispan



CIRCLE BMW EXTENDS SPECIAL PRICING TO NJ BMW CCA MEMBERS

Parts Discounts: **Up to 30%** off MSRP on select items*



Visit CircleBMW.com under "Parts" Tab - "Shop BMW Parts & Accessories"
or visit this shortened URL: bit.ly/shopbmwparts

Circle

Eatontown, NJ
CIRCLEBMW.COM



BMW

Established 1981
732-440-1200

*Cannot be combined with any other discounts. All discounts are included in the price listed online.

Initial Ramblings

By JT Burkard

An Unexpected Love Affair

In my job, I am fortunate to come across and experience many different types of vehicles. Classic cars, muscle cars, European cars, fast cars, slow cars, creepy vans, cheap everyday cars and even motorcycles. Being a CCA member, I can't help but gravitate towards BMWs while I'm at the dealer auction. The majority of Bimmers I deal with on a regular basis are E46's, with an occasional E39. They are relatively inexpensive, plentiful, and quick selling. It's what I call Bread and Butter cars, ones that you can buy and sell any day and every day. What I don't come across are M cars. This is unfortunate but probably a good thing because of my propensity to keep things I buy to resell. It would be hard to let go.

One of my clients contacted me in September and asked if I can help him sell a couple of his fun cars. I said, "You know I can, what do you have?" He wanted to liquidate his Torch Red 2000 Corvette convertible with 18,000 original miles and a Black Sapphire Metallic 2006 M5 with 20,000 actual miles. Wait... did you say M5? An E60 500hp V10 monster? YES!!... I mean yes, I can help you sell that. Oh, um, the Corvette? Yeah, I guess I can help with that one too.



We meet at his house and as the garage door opens, I see this shiny black beast with blacked out M5 emblems, wheels and trim. I felt a little giddy. This is one of the BMWs I've always wanted to experience driving myself after getting a full-throttle back seat ride in one of our members M5 around the autocross course at Bader Field during the 2015 CCA Octoberfest event. It's a ride that I will never forget. Now, this is a car that I have to sell so I can't really give it a spirited ride like that. I certainly don't want to do something stupid. But, there's no harm in having a little fun, is there? After we do the consignment paperwork, we agree to sell the M5 first and then market the Corvette after. I slide into the M5 to take it back with me. I settled in, feeling the supportive seats, adjusting for my driving position, setting the mirrors, and then I press the start button, bringing to life 5.0 liters, 10 cylinders, 305 cubic inches of S85 music. I just gazed around saying to myself "holy cow, I am about to drive an M5!" - Even with all of the vehicles I've had the pleasure to drive, there are always others that I need to cross off my bucket list. Consider this one done!



As I go around the block, I realized I never drove a BMW with an SMG transmission before. It was unexpectedly different. It's sort of an automatic, sort of a manual, but the car is doing the shifting for you. I had to get used to this. The other thing was with 500hp on tap, you have to give this car some respect because in the hands of an inexperienced driver, it could get away from you quickly. Thankfully, I had a firm grip on the steering wheel and self-control with my right foot, sort of. As I merged onto the highway, I was starting to get used to this E60 on steroids. Its size, its ride, the power, the handling, etc. I was getting quite comfortable. I lay into the throttle a little to wake this power plant up to see what it would do. I was up to 70 in no time flat (um yeah, 70. They will believe that story, right?). It had a growl that is reminiscent of something even more exotic, yet muscle car like. I am impressed. VERY impressed. As I exited the highway to the backroads, it hugged the corners like no other BMW I've ever driven. Confidence and control unlike anything I had experienced before. This isn't mom's grocery getter. This isn't my E21. This is a full-on racing sedan in black sheep's clothing. I think I'm falling in love.

By the time I got home, I had a smile across my face you could not wipe from me. Within a short time after that, I had a conversation with my wife about buying this one for ourselves. Remember what I said at the beginning of this article about keeping stuff? Reality hit hard, like a hammer thrown from a squirrel in a tree. I couldn't see myself buying this and leaving it outside as our garage space is gravely limited. Too limited. It deserves a better home. So, I have to focus on the original task at hand, selling this quickly and to the right owner.

Sandy gave me a hand and expertly detailed the car for me. I taught her well. I then took it to a local park for one of my award-winning photo shoots. I decided to try an ad campaign I never did before. I avoided the cheap sites like Craigslist and Letgo since all I would get is low ballers and tire kickers. I need real leads and buyers. Instead of just throwing it up all over the for sale sites and social media, I initially laid down some teaser posts with a shot of just the side fender vent, then a picture of the rear M5 logo with basic information. A dangling of the carrot if you will. Just that alone started a buzz with several good clients of mine contacting me with "Can you give me more details. What's the deal with this car?"

As a result, I had several potential buyers reach out to me, looking for complete photos and information as well as price. One potential purchaser from Maryland was ready to drive up ASAP but he had scheduling problems. Several days later, he got cold feet. I had a handful of real, or seemingly real buyers in negotiation but none panned out. I figured a car like this would probably do well on eBay so it was time to step up my marketing game. Armed with 60 photographs, a detailed description, and the lowest mileage M5 on the market at the time, I knew it was going to sell fast. I was right. Just 3 days after listing, a buyer from Wisconsin named Felix negotiated an offer I couldn't refuse and it was his.

Felix was originally going to fly in and drive the car back home. The plan was to pick him up at Newark airport, do the paperwork, and then send him on his way. What an awesome 926 mile trip that would have been. The day before he was to come he let me know that he was just going to fly in and out the same day and have the car shipped instead. He didn't want to put so many miles on the car at once but he still wanted to see the car with his own eyes and drive it. Smart move.

Saturday morning I drive up to the airport, pick up my buyer and head back. Well, sort of. We wound up with an unplanned tour of the industrial section of Route 1 & 9 in Elizabeth - Welcome to NJ, here are the refineries and dirty streets that make us the punch line of all jokes - I simply wasn't paying attention and missed my ramp to get onto the turnpike. Whoops! I guess I was more focused on him telling me he was building a small car collection like his Father, who has a vast collection here in the US and France. My kind of people!

(Continued on Page 13)

First Club M-Day

By Jeff White

They came by air and they came by land. They came from far (Seattle), from near (Hilton Head) and from New Jersey. In all, 32 club members converged on Greenville, SC on Oct. 26-27 for the NJ Chapter's first Club M-day at the BMW Performance Center. The genesis of this event began a year ago with a conversation between Paul Ngai and Mike Renner, Chief Instructor at the Performance Center, when Mike raised the possibility of the Chapter securing a date at the Center for Chapter members to come down and have fun with M-cars. Paul and Matt Baratz secured a date and proposal and the Board gave its enthusiastic approval. And so, the first NJ Chapter Club M-day was on.

On Friday evening many of the attendees gathered at the BMW CCA Foundation Museum where the staff had agreed to stay open late to accommodate us (some unfortunate souls including yours truly were caught in traffic on the drive down). Those who did attend were treated to a tour of the Museum by Michael Mitchell including a history of the Foundation's start, a tour of the ICON: 50 Years of the 2002 exhibit and the other exhibits of the Club and BMW. Many thanks to Michael for the tour and exhibit photos. Following the museum visit, the group moved to Hans & Franz Biergarten for a meal of German food and beer.

On Saturday a caravan of cars and the hotel shuttle transported everyone from the Greenville Marriott to the Performance Center. The Center is an impressive facility located across the street from the Spartanburg factory (BMW's largest factory). Several of our members had taken delivery of a new BWW at the Center but that is a story for another day. We started in the classroom with an orientation for the day from our lead instructor Clint Kimmel and received initial instruction that mirrored the material the NJ Chapter provides to beginning students in our driver schools. The group was then paired up in 4 groups of 8 (2 students per car) and we headed out to the cars: M2s, M3s and M4s. Unfortunately, the new M5s were all parked due to a worldwide shortage of replacement brake rotors.

The track at the Center is not laid out like a typical race track but is designed to be coned off into exercise areas that highlight different strengths of M cars. In the morning, the group rotated among 4 exercises that included a section for slalom and tight corners, traditional skid pad, a competitive "chase" exercise between pairs of cars around a wet oval-shaped area and higher speed mini-lapping exercise. In all cases we were urged to drive the cars as hard as we could - no mercy on cars or tires. With the exception of the skid pad when an instructor sat in the right seat and kept saying "look to the inside", instruction was provided via walkie-talkie in each car with the instructors strategically located around each exercise. The instructors were excellent at providing feedback such as "car 4 you turned in early there" and "car 3 be sure to fully track out," and they did a great job of noting when you improved. At the end of

each exercise, each group moved to a different set of cars so that by the end of the morning we had all driven each type of M car.

After the first round of exercises, it was time for lunch, prepared by the Center's chef and staff, of salads, sandwiches, wraps, Brunswick stew (with at least one member taking home a sample!) and, of course, cookies. A quick classroom session to lay out the afternoon's activities and we were back to the cars, this time to push them even harder and build on what we learned in the morning. The slalom/handling exercise was now a timed exercise where the test was to run the exercise as fast as possible without knocking over any cones and then stopping at the end inside a coned box. While the autocrossers had a distinct advantage here, everyone improved their personal times over the several runs each driver was given. The wet-driving session was a figure 8-style exercise that was also timed in which car control was at a premium and the skill was knowing how and when to apply power smoothly so the car stayed on the intended line. The third exercise was a lapping exercise on a short, tight section of track that included elevation changes that we had not seen in the morning and then the fourth exercise was a much longer lapping exercise with speeds approaching 100mph at the end of the longest straight. After the exercises, those who wanted a thrill ride hopped in the cars with the instructors for a couple of extended laps and drifts around the skid pad.

We finished the day back in the classroom to acknowledge the timed event winners. Clint channeling his inner Gomer Pyle exclaiming "Shazaam!, these are some seriously fast times" for the podium finishers in the slalom course: Mark Mallory, Colin Vozeh and Carl Zeitz. Winners of the figure-8 event were Andy Potechko, Joe Butler and Carl Zeitz. All attendees were sent home with a gift bag including a "not available in any store" BMW Performance Driving School hat- look for those of us wearing a BMW hat with a palmetto palm and crescent moon.

From the Center, most of us reconvened at a brew and BBQ restaurant in Greer to swap stories and share laughs at the various admonitions we all received from the instructors. To a person, everyone had a great time and loved being able to beat the daylight's out of someone else's M car. For those of us who drive much lower power cars on the street and track, we are still suffering from a case of "M envy".

Stay tuned for plans for a return visit and second Club M-day. With the next year's national O'Fest scheduled to be held in October in Greenville/Spartanburg, a 2019 return is uncertain. However, with the enthusiasm of the attendees for a repeat, we have no doubt that we will be back.

-Jeff White

Autocross

By Elihu Savad

The Oct 14 autocross, last of the 2018 season, was the best attended event of the year. Participants were pleased and challenged by the smooth, fast course. There were many newbies who got instructed runs, and all are looking forward to next season.

Despite challenges that cropped up at some events, our dedicated autocross committee kept close watch on the equipment, safety and administration that are essential to our program. I would like to thank and congratulate them for their efforts in bringing this program to you, our members.

Autocross is a foundation activity of the NJ Chapter. It is, as has been said, "the most fun you can have sitting down." As well, it is an intense, but safe, exercise in car control. If you haven't been to our autocrosses in a while, there are far worse things you could do with a weekend. If you have been, well, you know what I mean, and you will be back for more. Please watch out when our events are posted for the 2019 season.



All autocrossers are welcome

Photo by Jerry Faber

EXPERIENCE MATTERS...

IMPORT CAR EXPERTS

BMW • Mercedes
Porsche • Audi
Volvo • VW
Acura • Honda
Toyota • Lexus



Factory-Level Software

Great Warranty - 30 Months or 30,000 Miles

As a Bosch Car Service Center, we get our training from the guys that made the systems.

AAA Auto Repair Shop of the Year 2005!

*Anything the dealer can do,
we can do better...at competitive rates!*

SHADE TREE GARAGE

171 Washington St., Morristown, NJ 07960

(973) 540-9880

www.shadetreegarage.com

*We give you peace of mind about
the safety and reliability of your car.*

More Autocross



Ed Hansen, Colin Vozech and Elihu Savad take a break.



Photos by Jerry Faber

Mark Mallory, normally a good autocrosser, went horribly off-course on this run.

Initial Ramblings (Continued)

(Continued from Page 11)

When we arrived at the house, he was so excited to see his new car. After a walk around and initial inspection, he wanted to drive it. Just by his face alone I could see he was ready to hand over his check, but the test drive was going to seal the deal. We head out, let the car get up to temperature, and then it was time to see what this M5 can do. We put the transmission into manual mode to try out the paddle shifters. Boy, does that make a difference in the fun factor. The buyer got a bit heavy with the go pedal and pinned us into those beautiful sport seats. As the RPM's went up, so did the stimulation. I didn't know if I should tell him to slow down or go faster. It was like that Autocross ride all over again. The engine had a rage like a caged tiger being released back into the wild. This BMW performed beautifully. All of that power on tap, yet we were completely in control. I would be lying if I told you I wasn't just a little nervous.

After a couple traffic lights later, we calmed our driving and resumed cruise mode. I can tell there was no way he was leaving this state without this car. Yup, deal was sealed. We headed back to the house and completed the purchase. Since we had some time before his flight back, I took my new friend to Point Pleasant to grab some lunch at the Wharfside restaurant on the Manasquan inlet. He tells me this was his first time on the East Coast. He also said that he wanted to go to NYC but didn't have the time to stay overnight. I told him don't worry about it. Next car he buys from me he will have to stay longer.

As I reflect back on this sale, I realized that even though the M5 wasn't my own car, I felt an attachment to it. It was just as important for me to find the right buyer for it, not just any buyer. Felix certainly had the passion for it. He had the love for the car from the moment he laid eyes on it and I know it is in good hands. If you love something, set it free. Especially if it's not yours to begin with.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



Welcome New Members

Soha Akhtar	William Cheng	Edgar Flores	Petro Kashlikov	Omar Nabulsi	Ivan Romero	Chris Triantafyllakis
Richard Altman	Jizhi Cheng	Jonathan Friedman	Bal Kedika	Ralph Nasar	Allen Rothman	IGOR TSYRLIN
Nikolas Ammerlaan	Toby Cheung	Connor Furst	David Kim	Sherrie Natko	Evelyn Rothman	Kevin Umana
Casey Ammerlaan	Edward Columbia	Gregory Galperin	Derek Kingsley	Jake Nelke	Morris Rynsky	Aliye Vayner
Mohsin Ansari	Frankie Constantino	Kyle Geddes	Elaine Kletsman	Patrick Nosker	Suneel Saigal	Walter Venneman
Kay Aprea	Luciana Coutinho-Crane	Susan Gennari	Shane Kress	Peter Nyktas	Justin Sandner	Nick Vernice
William Aprea	Veronica Cruz	Paul Gil	Prachi Kumar	Scott Olson	John Savage	Nadeem Wain
Joni Arabi	Megan Czvekus	John Govic	Matthew Lai	Kaan Onur	Gage Savar	Jeff Walker
Harrison Bade	Andrew Davis	Steve Grigaliunas	C.Y. Lee	Michael O'Rourke	Barry Savar	Emily Walker
Ahmad Badri	Alfred Descala	Nic Guirard	Joseph Leung	Mario Osorio	Matthew Schwartz	Italia Weinand
Evan Banks	Michael Deveck	Justin Hacker	Philip Levien	Vijay Patel	Naomi Schwarz	Dillon Wintz
Nelson Beato	Jim DiGregorio	Brian Hall	John Lipchak	Eric Perez	Peter Scott	Liam Wintz
John Benigno	Matthew Donnelly	Stephen Hall	Erich Lipinski	Alan Phillips	Tiron Sela	Dennis Woo
Jorge Bermudez	Mike Dubovsky	John Halsted	Angie Lombardi	Andy Phillips	Steve Senatore	Nick Woros
Kevin Bond	Joel Nishbert J Duraimony	Thomas Harris	Lana Lomuti	Alex Pirsos	Dennis Serkov	Kurt Wubbenhorst
Gary Bossert	Yakov Dyadyuk	Ed Harrison	Bob Long	Martha Pongrac	Anna Serur	Megan Wubbenhorst
Brian Burghardt	Keith Dziombak	Jeffrey Hawriluk	Vijay Lorick	Michael Pontoriero	Ryan Shaughnessy	Sophie Zacharda
Graham Byra	Adrian Dziwak	Anthony Howell	Renzhi Lu	Joanna Ragukonis	Michael Socha	Evan Zakhary
Francisco Caba	Paul Ehrenzeller	Joan Howell	Steve Lu	Parul Rawal	Anthony Sorgi	Yevhen Zariczny
Geoff Campbell	Jillian Ethem	Knight Hui	Daniel Maher	Sandeep Rawal	Ann Sorkowitz	Catherine Zeng
Ann Capodanno	Adam Eviner	Carrie Jantzen	Michael Malgapo	MARCUS RAY	Greg Strosser	Inna Zhavoronok
Nicholas Carnevale	Breanna Fabriczi	Kishawn Jean-Pierre	John Martin	Jamie Redington	Deanna Swanson	Oleg Zhavoronok
Dylan Carvalho	Steven Feldman	Aidan Jones	Sergey Melkumov	Michela Redington	Michael Swanson	Adrian Zuniga-Cascante
Sebastian Casas	Clayton Ferrara	Rishabh Kancherla	Gavin Miller	Joseph Retcho	Joseph Swiston	
Maria Cascante	John Fiorentino	Ronald Kaplan	Peter Morone	Gustavo Rocha	Jason Teran	
Paulina Chartouni		Prashin Karanam	Pankaj Munde	Roberto Roman	Alexander Todorov	

NJ BULLETIN STAFF

EDITOR	Jerry Faber
jerryfaber@njbmwcca.org	
TECH EDITOR	Vic Lucariello
vic.sr@njbmwcca.org	
BUSINESS MANAGER	Matt Baratz
mabaratz@gmail.com	

CHAPTER OFFICERS

PRESIDENT	Neil Gambony
neilgambony@njbmwcca.org	
VICE PRESIDENT	Paul Ngai
pkngai@yahoo.com	
DRIVING EVENTS	Jeff White
jwhite@njbmwcca.org	
SOCIAL EVENTS	Vic Lucariello Jr.
vlucariello@celgene.com	
TREASURER	Ron Gemeinhardt
rgemeinhardt@njbmwcca.org	
SECRETARY	David Allaway
david@allaway.us	
WEBMASTER	Colin Vozeh
colin@availabledark.com	
MEMBER AT LARGE	Bob Isbitski
bisbitski@benco.com	
MEMBER AT LARGE	Ross Karlin
rosskarlin@njbmwcca.org	
MEMBER AT LARGE	Jamie Kavalieros
jimkavo@optonline.net	

MEMBER AT LARGE	Jeff Caldwell
jcaldwell@pci-hplc.com	
CHAPTER TOOLBOX	Ed Hansen
toolbox@njbmwcca.org	
MEMBERSHIP	Kevin Sheehy
kevinsheehy@njbmwcca.org	
DEALER LIASON	Douglas Feigel
douglasfeigel@njbmwcca.org	
LEGAL COUNSEL	Brian Corrigan
brianm3racer@aol.com	
CHAPTER LIBRARY	Neil Gambony
neilgambony@njbmwcca.org	
TECH TIPS	Vic Lucariello
vic.sr@njbmwcca.org	

DRIVER SCHOOL COMMITTEE

Chairman	Jamie Kavalieros
Chief Tech	Warren Brown
Chief Instructor	Bill Van Ocker
	billvanocker@njbmwcca.org
Registrar	Mark Mallory
	mm9516@att.com
Member	Neil Gambony
Member	Blake Smith
Member	Bob Isbitski
Member	Jeff White

CLUB RACING COMMITTEE

Chairman	Ross Karlin
----------	-------------

AUTOCROSS COMMITTEE

Elihu Savad	drautox@comcast.net
Brent Jerolomic	autox@bjerols.com
David Ngo	dngo@commvault.com
Ivan LeGrand	ivanlegrand@gmail.com
Jim Kavalieros	jimkavo@optonline.net
Mark Mallory	mmallory@att.com
Walter Baliko	balticvid@msn.com
Colin Vozeh	colin@availabledark.com

HOTLINE: 908-322-2758
<http://www.njbmwcca.org>



Deutscher Club (DC)

This newsletter is a publication of the New Jersey Chapter of the BMW CCA, Inc. and it remains its property. All information furnished herein is provided by the membership for members only. The Club is not associated with BMW of North America nor BMW A.G. and none of the information contained herein bears "Factory Approval" unless so noted. Ideas, suggestions and all technical opinions are solely those of the authors, without authentication by nor liability to the Editors or the Officers of the Club. Modifications within the warranty period may void your warranty.

NEWSLETTER CONTRIBUTIONS

Contributions are both welcome and encouraged. Contact the *Bulletin* staff by mail or email. Please send your articles, photos, artwork and ideas to: NJ Chapter Newsletter, BMW CCA, PO Box 2305, Westfield, NJ 07091-2305. Permission is hereby granted to copy any and all material contained herein for non-profitable applications provided that proper credit is given to the author and to The New Jersey Bulletin. Copyright 2018, New Jersey Chapter of the BMW Car Club of America, Inc. All rights reserved.

ADVERTISEMENT POLICIES

For information on advertising or for an advertising contract, please contact the Bulletin's business manager. Send advertising artwork to the Bulletin's PO Box or to the business manager's email address.

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.

NJ Chapter Members at M-Day and BMW Zentrum Tour



Photos by Colin Vozeh


Where you're going
is up to you.
Our job is to help
you get there.



The things that are important to you are what really matter. That's why we'll take the time to understand life priorities like your family, your work, your hopes and dreams. Then we can help you get ready for the future with a financial strategy that's just for you.

The Engel-Pugliese Group
Laurence P Engel, CFP®, CRPC®
 First Vice President
 Wealth Management Advisor
 908.789.4318

Merrill Lynch
 530 South Avenue
 Westfield, New Jersey 07090
 800.474.7040
larry_engel@ml.com



Merrill Lynch Wealth Management makes available products and services offered by Merrill Lynch, Pierce, Fenner & Smith Incorporated, a registered broker-dealer and Member SIPC, and other subsidiaries of Bank of America Corporation.

Investment products: **Are Not FDIC Insured Are Not Bank Guaranteed May Lose Value**

The Bull Symbol and Merrill Lynch are trademarks of Bank of America Corporation.

Certified Financial Planner Board of Standards Inc. owns the certification marks CFP® and CERTIFIED FINANCIAL PLANNER™ in the U.S. CRPC® and Chartered Retirement Planning CounselorSM are registered service marks of the College for Financial Planning.

© 2017 Bank of America Corporation. All rights reserved.

ARTX65NR | MLWM-102-AD | 470948PM-1017 | 10/2017



The Ultimate
Driving Machine®

SERVE-Ü

CONSIDER US YOUR PERSONAL PIT CREW.

At BMW of Bridgewater, service is our specialty! Your service experience starts with a warm welcome and it ends when you drive home in your BMW, happy with your experience and confident knowing that your Ultimate Driving Machine was properly cared for. Everything that happens in between comes from over 40 years of experience maintaining BMW vehicles.

BMW of Bridgewater

655 Route 202/206 Bridgewater, NJ
(908) 287-1800

BMWofBridgewater.com

