



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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Volume 50 Number 3

NJ Chapter BMW CCA Provides Rides to Students and Donation to Westlake School



Photo by Brian Morgan

NJ Chapter at the Deutscher Club

Photos by Paul Ngai



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President's Corner



By Neil Gambony

In October 2019 the BMW CCA will be celebrating its 50th anniversary at the Oktoberfest celebration in Greenville, South Carolina. Over one thousand members have registered for the event, sure to be one for the record books. The BMWCCA, now known as the BMW CCA, was formed in 1969 in Massachusetts by some overly enthusiastic 2002 owners.

To put 1969 in perspective, Richard Nixon was elected the 37th POTUS, the Beatles recorded and released their last album Abbey Road, IMSA (International Motor Sport Association) was formed by John Bishop, Mario Andretti won the Indy 500 and who could forget Woodstock, an event that changed the course of music forever.

For our Chapter, 1970 was an important year; it was the year that the New Jersey Chapter became the fourth chapter to join the BMW CCA. We will be celebrating our 50th anniversary in 2020, exactly how I am unsure of at this time.

An event that I have been attending since 1998 is the US Vintage Grand Prix held in Watkins Glen NY, typically held on the first weekend of September after the Labor Day holiday. Since I own vintage cars, the newest model year car being a 2007 E92, I also enjoy seeing vintage race cars. Some of the cars at this event are ones that I have seen racing in their heyday in the 80s and 90s, yes it makes me feel old seeing them again.

This is not a BMW CCA event. However, in all the times of my attendance there I have seen members from the New Jersey, Delaware Valley, New York and Genesee Valley Chapters, as well as I'm sure there are many more members from other regions that I haven't met yet. Some of them are spectators like me, others are participants.

The US Vintage Grand Prix is sanctioned by the SVRA, which is the Sportscar Vintage Racing Association, one of the oldest and largest vintage racing groups. The cars that race over the weekend are from many different disciplines; there could be former Formula One, Indy, NASCAR, Trans-Am, ALMS and IMSA competition cars as well as cars raced in the SCCA such as the production cars or as I call them the "alphabet cars".

There are sports cars both large- and small-bore, GT cars, formula cars, spec racers and prototypes. There are Corvettes, Mustangs, MGs, BMWs, Jaguars, Porsches, Minis, Alfa Romeos, Datsun and Volvos just to name a few makes. This year the featured marquee car happens to be Triumph, it's been a few years since

BMW was featured. A typical weekend will have between 400-500 cars.

The event is really a 2-part celebration. The main part is the use of Watkins Glen International (WGI); A 3.4 mile road course circuit located approximately 5 miles from the Village of Watkins Glen which is situated at the southern tip of Lake Seneca, one of the Finger Lakes. The second part of the event takes place in the Village of Watkins Glen on Friday.

Watkins Glen is where the first Grand Prix was held in the US after World War II and marked the revival of road course racing in the U.S. A 6.6-mile road course was established on public roads which still exist today although they have not been used for racing since 1952. On the Friday afternoon of the weekend several hundred race cars are escorted from the track where they have been practicing for the day to town where they join the festivities that have been going on all day.

In the town which has been closed off to thru traffic for the day, thousands of people are taking part of the many events going on such as car shows, gymkhanas, art shows, wine tasting, car tours, and listening to live music playing from rooftops. When the race cars arrive from the track they line both sides of Franklin Street which is the main street through town. This gives everyone a chance to look at the cars up close and talk with the drivers who are more than happy to share the heritage about the car. There is even the possibility that the owner of the car is the original owner/driver.

Franklin Street is an interesting one, there are granite markers set in the sidewalk that are engraved with racer's names on them, racers who have raced either on the original street course or those who have raced at WGI, it's similar to Hollywood's walk of shame. I couldn't imagine what it would have been like standing behind (or even sitting on) the hay bales that lined the street when the Grand Prix cars roared past in 1948.

At about 6 PM the cars are escorted in groups around the original 6.6-mile circuit for 2 laps and it is always a thrill to see them re-enter Franklin Street. Many drivers have either their significant other or a crew member ride with them, surely a thrill for both occupants of the car. When the laps are over, they are then escorted back to the track for the rest of the weekend's activities.

Back at the track for the remainder of the weekend, there are qualifying and racing sessions for the racers, either in 1/2 hour or 1hour enduros. The cars are run in groups such as those they ran in when originally

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Strange Sputtering Saga

Hello Bimmerphiles! Before we get to the sputtering saga, I need to correct an error I made in my last column, which addressed M3/S14 cooling-system flushing. I transposed Photos 3 and 4, and a vast multitude of you emailed to excoriate me for the error, which I apologize for. Heck, Editor Faber even docked my pay!

For years, Joanne and I had an 86 325e 4-door which we dearly loved. Texas car bought from the original owner. It carried us on several round trips to Colorado, a trip to Boston, and another to South Carolina. All without missing a beat and while returning 30 miles per gallon on the highway. So, when it began “hiccupping” when hitting significant bumps, I was surprised. The hiccup devolved to a “sputtering”, and then to an occasional temporary no-crank situation when hot.

During the symptoms’ devolution, I checked out the electrical system numerous times, doing voltage-drop testing of the power supply and grounds. Due to the intermittent nature of the symptoms, they were never present when I did my testing, and as you might expect, I never found anything remotely problematic. The symptoms, including the hiccup and sputter, seemed electrical in nature, yet the battery and alternator tested good, and my voltage-drop testing never revealed the source of the problem. I had previously encountered batteries that tested good yet caused strange electrical symptoms, so I switched batteries with my M3. While changing batteries, I cleaned the battery posts and terminals, and removed and cleaned the engine-ground-strap connections and the battery-ground-strap connection in the luggage compartment. These connections are the first things to check in electrical troubleshooting. The problem persisted. As the symptoms began to appear more frequently, I even disconnected the alternator and drove the car, but the problem remained. In some cases, a failing alternator can cause strange electrical problems such as I was encountering. By the way, the newer the car model, the more likely this is.

Finally - and luckily - as I was pulling into my Mom’s driveway, the beloved old E30 sputtered, then quit. There seemed to be no electrical power in the car. “Ah-Hah”, I cried! With the car dead it should be easy to find the problem! Alas, by the time I broke out some test meters, which by now I was carrying with me, the car started fine and ran normally. WTF?

It was finally time to break out the BMW ETM, or Electrical Troubleshooting Manual, which has schematics for every electrical circuit on the car. The schematic shows a separate feed from the battery to the engine-control computer [DME in BMW-speak], but all other power other than the starter motor’s travels on a single wire from an underhood junction with the battery cable to the underhood fuse box. HMMM.....

After disconnecting the battery in the luggage compartment, I first checked the fuse-box-power-supply [FBPS] wire’s connection at the underhood junction with the battery cable. The connection seemed clean and tight, but I disconnected it and cleaned it with a fine Scotch-Brite pad. Finding the other end of the FBPS wire is not so easy, so rather than major surgery, I tried the following.

To gain access to the FBPS connection to the fuse box, you would really need to disassemble it, but there is a little trick that sometimes suffices. First, remove relays K3, K4, K7 and K8. The relay identifications are indicated on the fuse-box cover. Doing this is greatly facilitated with a relay-pulling pliers. See Photo #1. An internet search for “Bosch Relay Pliers” will reveal several sources for this handy tool, which you shouldn’t work on BMWs without.



Photo #1 - Relay Pulling Pliers

Once the relays are removed, Photo #2 shows the top end of the FBPS connection with a 4-mm hex bit installed in it.

Note that the hex bit is a ¼-inch drive! You don’t want to use anything larger for this. Trust me. You can also use a 4-mm “Allen Wrench”. I tried both the hex bit and the Allen, and the hex bit is preferable. See if you can tighten the FBPS connection a bit. If not, loosen it *slightly* and then retighten. Repeat a couple times.

After I tried this on our beloved E30, I was not sure I had accomplished anything, so I connected a couple digital multimeters, one with max-min-record capability, to two wires in the under-dash harness that I felt would be good to monitor when the symptom recurred. One was the power supply to the ignition switch, fed by the FBPS wire, by the way. The other was the ignition switch “RUN” output. I thought this would capture an intermittent ignition-switch problem, which would be consistent with the symptoms.

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Philes' Forum (continued)

(Continued from Page 4)



Photo #2 - Checking The Fuse Box Power Supply

Well, as you might expect, now that I was poised to capture the problem, it never recurred! So I have to conclude that my manipulation of the FBPS connection was the "Fix." It's probably a good idea to check your E30s FBPS connection whether it needs it or not. I know I checked my M3's!

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.

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NJ Chapter Elections

By David Allaway

REMINDER: Nominations for 2020 NJ Chapter Board positions are open until the November Board meeting. Elections will be held at our December membership meeting.



NJ CHAPTER CALENDAR

Check our website for
upcoming meetings.



Might be time for the rain tires.

Photo by Mark Mallory

Tire Rack Street Survival

By Larry Engel

The New Jersey Chapter held the first of its Tire Rack Street Survival Schools on Sunday, June 30th at Campgaw Reservation in Mahwah. As usual, we had an overflow list of students wanting to participate. We accepted a record 34 young drivers for the event, which kept our all-volunteer staff extremely busy for the entire day.

For those of you not familiar with Street Survival, it is a program of the BMW CCA Foundation, a 501 c (3) charitable organization established by the club in 2002 to support teen safety and other important programs for the preservation of BMW history in the US. It also runs a museum in Greer, SC.

The Street Survival program is designed for young drivers age 16-21 who have a learners permit or license, and it combines classroom sessions with behind the wheel exercises on a carefully monitored closed course. Each student has a trained coach riding shotgun for all exercises. Exercises include panic braking, emergency lane change, slalom, wet skidpad, and others. Students learn important skills that aren't normally practiced or taught but could mean the difference between being in a car crash and avoiding one. In addition, students learn some of the signals when a car is nearing its limit and the things they can do to bring it back under control.

The New Jersey Chapter has run two schools each year for many years, the only exception being 2015 when we hosted Oktoberfest. Even then we conducted one school. We have an exceptionally dedicated corps of volunteer coaches and staff who make the events run like clockwork. If you're interested in becoming a coach and you have autocross or driver school experience, go to the Street Survival website and take the short training course under the "become a coach" link at the bottom of the page. Please send evidence of completion to larryengel@njbmwcca.org.

Our second event will be held on Sunday, September 29 at Campgaw Reservation in Mahwah. By the time you read this it will probably be full, but we are also discussing the possibility of holding a third school in November at NJ Motorsports Park with a core group of our coaches and others from NJMP and South Jersey. For more information on the program, go to www.streetsurvival.org. You can also check out the foundation. Their website is www.bmwccafoundation.org. If you're not already doing so, please consider making a tax deductible donation to keep these great programs running!

(Photos on Page 7)

Autocross - Timing is Everything



Photo by Paul Ngai



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Street Survival

Photos by Brian Morgan



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BMW CCA Club Race at NJMP

Photos by Patrick Prekel @prekel



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New Jersey Chapter of BMW CCA Board Meeting

August 14, 2019

By David Allaway

Board members present: Neil Gambony, Dave Allaway, Ross Karlin, Jamie Kavalieros, Jeff White, Kevin Sheehy, Colin Vozeh. Board members absent: Bob Isbitski, Mark Hulbrock, Jerry Faber, Paul Ngai, Ron Gemeinhardt. Others present: Mark Mallory, Doug Feigel, Warren Brown, Stan Mayer.

President

Neil Gambony called the meeting to order at 7:31 PM at Alfonso's in Somerville. Jeff White motioned to approve the July minutes as distributed and Ross Karlin seconded (approved unanimously). Neil Gambony reported on the Regional VP teleconference. The national dues increase will probably be the beginning of 2020, with adequate notice for renewal at the current rate. The requirement to mail printed newsletters has been eliminated. There will be a national conference for chapter presidents in Dallas the first weekend in November.

Vice President

Neil reported, on Paul Ngai's behalf, that the 9/12 membership meeting will be at DCC with guest speaker Jake Mooney, Special Sales Manager at BMW NA, on European Delivery and Performance Center Delivery. A Cars & Croissants get-together will be held on 9/21 at BMW NA, concurrent with E30 M3 SIGFest 2019. Attendance (and parking) will be limited, with registration on MotorsportReg per Jeff White. A BimmerFest car show will be held at BMW of Bridgewater on 9/22. Oktoberfest at Circle BMW will be 10/12.

Driver Schools

Jamie Kavalieros reported that Summit Point was hot, and lightly attended by students. The banquet was great. We had 42 racers. There was a split start for the Spec E46 contingent. We anticipate a \$8,900 profit. Shenandoah has 16 students and 10 instructors signed up so far. There are three student run groups planned. Warren Brown reported that Mirril McMullen will be Chief of Tech for 2020. Neil reported, on Larry Engel's behalf, that registration is open for the September Tire Rack Street Survival (TRSS) school, with availability. We are OK on staff. A third TRSS of the year is planned for 11/16 at the NJMP Lightning paddock.

Club Racing

Ross Karlin reported that we had a good turnout of racers (as noted above). Ice water and cold washcloths were employed successfully. Our process for handling medical forms proved effective.

Autocross

Neil reported, on Elihu Savad's behalf, that Sunday's autocross (8/18) is confirmed with 10 sign-ups as of this morning.

Driving Events

Jeff White reported that we are still considering a Cars & Coffee concurrent with an autocross. We need a Rallymaster for the November Whack-Your-Turkey rally.

Treasurer

Neil distributed the year-to-date income and expense reports from Ron Gemeinhardt. Per Ron, we are in good financial shape and essentially at the same status as August 2018. We are still awaiting reimbursement from the NY Chapter for the April school. Matt Baratz has stepped back in temporarily as Business Manager. Colin still needs a current list of sponsors.

Newsletter

Neil reported, on Jerry Faber's behalf, that the deadline for the next Bulletin is 8/17.

Members at Large

Bob Isbitski has ensured that everything on FaceBook is up-to-date. Kevin Sheehy reported that he has sent out two sets of new member welcome e-mails. A member spotlight in the Bulletin was suggested.

Old Business

Ross Karlin is ready to purchase six radios, as previously approved.

New Business

Colin Vozeh suggested that we post favorable comments on the website forum following events. The next board meeting was set for Wednesday 9/18 at 7:30 PM at Alfonso's. Ross motioned to adjourn at 8:35 PM and Jeff seconded (carried unanimously).

Respectfully submitted,
Dave Allaway, Secretary

2019 Driver Schools

By Jamie Kavalieros

Summit Point

Hot Hot Hot would be the best way to describe the July 20-21 Geoff Atkinson Memorial Driver School and Club Race. The temperatures were above 100 both days! Despite the heat the drivers enjoyed 2 great days at Summit Point Main. Part of the success was the driver school staff's out-of-the-box thinking. Ross Karlin brought a large water cooler with a spigot filled with ice water along with hundreds of washcloths. Drivers used this oasis to battle the heat by soaking the towels and using them to cool-off, along with copious amounts of free water bottles. We were able to sweet talk the track into leaving the air conditioned classrooms open Saturday night. This allowed us to hold the ever popular BBQ dinner inside to escape the heat.

We still have one more event. My favorite track!

4th 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.



Passing clouds.

Photo by Mark Mallory

2019 Autocross Season

By Elihu Savad

At our August 18th autocross we had 41 participants who each had 8 hot runs. Really steamy, too, as the temperature closed in on 100 degrees. Everybody pitched in, producing a satisfying and professional event. We deferred fun runs and headed off for the nearest cold one. Thanks all around!!!

As for the Championship point race, Colin Vozeh and Jamie Kavalieros are still tied for first in the Champ Series.

These are the remaining autocross dates at the TD Ballpark in Bridgewater:

Sep 15

Oct 20

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



Photo by Elihu Savad

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President's Corner (Continued)

(Continued from Page 3)

competitive or they may grouped into an enduro of similar performance cars. There are also several feature races such as the Collier Cup for MG automobiles, named for the brothers of Miles and Sam Collier who started the Automobile Racing Club of America in 1933 which later became the Sports Car Club of America in 1944.

The Collier brothers were businessmen from New York City and were involved in the importing of MG cars, the car of choice for racing in the 40's and 50's. Their involvement of car importation opened the door for others to be able to import cars such as Max Hoffman; among the many of the car brands he brought was BMW. The rest as we say is history.

Among the other races of the weekend is the new Trans-Am series. The management of the SVRA now also runs the Trans-am series with four different classes of cars. Although the main class has a lot of American cars such as Mustangs, Camaros and Challengers, there are also other classes that have BMWs, Porsches, Aston Martins, Ferraris, Audis, McLaren and Mercedes-Benz. The downside to having the Trans-Am race there is that a few vintage race groups were eliminated to make room

in the schedule.

As we head into the Fall, we need to consider our Club Officers for next year. We will be holding the election at our December Meeting with the Pinewood Derby. The positions available are: President, Vice-President, Treasurer, Secretary, Social Chairperson, Driving Events, and 2 Member-at-Large positions. If you are interested or know of anyone else who may be, please send our Secretary David Allaway, david@allaway.us a note with your nominee.

We will be holding our final Driver School at the Shenandoah circuit of the Summit Point Raceway complex on October 5th-6th. This is a technical, 2-mile course with 23 turns, and a scaled down version of the carousel turn of the Nurburgring racetrack in Germany. It's also the only track we use where we use the skidpad. Hopefully it will be cooler there than when we were at Summit Main back in July. I hope to see you there.

Neil Gambony
neilgambony@njbmwcca.org

Welcome New Members

Peter Alberto	RUBEN CAMACHO	John Doerr	Ping Gu	Sankha Lahiri	Robert Metzdorf	Dana Pawlicki	Laurelle Shammah
Issam Alhabbal	Hugo Cardao	Yidong Dong	Michael Guerriero	Michael Lake	Patricia Miles	Frank Pawlowski	Daniel Shemesh
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Michael Aronchik	Sri Chigurupati	Peter Eacmen	Darek Hahn	janette levine	Eric Montgomery	John Pistacchio	Eric Stollowitz
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Kunhammed baramy	Richard Cohen	GREGORY ESPOSITO	Donovan Ho	Gwendolyn Lindsey	Robert Mustaro	Neil Posner	Todd Teryek
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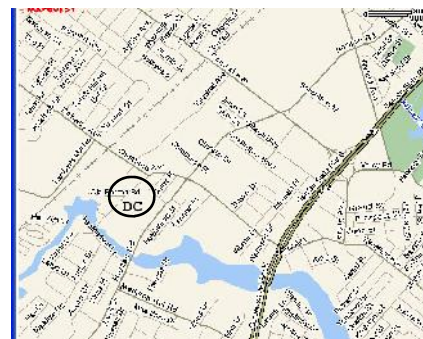
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Deutscher Club (DC)



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MEMBERSHIP MEETING INFORMATION

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

MEMBERSHIP INFORMATION

Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to: BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601

800-878-9292 (Mastercard or Visa)

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

Club Racers @ New Jersey Motorsports Park

Photos by Brian Morgan



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