



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Winter 2020

<http://www.njbmwcca.org>

Volume 51 Number 1

NJ Chapter—50th Anniversary Celebration

By Richard Altman

The NJ Chapter of the BMW Car Club of America will celebrate its 50th anniversary in 2020. The date has not been determined yet due to the current uncertainties. However, we intend that the event will offer current and past members of the NJ Chapter an opportunity to reminisce and celebrate all of the accomplishments of the NJ Chapter as one of the earliest chapters in the BMW Car Club of America. The event will feature a buffet picnic lunch with a cash bar, plenty of parking for displaying your classic or rare BMW, and kiosks hosted by club sponsors. We are actively seeking financial support from club sponsors for this event and we will announce ticket details soon. Check our website and email eblasts for updates.

NJ Chapter Westlake School Donation

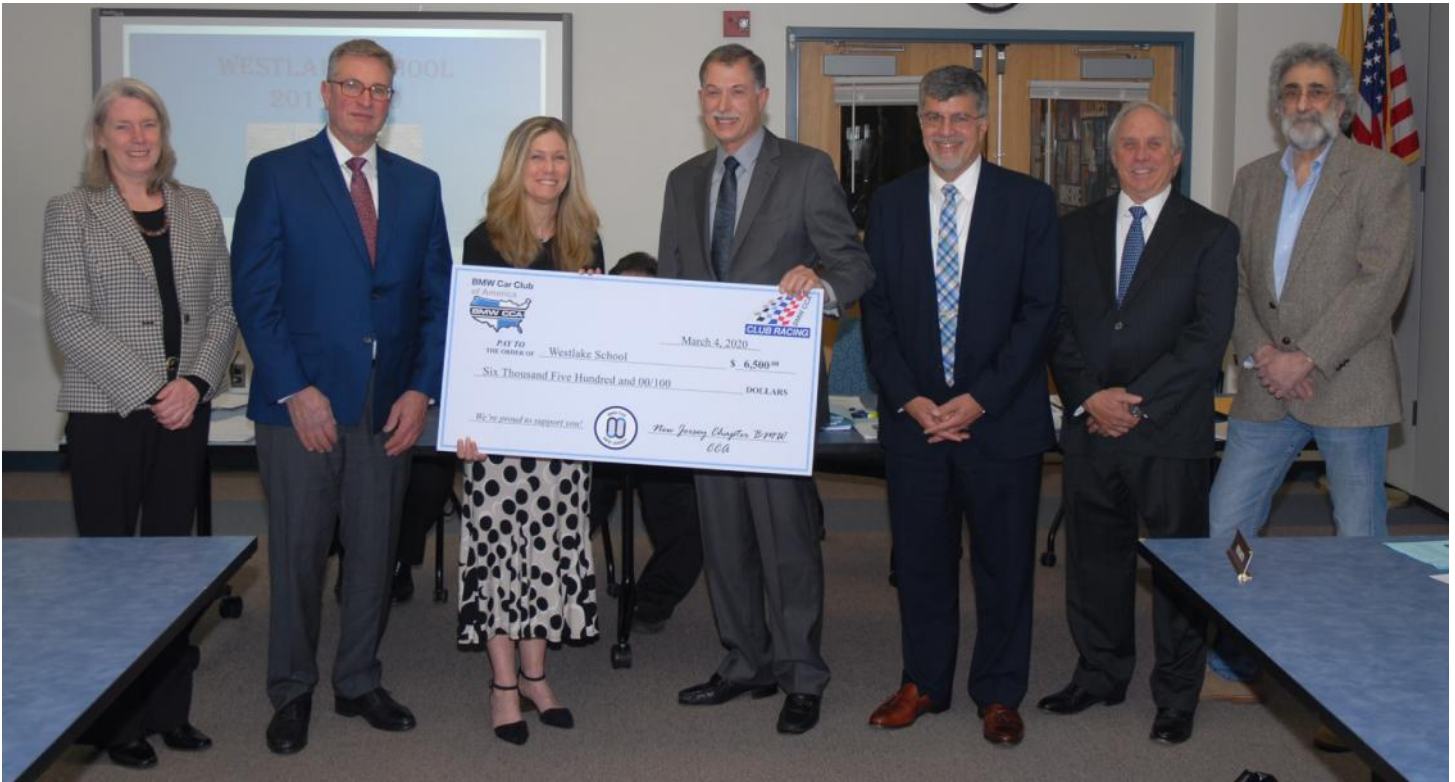


Photo by Eric Larson

Pictured making the presentation to Westlake School are (L-R): Terry Foppert (Superintendent, UCESC), Neil Gambony, Claudine Tantillo (Principal, Westlake School), Ross Karlin, Larry Engel, Jeff White, Stan Mayer.

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Tire Rack Street Survival

By Larry Engel

The New Jersey Chapter will once again be hosting two Tire Rack Street Survival schools at Campgaw Reservation in Mahwah this year.

Street Survival is a program of the BMW CCA Foundation and is intended to build the driving skills of drivers age 16-21. Participants must have a driver's permit or license. It combines on-course activities designed to simulate unexpected driving situations like panic braking, emergency lane change, wet skid pad, and others with classroom sessions to reinforce the skills and encourage a safe mindset in new drivers. Students are encouraged to use the car they normally drive. Cost is \$95 per student.

This year the schools will be held on Sunday, June 28 and Sunday, September 27. Registration for the June school will open in late April and September

registration opens in late July. (For participants observing Yom Kippur, the September school's official program will end by 3:30.) We will announce the opening of registration for both schools on our website and Facebook page. Registration will be on the <http://streetsurvival.org> website. Our schools sell out quickly, so don't delay registration if you have a student.

Anyone interested in becoming a coach can take the "become a coach" training on the Street Survival website. It takes under an hour. Anyone with significant HPDE or autocross experience is qualified to coach once they take the training course. Please let us know when you take the training course by emailing your training certificate or confirming email to larryengel@njbmwcca.org.

President's Corner



By Neil Gambony

Hello and welcome to 2020. Where do I start? There is so much going on right now and I have a lot to cover. You are now reading this through your electronic device of choice; we are no longer printing a paper version of the Bulletin. Currently this is in a PDF format; we are planning to change that when we roll out our new website, another one of the many changes in store for the upcoming year. The last issue of the Bulletin is now a collector's item; I should look on Ebay to see what they are going for.

Before I get into what's upcoming, I have some housekeeping to do. The Board of Directors of the NJBMW CCA remains mostly unchanged from last year, thank you gentlemen. I had filled the position of Director of Social Events last year with Richard Altman, and he has been reelected to the position for 2020. Rich has taken charge of the Chapter's 50th anniversary party, more on that later.

I have also found a new Business Manager, technically not a Board position but just as important, nonetheless. Allison Mack, who also happens to be a regular participant in our Autocross program, will now be handling the Club's business. I must thank Matt Baratz who had been our previous Business Manager even after moving to the left coast. I am relieved to have a manager now in the same time zone.

As you may be aware of by now, 2020 is our 50th year of being a Chapter of the BMW CCA. We were the 4th Chapter to join the Club and are among a handful of Chapters that has our geographical location in our Chapter's name. The BMW CCA had originated in the Boston Massachusetts area so it make sense that the states close to the New England region were among the early Chapters to join the CCA.

The date has not been set yet for our celebration party, although we're planning the location to be at the Deutscher Club in Clark, the place where we hold many of our regular Club meetings. We are in the early stages of planning it but I do know it will run from mid-day to the early evening, and yes, it will be rain or shine. There is plenty of parking; we hope to have a showing of the many car models throughout the years, BMWs, Minis, and BMW hybrids just to name a few.

Not only do I expect to see some great cars at the 50th anniversary celebration, I am looking forward to seeing some of the members and officers who were here before me and built this Chapter into what it is now. I had the pleasure of meeting former NJ member Scott Hughes a few years back at a Club Race School we were holding at Summit Point. Scott is credited with being instrumental in starting the Driver's School program for our chapter way back in 1974. In my conversation with Scott, it turns out that he had attended an elementary school in the town I grew up in, obviously a few years before me. There is no word yet on whether he will attend but I would be thrilled if he and his wife Fran did. We may also expect to see some of our National Officers but that is unconfirmed also.

I am also looking forward to seeing all of you there too.

So what else are we up to? In addition to our traditional slate of Driver Schools, Club Races, Autocrosses, Rallies and Street Survival Schools, the Chapter once again will be participating in a one day M-School on September 6th at the BMW Performance Center in Spartanburg, North Carolina. We had done one several years ago with great success and when we inquired about holding one last year, all of the dates were already booked for the year. The cost of doing the M-School through our Club date is about half of what it would cost you to do it on your own. When we were there previously, we were able to tour the BMW CCA Foundation and have dinner at a local brewery, I would expect we will plan something similar this time also. If you would like to attend, you will need to book your spot by late June. If we don't sell this event out by then, we may cancel it since it would be an extensive loss for the Chapter. You can find more information about the event and register for it at Motorsport.Reg.

As you may be aware by now, there has been a change to the BMW rebate purchase program. For the last 2 years if you had a friend or relative join the Club with a 3-year membership they were eligible for the rebate immediately if they were purchasing a new BMW or leasing a previously owned one. This program was so successful for BMW and the BMW CCA that they now have changed it to where you now need to join the Club with a 3-year membership and must wait 6 months before you can purchase a new or a leased BMW to qualify for the rebate. The other option is having your friends or relatives join the Club with a single year membership and waiting a full 12 months to purchase a new or a leased BMW before they can receive the rebate benefits.

Now getting back to the website or hopefully the updated version of it by now, it will be a fresh, mobile-friendly design that highlights all of your favorite features like the forum and the calendar of events. It will also help facilitate our new digital news delivery model. All of the familiar columns and contributors will remain, sharing new content on a recurring basis, in full color and unconstrained by print requirements. Vendors and sponsors will continue to be featured with easy links to their products and services. I'm sure there will be some tweaking to it after it's out.

As an update to an event we held last Fall, the Whack Your Turkey Rally, we were able to donate \$600 to the Food Bank of NORWESCAP with the proceeds. The Food Bank distributes over 2 million of pounds of food annually throughout Warren, Sussex and Hunterdon Counties. Thanks to all who participated in the Rally for making it the success that it was.

Neil

neilgambony@njbmwcca.org



Philes' Forum

By Vic Lucariello, Sr.

No, I Am Not Jay Leno And I Am Not Making This Up

Hello Bimmerphiles! This time out I have a great tech tip from bimmerphile Carl Francolini and some thoughts on battery maintainers.

Inveterate Philes' reader and correspondent Carl recently bought a 2008 [E60] 528i, and he experienced some problems with the iDrive controller knob. Carl reported that knob would intermittently not allow the downward push input that is a menu-selection input. Other than that, all the other iDrive functions seemed to be normal.

Now I am neither a fan of nor expert with iDrive, [see Photo #1, courtesy of Carl] but it is an efficient means of providing multiple functions to the driver and passenger with a minimum of old-fashioned pushbuttons, which consume a lot of valuable and expensive instrument-panel space. A great advantage of iDrive is that it is operable with a gloved hand. Not so for the plethora of pushbuttons and selector switches that would be required to duplicate all the functions of iDrive. While to some inveterate, hard-core bimmerphiles iDrive may seem to be a new-fangled feature, BMW has been using it for two decades!



Photo #1—iDrive, circa 2008

Anyway, other than suggesting to Carl that a common cause of iDrive problems is spilled beverage that invades the controller via the iDrive-knob shaft, I couldn't be of much help to him. I had heard of iDrive problems where the system did not respond to downward movement of the control knob, but never where the knob refused to move down.

A few days later, Carl reported that he had solved the problem! It seems that he was using a USB cable plugged into the port in

the console, and that occasionally the cable would slip under the iDrive knob and impede its downward motion. Carl said that he was embarrassed to report this simple fix, but I don't think any embarrassment is warranted. Given the proliferation of USB-connected devices and USB ports in vehicles nowadays, I'll bet Carl is not the first to experience the problem.

Much thanks to Carl for sharing his experience with Philes' readers.

Anyone who has read Philes' for any length of time knows that for decades I have been a fan of and user of battery maintainers. During a quick jaunt around the shop, storage container and enclosed trailer, I stopped counting battery maintainers after around 15! No, I am not Jay Leno and I am not making this up!

The maintainers vary from the more expensive CTEK and BMW [Battery Tender] units to the less expensive Harbor Freight and Morange models. Heck, I even have a few from J. C. Whitney and one from Walmart! Some of the maintainers, such as the CTEK and VDC Electronics models, purport to recondition batteries by removing or reducing sulfation. My testing suggests that there might even be some merit to these claims. Of all the maintainers I have used over the years, only one, a Black and Decker, failed to operate properly. Whether this a generic flaw or a fault of my particular unit I don't know. The B&D did have a nice AC cord and battery leads, though, which I snipped off and kept prior to disposing of the unit.

My sojourn through the realm of battery maintainers began in the early 1970s when I stopped driving my hotrod as frequently as I wanted to. When I did find the time to take the old girl out, many times I would find the battery dead or severely discharged. [You probably know that one of the best ways of significantly decreasing the life of a lead-acid battery is to let it sit in a discharged state. You probably also know that "jump-starting" a car and driving it around will not fully recharge the battery. BUT it may cook your alternator.]

This was before battery maintainers became popular. Indeed, if they existed I was unaware of it. So, I tried connecting a "trickle charger" [very low amperage charger] to the hotrod battery. This served to overcharge the battery after a couple weeks and boil away the electrolyte. This is another good way to ruin a battery, probably even more efficacious than letting it sit while discharged.

My next approach was to connect the trickle charger to a timer such that the charger only charged the battery for an hour or so every day. This achieved a modicum of success, but one had to be careful with the charger on-time so as not to overcharge the battery. What was needed was a trickle charger that was smart enough to sense the battery state of charge and shut off at full charge; resuming charging when the battery needed it. Enter the battery maintainer.

If you have a modern vehicle that sits for more than a few days at a time, my experience suggests that using a battery maintainer can significantly extend the life of the battery. Here are some factors to consider when selecting a battery maintainer:

- The length and quality of the AC cord [if equipped] and the battery leads. A maintainer with a metal housing should have a 3-prong AC plug.

(Continued on Page 5)

Philes' Forum (continued)

(Continued from Page 4)

- The quality of the clips that connect to the battery terminals.
- Whether the maintainer has multiple options and leads for connecting to the vehicle.
- If the maintainer has a fuse in its positive battery lead.
- If the maintainer has reverse-polarity protection. My J.C. Whitney maintainers do NOT have this protection. See below.
- The charging capacity of the maintainer. Some maintainers will recharge a discharged battery [albeit over a couple days] while others should not be used on a discharged battery.
- Whether the maintainer has indication[s] of what it is doing. The CTEK is probably the best in this regard, while the JCW maintainers have no indication, except they let you know of reverse polarity by letting their smoke out!
- Whether the maintainer draws battery current and discharges the battery if the maintainer's AC power is interrupted.
- Whether the maintainer's leads spark when being connected to the battery.
- Whether the maintainer is suitable for use with an AGM-type battery.
- Warranty.

That should be enough to get you thinking about battery maintainers. If you would like more detail, email me, and I will write a follow-up column where I describe the features of the various maintainers in service here at NJ Chapter West/ Rocky Mountain Chapter South.

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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Autocross 2020

By Elihu Savad

Our 2020 autocross schedule is shaping up. These are our event dates:

May 24
June 27
July 26
Aug 9
Aug 30
Oct 11

All events are at the TD Bank ballpark in Bridgewater, home of the Somerset Patriots. This would be an excellent time to make sure your car is ready. Nothing fancy; tires, brakes, everything tight and buttoned down. This is a fun event that will do wonders for your driving skills. Please see our website for more details and how to register. <http://www.njbmwcca.org/driving-events/autocross/>

Our motorsport.reg site for online registration will be open soon.



Photo by Paul Ngai



Photo by Elihu Savad

2019 New Jersey Chapter Financial Statement

Prepared by Ronald Gemeinhardt on 11 Mar 2020

Balance Sheet

<u>Assets</u>	
Cash in Bank Accounts	103,986.10
Inventory	0.00
Equipment	0.00
Accounts Receivable	0.00
Prepaid Expenses/Deposits	22,738.75
Other	0.00
Total Assets	\$126,724.85
<u>Liabilities & Equity</u>	
Accounts Payable	0.00
Other	0.00
Equity/Retained Earnings	117,912.95
Net Income (Loss)	8,811.90
Total Liabilities & Equity	\$126,724.85

**BMW Car Club
of America
New Jersey Chapter**



Income Statement

<u>Income</u>	
Membership Dues	32,025.19
Rebates from National	0.00
Advertising Revenue	4,805.00
Driving School Fees	164,390.84
Autocross Fees	14,327.00
Other Event Fees	2,165.00
Merchandise Sales	0.00
Interest	14.98
Misc./Other	9,521.77
Total Income	\$227,249.78

Misc./Other Income

Cash donations to charity	6,850.00
Street Survival Rebates/CCC	2,262.50
Instructors seminar	409.27

<u>Expenses</u>	
Newsletter Costs	18,490.59
Postage	0.00
Insurance	547.41
Driving School Expenses	166,035.58
Autocross Expenses	11,379.07
Meeting Expenses	2,846.65
Other Event Expenses	5,247.13
Telephone Expenses	679.01
Misc./Other	13,212.44
Total Expenses	\$218,437.88

Misc./Other expense

Street Survival/CCC	4,337.19
Instructors seminar	818.55
Charitable donations	6,135.00
New member expenses	
Web site & electronic media	611.56
Bank & transaction fees	210.61
Other	1,099.53

Net Income (Loss) \$8,811.90

Total \$9,521.77

Total \$13,212.44



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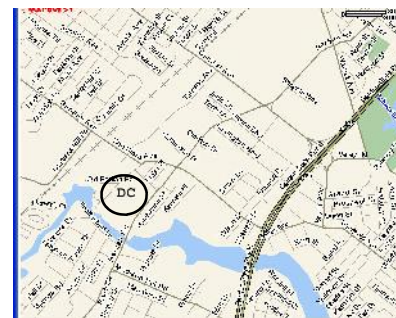
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MEMBERSHIP MEETING INFORMATION

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

MEMBERSHIP INFORMATION

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

800-878-9292 (Mastercard or Visa)

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

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