



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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<http://www.njbmwcca.org>

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BMW CCA CoEd Performance Center Driving School



Photos By: Scott D'Vileskis



See Article on Page 6.

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The Cone Catcher

By Larry Engel

As I write this, it's the evening of June 22nd. I'm in my room at the Country Inn in Millville, and I've just been told that all is right with the world again tonight.

This story had its beginnings eleven weeks ago. Our son Christopher had spent the previous day, a Thursday, interviewing for a possible career change here in Jersey and had traveled from his home in South Carolina through Charlotte. He'd spent Thursday night with friends in Charlotte and was going to head to the beach with them for the weekend. His interviews went very well. He was on top of the world - until about 9:20 on Friday morning. For those of you who are superstitious, it was Friday, April 13th. That's when it happened.

I was in the office planning out my day. It was going to be a busy Friday. I had lots to do. The phone rang. It was Chris. "Dad, I had an accident." My first thought was that he was joking. The previous evening we'd heard how well all his interviews went and how excited he was about the possibility of a new career. Chris can be such a teaser. It took me a second to realize that the tone of his voice meant he wasn't kidding.

"Are you OK? Was anybody hurt?"

"I'm fine, nobody was hurt. There was no damage to the truck." (The truck?)

"How is it?" I asked. He knew I was asking about my E46 328i, the favorite car I'd entrusted him with.

"It's bad" was the brief but painfully descriptive answer. "What happened?"

I've never been jolted out of my routine in a more dramatic fashion. There were two powerful emotions battling in my mind. The first was my empathy that poor Chris, our middle son, must be devastated to have to call me with this terrible news. I felt so badly for him, especially since the 328 was kind of a cherished family heirloom and that he had been entrusted with caring for it. The second was.... Well - you can imagine what it was.

Chris had been doing errands before heading to the beach for the weekend. He was at a stoplight and was fiddling with the GPS when the car in the lane next to him began to pull away. He did the same, not realizing that the truck in front of him wasn't with the program. He took off and center-punched the bumper extension of the truck - which penetrated the front end of the E46. The truck driver, seeing no damage to his vehicle, wished Chris good luck and took off.

"Dad, what should I do?" Chris asked. (My thought was - how the heck should I know?) "Is it drivable?" "No, there's coolant leaking." "Take a couple of pictures and send them to me, and give me a few minutes." Chris called a friend to come to the scene and help him out.

The pictures confirmed my worst fears. It was a perfect surgical strike - taking out the bumper, lights, hood, and most of the internals on the front end. I figured the radiator and condenser were toast, and probably some structural pieces. All this damage happened at probably 5 or 10 miles per hour. The airbag didn't even go off.

I collected my thoughts and started hammering out a plan. Let's see, my son just crashed the car 600 miles from home in a place we don't know at all. I dropped collision a couple of years ago because the car wasn't worth that much and I figured I'd throw it away if something bad happened. I couldn't bring myself to choose the first option. This was my first BMW, after all. It had to be repaired if at all possible.

How were we going to get this fixed? I called BMW CCA headquarters in Greenville, SC. It's about 90 minutes from where the accident occurred, but I figured maybe I'd get lucky (on Friday the 13th) and Frank Patek or Steven Schlossman would know someone in the area. No such luck, but they did put me in touch with some of the Tarheel Chapter people. I was able to contact a few, but they didn't have any contacts in the immediate area of the accident. I was feeling like time was of the essence, so I had to go to Plan B.

Chris had given me an address, so I did a Google search of auto repair businesses in the area. There was a Goodyear store a block away. I called the number to ask if they knew a good body shop in the area. The guy that answered the phone immediately said that I should call S&M Auto in Pineville. A quick internet check revealed a couple of good reviews of S&M, but not much else. On blind faith that this guy wasn't steering me wrong, I called them and explained my story. The response was sympathetic, and they sent a tow truck over to get the car. Chris subsequently got a ride back to where he was staying in South Carolina, where he was able to use a work truck and borrow his girlfriend's car until the 328 was repaired.

The folks at S&M seemed really nice, but it was difficult for me to deal with them over the phone. I want to look someone in the eye when I do business with them. Over the next several days they worked up an estimate. They said they'd try to find used parts to keep the costs down. The estimate came in at just about the highest amount I was willing to spend when I factored in a 20% fudge factor that experience told me I'd need. I authorized them to do the job after deciding it would be too expensive to have the car brought to New Jersey and that I really wanted to keep it.

Over the next several weeks, we communicated back and forth about the progress. They had found parts, but when they inspected them they realized that they were in poor condition and couldn't be used. I suggested a couple of sources. I'm told that ultimately they bought an entire parts car, which also proved to be unusable.

After weeks of searching, they called me to say they didn't think they'd be able to find used parts and asked whether I'd like them to quote new parts. I'd figured this was coming and already decided that I'd give them the go ahead if the price was under a certain amount. Of course, the price (with the aforementioned 20% fudge factor) exactly matched my limit, and amounted to what I'd pay for an excellent example of the model and year.

As expected, it took weeks to get the parts in, and there were a couple of glitches along the way. I called S&M more often than they cared to hear from me, I'm sure. I started to wonder whether I had made the correct decision. They were probably wondering why they ever took this job on. There were some hiccups with the electrical system and they found some connectors that didn't look quite right, so we decided to replace them.

After almost eleven weeks, the car was finally ready. I asked them to take a couple of pictures and send them to me with the bill, which I had already learned was going to be a big one. The pictures looked great, but I wanted to see it for myself in the light of day and run my hand over the hood and fenders before sending payment. I knew this wasn't possible, so once again I relied on faith in total strangers.

I paid the bill yesterday by credit card over the phone and Chris arranged to be driven up to Pineville from his home today to pick it up.

I'm doing a Driver's Club day at Thunderbolt tomorrow, so I had dinner at the track while Chris picked up the car in North Carolina. I asked him to call me as soon as he picked it up and let me know how it went.

After what seemed like an eternity, Chris called back. "How does it look?" I asked nervously. "Dad", he said, followed by a long pause. "It's perfect." I breathed a huge sigh of relief. "It looks brand new. They did a really great job. One of the guys who did the work reviewed it with me while we let it sit there running to show that it was done well." Chris headed off and subsequently reported no problems after a long drive. Our baby is back, almost as good as new. It's still in South Carolina and I have yet to see it. Chris and I have to work out payback terms - he has offered over and over to pay me back, but we'll have to work something out. (Paying someone back requires having money in the first place, you know.)

Would I do the same thing again? I'll let you know after I see it and drive it again myself. Until then, keep the cones standing! (Especially you, Christopher!)



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! As a "teaser" at the close of last month's *Philes' Forum*, I included a photo of a brake pad and its wear sensor. I had intended to write this month about how BMW is using a rather sophisticated pad-wear sensor that actually estimates the remaining miles until brake-pad replacement is needed. Unfortunately, I was unable to get good photos of an older-style sensor for comparison, so I had to postpone this topic. I am sure you are all waiting with bated breath.

So for this month I have returned to a perennial favorite *Philes'* topic: brake fluid!

NJ Chapter Activities VP Paul Ngai asked me a great question that I think might be of general interest, at least to *Philes'* readers. Paul wanted to know if one can judge the condition of brake fluid by its change in color as it ages. The answer: I don't think so.

Regular *Philes'* readers know that brake fluid deteriorates with age and exposure to the atmosphere. Both the anti-corrosive qualities and boiling point decrease; the boiling point decrease caused by absorption of atmospheric moisture by the fluid. Most of you also know that brakes get hot when used. Why? Because in stopping the car, the brakes convert the kinetic energy of motion into heat. If the brakes get hot enough to boil the brake fluid, the brake pedal gets "spongy" [There's a precise engineering term for ya!], and in an extreme case can go to the floor!

The only way to restore the boiling point of your brake fluid is to replace it and flush the system with new fluid. I believe BMW's current recommendation is that the fluid be replaced every two years. Their previous recommendation was for a yearly fluid change. You can decide if this changed recommendation has anything to do with BMW's providing "free" maintenance on new Bimmers. I change our street-driven Bimmer's brake fluid on a yearly basis. For driver school use, the NJ Chapter requires that brake fluid be less than six months old.

container. The boiling point tested at about 530°F, which I have found to be typical for Castrol GTX right out of the bottle. Although the black-and-white photos don't do the fluid colors justice [check website version-Ed], you can see that the old fluid is significantly darker than the new fluid, yet its boiling point had only decreased by about 40°F over 4 years of mostly sitting in my garage. Maybe there is something besides marketing claims behind Castrol "LMA".



Photo 2 — 4-Year Old Castrol Brake Fluid

Here is another example: Photos 3 and 4 show the Ate Type 200 brake fluid from my racecar. The fluid was replaced at the beginning of this track season, and was a year old, with hardly any miles on it. From Photo #3 you can see that the new Type 200 started out with a slightly



Photo 1 — New Castrol Brake Fluid

Typical DOT 3 and DOT 4 brake fluids used in automotive applications are, depending upon their manufacturer, near-clear to light amber in color when new. As the fluid ages, it tends to darken. In an extreme case, fluid that has been in service for long, long time can approach the color of stale coffee.

To try to answer Paul's question, let's look at a specific case: my Dodge Ram pickup. The Castrol GT LMA [Low Moisture Avidity] DOT 4 brake fluid was about four years and maybe 8000 miles old when I changed it.

Photo #1 depicts the old fluid removed from the Ram's brake-fluid reservoir. The boiling point tested at about 490°F [degrees Fahrenheit]. Photo #2 is of new Castrol GT fluid, poured from a sealed



Photo 3 — New Ate Brake Fluid

darker color than did the Castrol GT fluid. Photo #4, the removed fluid, suggests that it did darken a bit, but it still looks "pretty good". The removed fluid tested at about 505°F, while new Ate Type 200 comes out of the can at about 570°F boiling point. So, in this case the

Philes' Forum (Continued from Page 4)

Type 200 fluid's boiling point had decreased by about 55°F in a year, yet it still looked "pretty good".



Photo 4 – 1-Year Old Ate Brake Fluid

In comparison, the Castrol GT fluid's boiling point decreased only about 40°F, over four years [!], yet the fluid had darkened considerably and

"didn't look too good". So, while we certainly cannot conclude much from this limited data regarding the rate of boiling-point degradation of brake fluid, I think we can conclude that color is not a good predictor of brake-fluid condition.

While we were at New Jersey Motorsports Park in June, Doug Feigel asked me to check the brake fluid in his Mini. Doug is a NJ Chapter member-at-large, our business manager, and he also works driver school Tech as well as event control [Whew!]. Doug had just paid to have the fluid flushed/replaced by a shop, and he was interested to know, er, how good a job they had done.

The results were disappointing, on several levels. The Mini's brake fluid tested only at about 300°F, yet it "didn't look too bad", at least while we were peering into the fluid reservoir. This is the lowest boiling point our tester has ever recorded [the previous low being 330°F], so we tested the fluid three times to ensure the first reading was not an anomaly. Sure enough, it tested within a few degrees of 300°F on every test. Doug reports that he has since purchased a pressure bleeder and changed the fluid himself this time, and he is now ready for a retest. And no, I will not divulge the name of the shop in question.

That's all for now, Bimmerphiles. See you next time.

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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Photos from Here and There



JMK Pacecar from recent Club Race - photo by Brian Morgan



When more brake on 1M is needed - photo by Paul Ngai

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BMW CCA CoEd Performance Center Driving School

by Ron Acher

I just got back from a great 2-day CoEd Driving School at the BMW Performance Center in Spartanburg, SC. This particular school was organized by BMW CCA National Events Director Jackie Bechek (864-438-3403, jbechek@bmwcca.org), and differs from the usual Performance Driving School you can register for directly with BMW (if you can get a reservation - they're booked out a year in advance!).

This school was for BMW CCA Members only, and was a coordinated social event wrapped around a regular control clinic, but designed for a 50/50 male/female ratio, and with some extra group activities built in. The car control clinic is not all that different from our New Jersey Street Survival School, but it's for grown ups.

The two-day affair included three nights accommodation in downtown Greenville, SC, lunch both days, and two first class dinners in Greenville, one at the end of each day, which was a significant social addition to the normal performance driving experience. Attendees came from all over the USA, but I was the only member from New Jersey.

We all got to drive all the latest current BMW models on both days, including 135s, 335s, M3 DCTs, 650s, the Z4, an X6M, and the new M5 F10. Because we were all CCA members, we all shared a common level of starting interest in the program, and by the end of the second day we had all gotten to know each other quite well. In addition, some couples who came, ended up leaving with quite different, upgraded, plans as to what BMWs to buy next!

The first day was BMW's Performance Driving Experience at the Performance Center track, under the tutelage of BMW's team of staff instructors, and the second day was spent, again with BMW's instructors, using two-way radios in teams, with the group driving all these cars on a circuitous and scenic route up and down through the nearby Great Smoky Mountains of North and South Carolina, stopping at overlooks for scenery and breaks, and for lunch.

The first day's program at the track began with an hour or so of classroom instruction in vehicle dynamics. It stressed ideas such as leading your car around corners with your vision instead of looking at potential obstacles, proper seating position, steering wheel grip and mirror settings, and the key concept that for every car and track condition there is a certain combination of speed and turning angle within which you have to operate in order to stay in control on the road - too much of one versus the other and the car will lose its grip - and how to manage within those ranges.

Then we went out in teams to try out all the cars -- and ourselves! - on the track. First we did cone slaloms, getting up to quite good speeds (because all these cars have such great acceleration), then we learned how to apply ABS braking from increasingly fast speeds, 25 mph, 40 mph, 55 mph, followed by another handling segment, this time on a banked course, after which we did some timed laps around an inclined track.

The amazing thing I learned about ABS braking is that it is essentially designed to let you forget about braking modulation and just focus on steering in a panic stop. When you hit the pedal as hard as you absolutely can, the car takes care of slowing itself down as rapidly as possible, freeing you as the driver to focus on steering as necessary to avoid the obstacle - versus the non-ABS situation of having to try to manage both braking and steering so as not to lose road adhesion.

What a boon to safety! And yet, how few people have ever been trained to use the ABS. It took the people in our group several runs to actually get used to pushing that pedal through the floor, and using our vision to steer, rather than just sitting there staring straight ahead with a "death grip" on the wheel.

After lunch, we had some friendly racing elimination competition around a handling course. The presence of the women BMW enthusiasts in the mix added a lot of fun to the event, and produced some surprising results in friendly competition!

The first day ended with a great training experience in understeer and oversteer on the skid pad, followed by some wonderful hot laps driven by the instructors, burning up BMW's tires and brakes right at (or beyond) the limits of adhesion. (And the instructors get paid to do this!).

The second day was equally enjoyable, but in quite a different way. Using all the available cars, we went off for an instructor-guided 170-mile trip over the Carolina back roads and up through the nearby Great Smoky Mountains. We stopped every half-hour or so to switch drivers and to swap cars, and at some of the stops got to admire the wonderful scenery. We had lunch in a really quaint place right out in the boonies.

This was an opportunity to apply (in a limited way!) some of the techniques we learned on Day 1, but also to exercise each of the cars and get used to their different features and characteristics. I loved them all, but probably enjoyed the M3 DCT the most because of its agility and its amazing engineering features.

Did you know that a DCT transmission, even in Manual mode, provides computer-optimized gear selection? Suppose you are tooling along at 50 mph in say 7th gear. Even though it's billed as a sequential transmission, if you lean deep into the pedal and then select a downward gear, the car will jump right down to 2nd or 3rd, without any intermediate gears, because that gear is optimal for the inputs you have provided. I could really get used to that - might even make me go back to a (DCT) manual shift!

We all had a wonderful time together enjoying each other's company and a fabulous day of driving, wrapped up in the evening by another great group dinner in downtown Greenville.

All in all, it was a most memorable and useful experience; one that I considered a bargain at \$1,695 per person, and which I would happily repeat in the future. Events like these and others organized by BMW CCA National and coordinated by Jackie are announced in the new Roundel Weekly email sent to all members.

Ron



Photos By: Scott D'Vileskis



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New BMW X1



The X1 is a welcome addition to BMW's line-up for the US market. Interior is laid out harmoniously and is styled beautifully. Access to controls is clear and well organized. (You really have to see it in person.)

The X1 is a winner.



Photos on page by Jerry Faber

BMW of North America - Drive for Team USA

The BMW NA's "BMW Drive for Team USA" tour that supports the USA Olympic Team stopped at Flemington BMW.

Thank you BMW NA for your support.



Aubrey Kiley of Flemington BMW demonstrates trying on the new X1 in Valencia Orange (color previously only available on the 1 Series M Coupe). The X1 is a perfectly sized and outfitted SAV. (Would love to have it in a manual transmission, which is not available.) - Jerry

Driver School Schedule

Dates	Track	Type	Cost
Sep 15-16 (S-S)	Shenandoah	Driver School	\$350
Oct 14-15	Lightning	Driver School	\$150-\$395*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

See Chapter Website for 2012 Driver School Promotions



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Autocross News

On a beautiful July 22, we had 42 cars participate. Everyone got eight runs with top finishers by class as follows:

<u>Class</u>	<u>Driver</u>	<u>Time in Seconds</u>
AA	Don Baldwin	42.65
A	Austin Don	39.679
B	Mark Mallory	40.35
C	Clayton Ferrara	40.021
D	Alex Fadeev	41.276
E	Charles Roberson	48.505
F	Julian Fernandes	45.518
X	Will Emmons	37.853

Our next event, and probably the last at the ballpark, will be on August 19th. The ballpark is installing solar panels on stands that allows cars to park underneath, but unfortunately, makes the lot unsuitable for autocrossing.

We are planning on two events at the PNC Bank Arts Center:

Sept 9

Oct 7

Check our website for details.

Elihu Savad



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NJ CHAPTER CALENDAR

August 2012

Wednesday, August 15th

Night out at TD Ballpark in Bridgewater. Baseball and fireworks. Tickets: \$8.50. Contact Al Drugos — m3driver88@optonline.net

Saturday, August 18th

Meeting at Prestige BMW in Ramsey. Andrew Schulze will present, followed by tour, and show of customer DINAN cars, current DINAN sales cars, and the only fully-prepped DINAN test-drive car in the country. Time: 9am–11am. Meet and greet at 8am.

September 2012

Thursday, September 27th

Monthly meeting at JMK BMW in Springfield. Time: 6:30pm. Check website for details.

October 2012

Thursday, October 18th

Monthly meeting at Deutscher club in Clark. Ingrid Steffensen, NJ BMW CCA Chapter member and driver school instructor, will talk about her driving passion and new book 'Fast Girl'. Time: 7:30pm.

Welcome New Members

Nicole Avedis
Scott Avedis
Avery Banks
Courtney Beneat
Danielle Bivona
Alexandra Boden
Benny Chong
Steven Cohn
Lauren Donovan
Tim Duddy
Andrew Dunmire
David Dunmire
Michael Dunmire
Al Durcan
Justin Engel
Ken Ernsting
Nancy Fantuzzi
Julian Fernandes
Dan Garafano
Richard Geier

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Alexander Habib
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Sean McHugh
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Cory Mosley

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Nicholas Persaud
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Steven Venino
Peter Venturini

NJ BULLETIN STAFF

EDITOR Jerry Faber
jerryfaber@njbmwcca.org
TECH EDITOR Vic Lucariello
vic.sr@njbmwcca.org
BUSINESS MANAGER Douglas Feigel
douglasfeigel@njbmwcca.org

CHAPTER OFFICERS

PRESIDENT Larry Engel
larryengel@njbmwcca.org
VICE PRESIDENT Paul Ngai
pkngai@yahoo.com
DRIVING EVENTS Neil Gambony
neilgambony@njbmwcca.org
SOCIAL EVENTS Al Drugos
m3driver88@optonline.net
TREASURER Ron Gemeinhardt
rgemeinhardt@njbmwcca.org
SECRETARY David Allaway
david@allaway.us
WEBMASTER Colin Vozeh
colin@availabledark.com
MEMBER AT LARGE Douglas Feigel
douglasfeigel@njbmwcca.org
MEMBER AT LARGE Ron Acher
rsacher@attglobal.net
MEMBER AT LARGE Jeff White
jwhite@njbmwcca.org

MEMBER AT LARGE

rosskarlin@njbmwcca.org
CHAPTER TOOLBOX
toolbox@njbmwcca.org
MEMBERSHIP
neilgambony@njbmwcca.org
DEALER LIASON
douglasfeigel@njbmwcca.org
LEGAL COUNSEL
brianm3racer@aol.com
CHAPTER LIBRARY
neilgambony@njbmwcca.org
TECH TIPS
vic.sr@njbmwcca.org

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Chairman Jeff White
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Chief Instructor Barry Stevens
barrystevens@njbmwcca.org
Registrar Jamie Kavalieros
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AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Brent Jerolomic autox@bjerols.com
Chris Graf fraff1@gmail.com
David Ngo dngo@commvault.com
Douglas Feigel douglasfeigel@njbmwcca.com
Ed Walters edw@teamdfi.com
Ivan LeGrand ivanlegrand@gmail.com
Jim Kavalieros jimkavo@optonline.net
Larry Engel larryengel@njbmwcca.org
Mark Mallory mmallory@att.com
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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 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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