



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Winter 2019

<http://www.njbmwcca.org>

Volume 50 Number 1

Championship Series



Winner—Colin Vozeh
Podium Finishers
Andrew Potechko and Mark Mallory

Photos by Colin Vozeh

Pinewood Derby



Elihu Savad gets two race cars ready.



Racers.

AUTHENTIC, ARTISANAL WINES
for every budget



56degreewine.com

25 CLAREMONT RD. BERNARDSVILLE NJ
908-953-0900



Isetta Madness

A 1957 BMW Isetta that went through the Atlantic City Classic Car Auction by GPK Auctions. The car was bid to \$27,000 with no sale.



Photos by JT Burkard



President's Corner



By Neil Gambony

Welcome to 2019. I'm happy to report that we are heading into the year with only a few minor changes from last year. Yes, we will be holding our usual Driver Schools/Club Races, autocrosses, rallies and the Street Survival Schools. We will also be holding the Spring Social. Vice-President Paul Ngai has come up with a year's worth of programs; he will be making announcements about them as the details are finalized.

There are some minor changes on the Board of Directors, one of them is Jeff Caldwell has stepped down from his Member-at-Large position to run for the North Atlantic Region Vice-President's position. The good news is he has won the spot. I am looking forward to Jeff representing New Jersey as well as the other Chapters in our region on the BMW CCA Board.

Mark Hulbrock has stepped up to take over the vacant position of Member-at-Large. Some of you may know Mark from our Driver Schools; he has been an Instructor for several years. He brings to the Board his experience of website design and development; I am expecting to see some changes on the website in the future. Mark will also be giving us more exposure on social media; we could always use a few more members who share the same passion we have for BMWs.

Another change to our Board, Vic Lucariello Jr. who has been our Social Chairperson, has stepped down due to commitments with his employment. Vic has graciously committed to the Chapter to finish organizing the Spring Social which will be held on March 30th at the Reeves-Reed Arboretum in Summit, NJ. If anyone is interested in taking on the position of Social Chairperson and would like to know what the responsibilities are, please contact me, my e-mail address is at the end of this column.

One pleasant point of business that carries over from last year involves the Whack Your Turkey Rally. Through the generosity of the participants and the Club kicking in a few more dollars, we were able to contribute one thousand dollars to the Food Bank of NORWESCAP. NORWESCAP is the Northwest New Jersey Community Action Program. One of their programs is the food bank which distributes over 2 million pounds of food to charitable organizations in Hunterdon, Warren, and Sussex Counties. Many thanks go to our Co-Rallymasters, Jeff White, Trisha Camp, Doug Feigel and Sherrie Natko on the success of the Whack Your Turkey Rally.

On the National level, an event to look forward to later in the year is Oktoberfest. Last year we celebrated the 50th anniversary of the 2002, this year we are celebrating the 50th anniversary of the forming of the BMW CCA. The date for O'Fest will be October 15th through the 19th.

The BMW CCA has promised that the event will be nothing less than spectacular and it will be held in Greenville, South Carolina. That puts it right near the BMW Spartanburg factory, the new BMW CCA Headquarters in Greer and the BMW CCA Foundation which is also located in Greer. There will be more information coming out about the event or you can go to the BMW CCA website and find the information there.

Something I have finally done this winter was upgrading my ride. I sold my old half German car, a Chrysler PT Cruiser. Yes, the PT Cruiser was made by Chrysler when they were in cahoots with Daimler; I think we all know how that turned out. Now the Cruiser was a great car, had plenty of space inside to lug everything you need to the track, the only problem was it was not a car to drive on the track.

My search began when I saw an ad for a MINI in a local stuff for sale publication that was in my budget. I had read Melissa Cunningham's story in the Roundel a while back how a group of several hundred Minis congregated to the opening day of Watkins Glen International in the spring where they also took a tour of several of the vineyards in the region surrounding Watkins Glen. I thought I would like to get in on the MINI fun or maxi fun as what it sounded more like, I responded to the ad for the MINI. This wouldn't have been the first MINI in the family; my younger brother has several MINI although they were made by BMC, not BMW.

As I'm writing this story, I'm beginning to find out what "Initial Ramblings" author JT Burkard goes through when purchasing cars; this is a classic example of "you can't make this stuff up." I called the number and got the owner of the MINI. The car was available; however he was out of town at the moment. As it turned out his return coincided with my having to go out of town.

Not wanting to miss out while I was out of town, I had asked my older brother (I have 4 brothers) to call and check it out. The response he got when he called was the car was in a repair shop, apparently with a mechanic who not in a hurry to repair it.

When the next edition of the publication was out where I had originally seen the ad for the car, he had raised the price several hundred dollars obviously trying to recoup upon the expense of getting it repaired, yet was not able to show the car since it was still with the mechanic being repaired. A follow-up call a week or so later, the owner decided after the expense of the repair he was going to hold on to the car but would call me if he decided to put it up for sale again.

So if you are still reading this and wondering what I ended up buying, I decided to go in a different direction. Realizing that I had purchased 3 325iXs in the past, I wanted to go back to having an all-wheel drive car again. I made a deal with the owner, Don, of a local store I frequent often for an E92 328Xi with an automatic that he had bought for his son to use while he attended college. Now that Don's son was done with school and had joined the Marines, he had decided to sell the car. Don's son had decided to get a car that didn't require as much maintenance and didn't have RFTs (run flat tires). He didn't like the idea of not having a spare if there was a problem late at night. The tires are something I'll have to deal with when they wear out.

Now this is where I get to make a shameless plug for the TireRack Street Survival School for teenage drivers since we are planning two for this year. I had encouraged Don to enroll his son in the program a few years back and he was more than eager to do so. So my car has completed the program, or more appropriately, Don's son is a graduate of the program. I expect to see Don's daughter there when she is eligible.

I've only been driving the car a short while but can tell that monumental advancements in technology have been made in the 20 or so years from when the iX was developed. The one thing that I have mastered using in the car this winter is the seat heater, everything else I am still learning about.

I enjoy the simplicity of the E30 iX, a car that I am able to do much of the maintenance and repair work on by myself; I'll have to see how much of the E92 I can do by myself and what additional tools I will need to purchase. The one thing that I have noticed is that both the iX, one of which I still have, and the Xi are black, a coincidence?



Philes' Forum

By Vic Lucariello, Sr.

Hello Bimmerphiles! This time out I have a follow-up to my last column on AGM [Absorbent Glass Mat] batteries and an AGM-conversion story on my E30 M3. But first, a correction.

In the last *Philes'* I reported that Odyssey Battery tells us the maximum operating temperature for their PC1200 AGM battery is 113F. I wrote that 113F is clearly *above* underhood operating temperatures. I meant to say that 113F is *below* underhood operating temperatures, so a PC1200 might not be suitable for an engine-compartment-mounted battery. I was inundated with a veritable Colorado Blizzard of emails taking me to task for this error. Hey, in 32 years of writing *Philes'*, this was my first error. NOT!

As part of the preparation for my last column, I also contacted another AGM-battery manufacturer, Optima. These batteries, with their distinctive cylindrical-shaped cells, are quite popular with racers. Optima says that their red-top automotive AGM batteries have a maximum operating temperature of 125F. Same ballpark as for the Odysseys.

After my successful AGM-battery installations in my hotrod and in Joanne's 1995 [E36] 325is, I decided to put one in my E30 M3. [A disadvantage of having multiple vehicles is that one of them seemingly always needs a battery or tires. This time, *three* of them needed a battery.]

Given that the M3 is a 4-cylinder, I reasoned that it should not need as large and powerful a battery as does the six-cylinder 325is, so I selected an Odyssey Extreme PC925MJT. The Interstate MTP-91 battery I removed is rated at 700 CCA [Cold Cranking Amps] while the PC925MJT is rated at only 330 CCA. The MJ stands for metal jacket, not really necessary in this trunk-mount application. The T stands for traditional SAE top battery posts. Without the "T", you don't get battery posts, so keep this in mind. A PC925 is somewhat less expensive than a "MJ" or "T", and I believe some Internet vendors might be taking advantage of this. Other reasons for selecting PC925MJT are that it precisely fits the width of the "plastic" battery tray in the M3 [same tray for all the trunk-mount-battery E30s] and it is about 13 pounds lighter than the Interstate. My M3 is a street-only ride, but for a track-driven car 13 pounds is a LOT of weight reduction.



Photo #1 - Underside of reinforced battery tray.

BMW specifies for the trunk-mount E30s, I had to make something to hold the battery down and prevent it from sliding fore and aft in the battery tray. I chose to use a piece of aluminum-alloy channel commonly available from industrial-supply houses such as McMaster-Carr. The problem was that I only needed a piece of channel less than a foot long and

McMaster-Carr only sells the stuff in longer lengths. Oh well, so now I have some nice aluminum-alloy channel in stock.

I really hate to drill holes in automobile bodies unless it is absolutely necessary. This is because said holes need to be rust-proofed, and there ain't no rustproofing like factory rustproofing. [You 2002 and 320i owners probably scoff at that statement.] On the M3 I was able to secure the battery-hold-down bolts [I used 8-millimeter threaded rod also available from McMaster-Carr] to the "plastic" battery tray by fashioning a couple of reinforcements affixed to the bottom of the tray, mimicking the factory reinforcements, and then mounting 8-mm "nutserts" through the reinforcements and tray bottom. See Photo #1, which shows the underside of the removed battery tray.

One other problem to be solved was that the existing OE battery negative cable was too short to reach the new battery. I was able to source a seemingly very nice quality negative cable from Battery Cables USA. The cable is #2 AWG [American Wire Gauge], closely matching the metric wire gauge of the OE cable, and 12 inches long. Twelve inches was a little more than necessary, but a little longer is preferable to a little too short. BCA will make you a custom cable to your specs, but I chose the 12-inch, which was in stock.



Photo #2 - Completed installation.

The completed project, with the battery cover removed, is depicted in Photo #2. BMW's "plastic" battery cover fits nicely over the new battery, yet another reason I chose the PC925MJT. The Group 91 battery specified for the E30 has provision for external venting, but this is not needed for the AGM battery. I put all the removed parts together and have them squirreled away in a safe place in case this smaller-than-stock battery does not work out. The M3 can easily be returned to stock configuration if necessary.

We typically have sub-zero-F overnight temperatures here in SW Colorado in January and February, and my M3 hibernates in my enclosed trailer during the nasty months. I am happy to report that when I started the M3 last week, the S14 engine cranked over vigorously and started right up. So time will tell if my choice of a lesser-CCA battery was wise.

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.

© 2019; V.M. Lucariello, P.E.

New Jersey BMW CCA Spring Social

Reeves-Reed Arboretum

Saturday Evening, 30 March 2019

By Vic Lucariello, Jr.

Hello, bimmerphiles! (sound familiar?) The NJ Chapter of the BMW Car Club of America will be hosting our Spring Social at the historic Reeves-Reed Arboretum in Summit, NJ on Saturday, 30 March 2019, from 4:00 to 8:00 PM. We will be repeating last year's approach on our traditional "Banquet" format and are inviting you to join us for a fun evening of art, wine, cheese, and hors d'oeuvres.

In addition to the charcuterie¹, there will be plenty of hors d'oeuvres followed by a dessert course to satisfy your sweet tooth (dessert will be served by 7 PM). Additionally, when guests arrive at the venue to check-in, each person will receive drink tickets to be used at the bar during the event (drink tickets will not be sold this year).

In addition to the beautiful grounds, the venue is located less than a mile from the center of town, which offers a variety of great restaurants in case you would like to continue socializing (and possibly have dinner as well). This will be the kick-off to another exciting year of NJ Chapter events, with the VDC tour scheduled for 06-April and our season-opening drivers' school at NJMP during 12-14 April.

Don't forget, besides a great opportunity to socialize after a long winter, we will be announcing the results of the 2018 Champ Series and awarding the trophy to the winner.

Information for this special evening is on our Chapter website, posted on the Chapter's Facebook page and will

be shared via email blast - we hope that you've marked your calendars to join us! Registration currently is open and is \$50 for singles and \$90 per couple. Advanced registration is preferred, and all Chapter members and spouses/guests are encouraged to attend. For more information on the Reeves-Reed Arboretum, including photos and history of this amazing venue, please go to -

<https://www.reeves-reedarboretum.org/>

Reeves-Rees Arboretum
165 Hobart Avenue
Summit, NJ 07901

1

Charcuterie (/ʃɑːr.kuːˈtɛəri/ or /ʃɑːrˈkuːtəri/; northern French: [ʃaʁkytˈɛi] or southern French: [ʃaʁkytəˈɛi], from chair, 'meat', and cuit, 'cooked') is the branch of cooking devoted to prepared meat products, such as bacon, ham, sausage, terrines, galantines, ballotines, pâtés, and confit, primarily from pork.



Cars and Coffee: BMW CCA Foundation

Event: Cars and Coffee with special guest speaker Erik Wensberg

Date: April 27, 2019

Time: 9:00am-1:00pm

Place: 100 Franklin Square Dr #400, Somerset NJ 08873

On behalf of the BMW CCA Foundation, the New Jersey Chapter invites you to join us at this special event where we get to meet and hear stories from an epic era of growth in the development of BMW's M product line up, both on and off the racetrack by former M Brand Manager and long-time BMW NA Motorsports Manager Erik Wensberg.

Coffee and donuts will be provided as well as lite lunch. This event is open to all BMW CCA members.

Rolex 24 at Daytona 2019

By Larry Engel

As has been the case every winter for the past fourteen years, I headed south in late January to attend one of the greatest events in motorsports, the Rolex 24 at Daytona. It's all Bob Isbitski's fault. (Have I thanked you lately, Bob? Thanks again for introducing me to this huge piece of car-nut heaven all those years ago!) I think it was 2006 when Bob organized a huge group of New Jersey Chapter members and we descended upon Florida to enjoy the race weekend. If I recall, there were more than 20 of us. I was hooked, and I've attended every Rolex 24 since. This year a group of New Jersey, New York, and Delaware Valley Chapter members met up in Daytona for this spectacular event. As has been the case for the past several years, the BMW CCA teamed up with BMW NA to provide a corral and front straight hospitality that included weekend food and beverages, as well as all-important shelter and seating with TV viewing both overlooking pit road and in a tent behind the pits.

This year Jeff White acted as my co-pilot and travel buddy, as he has for the past several years. We drove down, stopping in South Carolina for a night before finishing the trip on Thursday of race weekend and arriving in Daytona at about midday. Thursday was sunny and warm enough to wear shorts, but it turned out to be the best weather of the weekend. By Sunday morning it was so bad that the race had to be red-flagged twice for dangerous conditions and the checkered flag was thrown at 23 hours and 49 minutes. (The Rolex Twenty Three Forty Nine doesn't exactly roll off the tongue, does it?) It was pouring rain when we got up on Sunday morning, and we hung around the hotel breakfast area and watched the TV coverage from my iPad as other guests watched along with us while deliberating what to do. The first red flag had already been waved and in our case the corral parking area was a long walk from the shelter and free booze offered by the BMW CCA hospitality package. Jeff and I made the wise decision to forego the soggy and bone chilling hike and head to our evening destination in Naples, and hopefully arrive in time to watch the end of the race on TV in the unlikely event that it re-started. It didn't. (Before any of our friends accuse Jeff and me of being fair weather fans, I'll remind all of you that we've both been the last man standing in rainy paddocks numerous times. We've paid our dues!)

Jeff stayed with his niece and her husband in Naples before flying home on Monday and I met Karin at her mom's house, where we spent a few days before heading north via Palm Beach and a quick visit with old friends who've had the good sense to move out of Jersey. I've made this trip by car for the past five or six years, and I really enjoy the escape from my daily grind and the ability to just drive and listen to music while the miles roll by. Jeff doesn't seem to mind my music selections (which are mostly in the country and Jersey Shore genres), but Karin announced after the return ride home that she didn't want to make that trip by car again. I put almost 3,000 miles on my F15 X5 35d, which is by far the most comfortable and capable road car I've ever owned. It also gets about 32 mpg at brisk highway speeds and on snow tires - closer to 34 mpg on summer tires and at more

reasonable speed. (I'll break from the current storyline to curse at Volkswagen and stick my you-know-what finger up at them for ruining the reputation of diesel-powered motor vehicles and to beg BMW to bring the diesel X5 back to the US.)

The Rolex 23:49 was, in many ways, even more appealing than ever. It marked the return of Formula One great Fernando Alonso (who teamed up with Wayne Taylor Racing and co-drivers Jordan Taylor, Renger Van Der Zande, and fellow F1 driver Kamui Kobayashi for the overall win). For BMW fans it was particularly exciting to see former Indycar and Formula One great Alex Zanardi return to center stage in one of the RLL BMW M8 GTLM cars. He is an inspirational force after overcoming the loss of both his legs in a 2001 accident to compete at this level and becoming a Paralympic champion, as well. He could be seen buzzing round the paddock in his wheelchair and was always happy to chat with the fans and stay still long enough for fan selfies. Technical problems plagued his car during the race, but his team car won the GTLM race - so it was a very good day for BMW. The red flags messed up the strategy for the Turner Motorsport M6 GTD, but it was great to see BMW-legend Bill Auberlen wearing a blue and yellow racing suit again! The car was fast and overcame a lengthy pit stop repair to finish in the top 10, quite an accomplishment under the circumstances. Auberlen will be driving for Will Turner all year along with Robby Foley. With race strategy called by former NJ Chapter member Don Salama, this team should add to their winning record this year!

The newly re-named Michelin Pilot Challenge series featured several teams running BMW M4 GT4 equipment in the GS class. In addition to Turner and others, BimmerWorld had two entries in the four hour Friday afternoon race. BimmerWorld owner and long-time friend of the New Jersey Chapter James Clay finished 4th with co-driver Devin Jones, who made a great late race charge. This is a team that also looks to put some wins on the board this year!

If you've never been to the Rolex 24, you need to put it on your bucket list. It's a Who's Who of racing, and the on-track action is as good as it gets (as long as the flag stays green, anyway). Let's hope the CCA can do a corral and hospitality again next year!





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



Rolex 24

Photos by Larry Engel



NJ Chapter members Larry Engel and Jeff White after arriving at Daytona for the Rolex 24. It turns out that the winter tires on Larry's X5 weren't needed, but the weather wasn't ideal for most of the weekend.



Getting ready for the start of the Rolex 24.

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

Rolex 24

Photos by Larry Engel



Will Turner fielding questions during the BMW CCA meet and greet at the Rolex 24. BMW racing legend Bill Auberlen is on the left and Former NJ Chapter member Don Salama is on the right.



The Turner Motorsport Liqui-Moly BMW M6 GTD getting last minute prep.

TYSPEED



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

www.tyspeed.com



(732)-547-9403

Rolex 24

Photos by Larry Engel



The best way to watch a race under red flag conditions -
from a warm, dry hotel that includes breakfast!



Watching the end of the Rolex 24 from the warmth of
Naples. Well, it was warm in the den, anyway!

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

Discover the Pod, Become the Pod

I discovered something that has been around for at least a decade and a half but I haven't paid much attention to until recently; Podcasting. It's kind of a throwback to the radio shows of yesteryear. Host or Hosts will talk about just about anything: Sports, cooking, crafts, self-help, fitness, music, etc. If you can think of it, and talk about it, it's out there. Of course, automotive themed Podcasts are plentiful as well. Perfect for when you are driving or at the gym, as you don't have to watch anything. Just go about your task while being entertained. I prefer them for long distance driving duties.

My first podcast I listened to was Spike Feresten's Spikes Car Radio. A Cars and Coffee type of show brought to you by one of the writers of Seinfeld and his own TV show Car Matchmaker. I am a fan of Spikes and when he announced he was doing a p-cast, I looked it up and started listening. Each one is around an hour long. He has many guests from Jerry Seinfeld, to Kevin Neilson, Tom Papa, Tommy Kendall, Sebastian Maniscalco, Dick van Dike and a bunch of others. They talk about car-related things. Porsches are a big subject as Spike is a P car enthusiast. But they also speak of random things as well as fun things about the guests. The first time I listened, he had Richard Rawlings, of Gas Monkey Garage fame, on talking about how he got the show started. He pitched the show for several years until it was picked up. Learning the backstory to him pitching the show was the hook for me. Unfortunately, I just have a hard time dedicating 45 minutes to an hour to listen to them in their entirety, unless I'm on one of those before mentioned trips, or wasting time at my desk.

I am a Car Sales Professional, so it only made sense to see if I can find any podcasts on car sales. I discovered a great, although overly scripted show, called Be Less Typical Car Sales. The hosts, Patrick & Courtney Hennessey, opened the curtain of the industry that has such a bad rap and offer insights to what it takes to work in the world of car sales. They have various guests from different dealerships explaining their ideas to build their own brand, how to sell confidently and honestly, and overall positive sales ideas to improve the customer's experience. Being in the business myself since 2000, I always look for ways to grow my own skills and learn new things. These are usually around 30 minutes long.

There is another great show I found about a week ago called Engine Noise, Hosted by Jeremy and Matt (no last names). These guys are on the lighter side of the car stuff. They are more random in their topics, from classic cars, to repairs and other car stuff. This one I find myself listening to more and more because it's sort of a free for all, much like my column here. They don't do as much research on their topics I've noticed. They just keep it organic and roll with it. You can tell these guys don't have every word written out for them and their chemistry works. Overall, a good and entertaining show.

In the interest of this article I googled to see if there were any Bimmer-related podcasts. Sure enough, I found the BMW Pod with Fredo and Prop. They have 6 episodes

at the time I am writing this article, and only debuted January 25th of 2019. I can expect more will be released by the time you read this. They are all between 10-16 minutes long, which I feel is the perfect length of time. They talk about all things under the hood, design, history, of BMW's and Mini. Both of these guys are employed at BMW dealerships. One is a BMW Genius; the other is a Creative Director. Interestingly enough, they record their shows inside a BMW while driving it. So far I've listened to 3 shows. Two were inside a 5-series, and one in an i8. That's good enough for me to continue to tune in. The audio isn't as good as the others, as you expect from being recorded in a moving vehicle, but you can hear them clearly enough. I like the concept so I will continue to tune in.

So this now leads to my next adventure. I have car stories, and lots of them. As some of you who follow me on Facebook know, I am always posting my adventures in car sales. Well, I've been encouraged by some to start my own podcast to tell these stories. I am lucky that being a musician I have the basic equipment on my computer already to record a quality podcast. I've watched a bunch of videos from a guy named Pat Flynn, who is well known in the podcast world. He offers excellent YouTube videos on how to start making them, where to host, how to get sponsors, etc. Best of all, they are free. I have followed the plan he talks about and outlined a few shows already with topics. I even have a fellow car salesman friend of mine who is interested in being a regular guest. He also has a bag full of interesting tales from the sales desk. I am shooting for each solo episode to be around 15 minutes long. I think it's a perfect time frame to keep interest and attention. The shows with guests would be around 30 minutes long, depending on how it goes, and how much gets edited out. We will see.

So what is the name of this podcast you ask? Initial Ramblings, Stories of a seasoned car salesman. You may not get tips on how to buy a car cheaply, but you will hear stories of people who tried... and failed. The whackos that want to do business in a doorway, without paperwork. The cryptic text messages, the good deals and the bad, and everything in between. With 19 years of doing this, I can tell you with certainty that I will not run out of material to talk about. The vibe will be fun and comedic. There are too many shows out there that are "how to" and "learn something". I would love to use this platform to tell these tales to the masses, and perhaps give you a glimpse on what goes on behind the scenes from the salesman's point of view. Stay tuned!

JT Burkard

jtburkard.blogspot.com
Send comments and suggestions to
jtburkard@comcast.net

2019 Driver School Schedule

By Jamie Kavalieros

This season we have four great Driver School events and two of those are combined with a Club Race.

1st School - April 12-13-14 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 (ITS) 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 (shared 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. [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 School June 14-15 NJMP Thunderbolt Driver School/Club Race. This event is a benefit for the Westlake School and will be a 2 day Driver School on Friday and Saturday. All 3 student levels will be available. There will also be BMW Club Racing both days.

3rd School - July 20-21 Geoff Atkinson Memorial Driver School and Club Race. Please come join us for the Sixth Annual Geoff Atkinson Memorial Driver School and Club Race. We are planning a special celebration of our friend Geoff Atkinson - please 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 School - Oct 5-6 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 that 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.

2019 Autocross Schedule

By Elihu Savad

We are confirmed for these autocross dates at the TD Ballpark in Bridgewater:

May 19
June 23
July 21
Aug 18
Sep 15
Oct 20



BMW CCA membership is no longer necessary. Participants will be held solely responsible for the condition of their vehicles.

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.*

Calendar

Date: March 21, 2019
Time: 6:30pm
Place: Deutscher Club of Clark NJ

Topic: Ask the Experts
Guest speakers: Rick Kiceniuk, Don Fields, Ray Adam, and Matt Kimple

A panel of BMW expert mechanics and shop owners will be at our March meeting to answer any questions you have on your BMWs at this special meeting.

Check our website for more details.

<http://www.njbmwcca.org>

Come join the NJ Chapter of the BMW Car Club of America for our Winter Social at the historic Reeves-Reed Arboretum in Summit, NJ on the evening of Saturday, 30 March 2018. We will be repeating last year's approach on our traditional "Banquet" format, and are inviting you to join us for a fun evening of art, wine, cheese, and hors d'oeuvres.

7th Annual BMW Vehicle Distribution Center (VDC) Tour

and BMW CCA Foundation Fundraiser

Sponsored by BMW of Bridgewater

7th Annual BMW Vehicle Distribution Center (VDC) Charity Tour sponsored by BMW of Bridgewater
NJ BMW CCA
April 6th, 2019 – 8am-1pm

Event: Cars and Coffee with special guest speaker Erik Wensberg

Date: April 27, 2019

Time: 9:00am-1:00pm

Place: 100 Franklin Square Dr #400, Somerset NJ 08873

Welcome New Members

Warren Abkowitz	Alison Christian	Andrei Foca-Rodi	James Lance	Colleen Monahan	Venu Pothula	Lailah Taylor
Ibrahim Abukwaik	JENNIFER CLARO	Tanmay Garg	Sanford Lederman	Andrei Nechaev	Linda Priore	Edward Timpone
Thomas Albut	Robert Cohen	Craig Grant	Joo Lee	Kevin Neilson	Steven Reinhardt	Joel Vatsky
Phil Almeida	Henry Coira	Chao Guo	James Lee	Kelly Ng	Edwin Reyes	Ijaz Vehra
Jitendrakumar Amin	John Cole	Adam Haese	Rina Levy	Jason Nortillo	Hossein Sadeghi-Nejad	Sangeetha Venkateswaran
Alexander Bakogiannis	Raymond Cook	John Hartnett	Fernando Lima	Fahd Nouh	JAMAL SALEM	Daniel Ventura
Anthony Barnes	jeff dattilo	Abdel Hezzini	Sean Linson	Nancy Oakes	Nimish SANKALIA	Nicholas Vistocky
Donald Becker	Martin Davis	Bill Houck	Hedy Lontakis	RANIA OKUR	Sanjeev Sarna	Damian Warbeck
Matthew Bolson	Brian Day	Naveed Iqbal	Kevin Maher	Shaowei Ong	Michael Scalice	IRA WITRIOL
Kaushik Borbora	Ellen De Marco	Neil Kaushal	IMANE MAJAGAH	Thersia Pakett	Masha Schneider	Fan Xu
Timothy Britten	Alex Dekhtyar	Frank Kelly	Ahmad Malick	Joseph Palumbo	VIJAY SHAH	Michael Yellin
Mathew Broderick	Kristen Dellaventura	Min Kim	William Maloney	James Palumbo	Mohamed Shariff	Howard Young
LYNETTE BUTLER	Richard Derrick	Keith Korsun	Nagaraju Manchiraju	CHRISTINA PAPAS-ARAPIDIS	Leanne Shimabukuro	Nick Zingara
Alex Bykov	ISMAR DIZDAREVIC	Keith Korsun	Alan Manning	Jin Park	Bryan Slade	Stacey Zolofra
anthony campisi	Brandon Dolecki	Robert Kramer	Michael Masiello	Frank Parrotto	Alex Sokolowski	
Michael Cattano	Jon Dugenio	Zach Kramer	David Matyas	Kishan Patel	STAVRO SOUSSOU	
Richard Cheng	Chris Edgar	Anil Kripalani	Vincent McGlone	Nimeet Patel	Richard Standing	
Gautam Chhada	Nazmi Elrabie	Sundaram Krishnamurthy	Andrew Misthos	Srinivasan Perumalsamy	LARRY STOKES	
Tae Chin Kwon	Kevin Fernandez	David Kroner	Dexter Mitchell	Derek Picarillo	Nils Swenson	
John Chiodi	tiago ferreira	JOHN LAI	Vanetta Mitchell		SUZIE TAOUCH	

NJ BULLETIN STAFF

EDITOR
jerryfaber@njbmwcca.org
TECH EDITOR
vic.sr@njbmwcca.org
BUSINESS MANAGER
mabaratz@gmail.com

Jerry Faber

Vic Lucariello

Matt Baratz

CHAPTER OFFICERS

PRESIDENT
neilgambony@njbmwcca.org
VICE PRESIDENT
pkngai@yahoo.com
DRIVING EVENTS
jwhite@njbmwcca.org
SOCIAL EVENTS

TREASURER
rgemeinhardt@njbmwcca.org
SECRETARY
david@allaway.us
WEBMASTER
colin@availabledark.com
MEMBER AT LARGE
bisbitski@benco.com
MEMBER AT LARGE
rosskarlin@njbmwcca.org
MEMBER AT LARGE
jimkavo@optonline.net

Neil Gambony

Paul Ngai

Jeff White

TBD

Ron Gemeinhardt

David Allaway

Colin Vozeh

Bob Isbitski

Ross Karlin

Jamie Kavalieros

MEMBER AT LARGE
markhulbrock@njbmwcca.org
CHAPTER TOOLBOX
toolbox@njbmwcca.org
MEMBERSHIP
kevinsheehy@njbmwcca.org
DEALER LIASON
douglasfeigel@njbmwcca.org
LEGAL COUNSEL
brianm3racer@aol.com
TECH TIPS
vic.sr@njbmwcca.org

Mark Hulbrock

Ed Hansen

Kevin Sheehy

Douglas Feigel

Brian Corrigan

Vic Lucariello

DRIVER SCHOOL COMMITTEE

Chairman
Chair Tech
Chief Instructor
billvanocker@njbmwcca.org
Registrar
mm9516@att.com
Member
Member
Member
Member
Neil Gambony
Blake Smith
Bob Isbitski
Jeff White

Jamie Kavalieros
Warren Brown
Bill Van Ocker
Mark Mallory
Neil Gambony
Blake Smith
Bob Isbitski
Jeff White

CLUB RACING COMMITTEE

Chairman
Ross Karlin

AUTOCROSS COMMITTEE

Elihu Savad
Brent Jerolomic
drautox@comcast.net
autox@bjerols.com

David Ngo
Ivan LeGrand
Jim Kavalieros
Mark Mallory
Walter Baliko
Colin Vozeh
dngo@commvault.com
ivanlegrand@gmail.com
jimkavo@optonline.net
mmallory@att.com
balticvid@msn.com
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 or 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.

Pinewood Derby



Photos by Colin Vozech

Don't Drink and Drive.



We're bullish on your goals



The Engel-Pugliese Group

Laurence P. Engel, CFP®, CRPC®

First Vice President
Wealth Management Advisor
908.789.4318
larry_engel@ml.com

Merrill Lynch

530 SOUTH AVENUE
WESTFIELD, NJ 07090
908.789.4318



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® is a registered service mark of The College for Financial Planning.

© 2018 Bank of America Corporation. All rights reserved. AR4M9LKC | MLWM-100-AD | 07/2018



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

