



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

<http://www.njbmwcca.org>

October 2012

Volume 43 Number 10

## Happy Autocrossers

Ron Gemeinhardt, his mom, and Chris G. getting ready to drive at autocross



Photos By: Colin Vozech



Ed Hansen with his M3



Chris Holewski



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## Lime Rock Park Historic Festival

Photos By: Paul Ngai





# The Cone Catcher

By Larry Engel

It's hard to believe that summer is over already. Where did the time go? It seems it was only yesterday that I was taking the snow tires off the cars, and in a few weeks I'd be getting ready to clean them up for another winter. Between an unusually busy year at work, a full club schedule, and lots of family stuff going on - I've barely had time to breathe. One of the casualties of my schedule has been a strong theme for this column, so this is going to be one of those that jumps around and complains about various subjects. Here goes.

**Rant 1.** What's up with putting touch sensitive TV screens on car dashboards? We're spending millions to convince folks that they shouldn't use their smart phones while driving, yet some carmakers are putting giant sized versions right on the dash. Bring back a few real knobs and buttons, please! I can't believe we're not going to see an increase in distracted driving accidents due to drivers fiddling with the screen in their new Caddy. BMW caught major grief when they introduced iDrive, but having a controller that gives you tactile feedback makes so much more sense than trying to poke your finger at a small spot on the screen. Add the buttons that bring up the various function screens, and it's a pretty good system. The folks in Munich got this one right after all.

**Rant 2.** I haven't seen much improvement in getting slow drivers out of the left lane. I was hopeful that this situation would improve when the State Police announced a major campaign to enforce the "keep right except to pass" law. I probably shouldn't do this (and it mortifies Karin) but on a couple of occasions I've given the offending slowpoke the driver's school signal to pass on the right after I pass them. For those of you uninitiated to driver school etiquette, you stick your arm out the driver's window and point your (index!) finger over the roof to the right with an emphatic motion.

This has actually worked both times I've tried it. Maybe we can get a campaign going. Karin's afraid that road rage will ensue. I don't know, I think it's just letting people know they're holding up traffic - something they're oblivious to.

**Good Thing 1.** Ron Acher recently joined the Board as an At Large member after Ron Gemeinhardt moved over as Treasurer. Ron has taken over the job of getting out blast emails on a regular basis. He's doing a great job and I think our communications have improved as a result. He's trying to get one out every month as a reminder about upcoming club activities. If you're not getting them, check your spam filter or confirm that National HQ has your correct email address. You can sign on to the National website at [www.bmwcca.org](http://www.bmwcca.org) to confirm that your info is correct. Don't tell us, National keeps those records.

**Good Thing 2.** The two major sports car racing series in the U. S., Grand-Am and American Le Mans Series, have announced that they will merge and run a single series beginning in 2014. I've put this down as a good thing but there are some risks. Having two series has been problematic. I think it has confused the casual fan and prevented potential sponsors from participating due to a perception that the audience was too fragmented. Combining forces should concentrate the corporate sponsors and the fan base. Hopefully they'll work out a formula that keeps everyone happy. I'm already less than thrilled that they're talking about a 12 race season. Hopefully there will be enough sponsor interest for a longer season, like 16 to 18 races. I think they need to run this many events to keep the fan base interested and to cover all the geography that a national series demands.

On the bright side, our favorite drivers won't have to miss races due to schedule conflicts, which has been a big problem for some of our favorite BMW drivers (and the teams they work for) in recent years. Hard core fans have tended to favor one series or the other. I'm a fan of both series but I favor Grand-Am because the racing tends to be closer, although there have been numerous epic battles in ALMS GT. Others prefer ALMS because the cars are faster and more high tech. The faster prototype fields have become very thin in ALMS, and shrinking somewhat in Grand-Am, as well. Combining them makes

sense in theory, but working out a mutually acceptable formula could be a challenge. I'm guessing they'll end up with three classes in the new series - prototypes that are close to the current ALMS P2 category but with costs capped somehow to keep the G-A teams on board; a GT category similar to the current ALMS GT where G-A GT teams would have the chance to move up; and a third category that would be just under the current G-A GT spec so current G-A teams of more limited means could run without extraordinarily large budgets.

I hope the Continental Challenge Series remains largely as is. Continental Challenge has been the support series for Grand-Am, and many of the top drivers participate. There are lots of BMWs - M3s, 3 Series, and 1 Series. There are even a few Minis. These are great races, as long as there aren't too many yellow flags. This has been a problem from time to time though, and I've seen some of these races half-run under yellow flag conditions. It tends to limit the excitement.

I'm hoping this is the beginning of a new era of success in American sports car racing. Time will tell. For those of you who haven't been to a race, you should check it out. I've already bought my ticket for the 24 Hours of Daytona next January, and I hope to go to races at NJMP, Lime Rock, and Watkins Glen again next year. Watkins Glen should stay on the future schedule for sure, but I'm a little concerned about NJMP and Lime Rock. Let's support our local tracks to make sure they thrive in the future.

Well, after starting this column with some doubt that I'd be able to fill my space; it looks like I'm over a thousand words already. I think I'll stop here for now. I've got to prepare for our second TireRack Street Survival School of the year.

Until next time, keep the cones standing!

## Lime Rock Park Historic Festival



Photo By: Paul Ngai

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# Finish Lines - Special Octoberfest Race Edition

By Thom Rossi

Oktoberfest: for some it conjures images of beer halls, the smell of brats, men in lederhosen, and amply endowed Germanic women in traditional garb. For me, it's all about race cars, Nomex®, great curves (on the track, Mrs. R!), the feel of speed, and the smell of overheated brake pads. That's O'fest, baby, BMW CCA style!!!

This year the club's biggest annual event was held at the Mid-Ohio Motorsports Complex in Lexington, Ohio. The NJ Chapter was represented by some of our finest racers, and me. Results were mixed, but the fun was top notch.

I don't mind saying that when it comes to SE30, our guys kicked some serious tail pipe. The spec E30 class was led every lap, in every race (there were three races overall) by either Kish Galappatti or Jeff Caldwell. Both NJ Chapter guys who have been developing great skills and cars in the class. As of the time of this writing, I believe they both have a shot at being the national champion for their class! Jeff collected the class win in the feature race held on Saturday!

Spec E36 was also a hotly contested class, with 8 cars entered. Here again, a local hero, Nathaniel Than Orens was to compete to a very impressive 2<sup>nd</sup> place finish in the feature race. And in M3T, where the venerable E30 M3s seem to be competing these days, Dennis Pippy put in an impressive performance achieving first place in class.

And that was just in the group B race. The field was so large that the racers had to be split into two race groups. Group A was for CM, IP, DM, SM and several other classes of highly prepared cars. By far, the most competitive classes were IP and CM, with 18 and 13 racers entered in each of those classes, respectively.

In IP, our region was represented by Geoff Atkinson, Mark Lounsbury, David Weaver, Scott Reiman, and Fred Landwher. Geoff was able to battle his way to a fourth place in class, just missing the podium, with the remainder of our local crew putting in respectable performances as well.

In CM, Walter Jordan and I mixed it up with the biggest of the big

boys. I must say that we were outgunned in the land of stroker motors and big dollar suspensions, but we fought hard and put in noble, some might say heroic, efforts. OK, probably Walter and I would be the only ones to say "heroic", but let's not quibble. The best we did in the feature race was 8<sup>th</sup> in class out of a field of 13. Our chapter met with a bit more success in the 90 minute enduro on Sunday, where I was able to qualify 5<sup>th</sup> in class and, between me and my co-driver (hot shoe Anthony Magagnoli), we managed to maintain our class position and improve our overall position to 6<sup>th</sup> place, my best result of the weekend.

We had our share of bloopers and out-takes, some of which are blue-on-blue violence when I was a little over-optimistic in executing a pass on Walter in the first race of the weekend. I had two thoughts in rapid succession as Walter's car came closing in: "oh no, Walter", followed by "good bye, Walter", as he spun off into the grass and I continued on down the track. That's also the race in which I had only 5 cylinders, but at least I had brakes (not so true in the next day's qualifying). Kish, on the other hand, tried competing with no functioning cylinders after his M20 engine swallowed a belt that messed up his timing so completely that every single piston was destroyed. He's thorough, you gotta give him that! Not to be outdone in the unfortunate incident department, Than's car had a rear wheel hub disintegrate, literally sending the car skidding to a halt on three wheels and an axle stub. Did any of this dampen our enthusiasm, dim our spirits or ruin our good times? Absolutely not!

For many of us, the points we were able to accrue in the O'fest races will be important in our quests for regional and national championships. Given the complexities of the points system, it'll be a while before we figure out how much these results helped us. Regardless of those outcomes we came away with great memories, new friends from other regions, and skills sharpened by the demands placed upon us by a deep field of top-notch competitors.

Regarding the beer, all I can say is that it was O'fest after all.

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## New Jersey Chapter of BMW CCA Board Meeting September 5, 2012

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Doug Feigel, Neil Gambony, Paul Ngai, Dave Allaway. Board members absent: Jerry Faber, Al Drugos, Ross Karlin, Colin Vozeh, Ron Acher. Others present: Elihu Savad, Jamie Kavalieros, Jeff Caldwell, Jon Trudel.

### President

Larry Engel called the meeting to order at 7:22 PM at Alfonso's in Somerville. Neil Gambony moved to accept the August minutes as distributed and Jeff White seconded (carried unanimously). Larry noted that our next TireRack Street Survival (TSS) event is coming up on 9/30, currently with a lengthy waiting list. Larry reported that Ross will be getting the permit for Campgaw and already has Fire Department (water) lined-up. Larry asked about the status of the expected \$1300 reimbursement for the previous TSS, which Ron reported as not yet received. Larry noted that 2013 board nominations are requested by the next meeting.

### Vice-President

Paul Ngai reported that the meeting at Prestige BMW was a success. The next meeting will be at JMK BMW on 9/27 (Thursday) with a facility tour and new car demos. The meeting is at 7:00, but early arrival is suggested. The October meeting will be 10/18 (Thursday) at the Deutscher Club of Clark (DCC) at 7:30, with Ingrid Steffensen as guest speaker. Paul solicited 2013 meeting ideas. Rob Siegel was suggested as a guest speaker. Doug noted that Flemington BMW has asked to host a meeting. Paul reported that a repeat of the BMW Vehicle Distribution Center (VDC) tour will be held on Saturday March 23, 2013. It was agreed that we would send a blast e-mail covering JMK, the Intro School, Autocross, the Whack-Your-Turkey Rally, and request for nominations.

### Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Ron noted that reimbursement is still expected for the 2012 Instructor Seminar.

### Secretary

Dave Allaway thanked Ron Acher for taking the August minutes.

### Social Events

There was discussion and general agreement on locating the 2013 banquet in the Bergen County vicinity.

### Newsletter

Jerry Faber reported via e-mail that the September Bulletin will go out at the end of the week, and the October Bulletin deadline is 9/15. Jerry thanked Brian Morgan for the great photos.

### Website

It was noted that there have been no problems with the new web-hosting service.

### Business Manager

Doug Feigel reported that Bavarian Autosport and Flemington BMW have renewed their ad campaigns with us. Plymouth Rock declined to sponsor a driver school. It was decided that no additional TSS sponsorship would be accepted at this time.

### Driving Events

Neil Gambony reported that the Whack-Your-Turkey Rally is being worked on, and information will be forthcoming.

### Driver Schools

Jeff White reported that registration for Shenandoah is significantly lower than the past four years. Despite the anticipated loss for Shenandoah, our net revenue from driver schools and club races is still substantially ahead of forecast. Registration for the Intro School is slow but steady, and still too early to tell if we will fill the event again this year. The Driving Events Committee requested additional loaner helmets prior to the Intro School (see below). Jeff noted that NJMP is already asking for dates for next year.

### Autocross

Elihu Savad reported that the next autocross will be 9/9 at the PNC Bank Arts Center. The 10/17 autocross has been relocated from PNC to the NJ Expo Center. Elihu noted that the availability of the TD Bank Ballpark lot is uncertain in 2013 due to planned solar panels. Larry suggested an item in the Bulletin soliciting member input on potential autocross venues.

### Old Business

Jeff Caldwell reported on the status of the Chapter Toolbox and suggested some additions including a fender roller, new compression tester, S54 valve-adjust kit, and M50/S50 timing tools. Larry solicited specific capital expense proposals, including the aforementioned toolbox items. The Autocross Committee will submit capital needs to Neil by next month. After discussion, Larry moved to immediately purchase eight Snell-rated (2010 SA) full-face helmets, cost not to exceed \$2500. Doug seconded (motion carried unanimously).

### New Business

The next Board meeting was set for Wednesday 10/10 at Alfonso's. Jeff moved to adjourn the meeting at 8:28 PM and Paul seconded (carried unanimously).

Respectfully submitted,

Dave Allaway, Secretary

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# Autocross Program Needs a Home

As you may know, our regular autocross site at Patriots Park in Bridgewater will soon feature a solar panel farm that will compromise the lot for our use. I am looking to the membership to assist in our search for an autocross site for next season.

While New Jersey has many large paved areas that would be great for autocross, we need a location that has several features:

- Large enough for the event. About 10 acres, or parking for about 800+ cars as a minimum.
- Free of permanent obstructions. Curbed dividers, trees, multiple low-level light poles, are to be avoided.
- Available on Sundays.
- No residential neighbors to disturb.
- Pavement in good condition.
- Accessible. North or north-central NJ preferred.
- Permissible use. Many sites have environmental issues, or are in areas that forbid any usage on Sundays, such as Bergen County.
- Affordable. Our program needs to be self-sustaining (or nearly so), so sites that want \$10,000 or more are out.

None of the sites we have used fit all of these requirements. The ballpark is on the small side, and the PNC Bank Arts Center south lot needs paving, but we choose from what we have available.

I am hoping some of you can come up with leads. I need a location, and hopefully contact information for the landowner. I will actively follow up on any lead.

In the meantime, I will try and arrange events as available sites come up, but we may not have an entire season scheduled at once. Do you work in a large office building or university? Some of those lots are empty on Sundays. Rutgers in Piscataway has what could be a great venue, if only we had some pull in the athletic department. Any help would be appreciated.

- Elihu Savad

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## Whack Your Turkey Rally

Mark your calendars for Sunday, November 18th. Yes, folks, it's time again for the annual Whack Your Turkey road rally. Rally masters Ron Gemeinhardt and Jon Trudel are preparing this year's run, and it promises to be fun! (\*) Our starting point, this year, is at the Panera Bread restaurant on 25 Mountainview Blvd, Basking Ridge, NJ. It's just off of I-78, Exit 33. Registration starts at 8:30 AM, and we will host a drivers' meeting at 9, with the first car off by 9:30.

This event is a gimmick road rally. You will be given a set of driving instructions, and we will ask you questions about what you might see along the way. Questions may be serious, sneaky, confusing, silly, or even a combination of all of those. Total number of correct answers determine the winners. While there is a time limit, this is not a speed-based event, and you will be given sufficient time to drive the route and answer the questions in a safe manner. The rally ends at a restaurant, where you can relax, have a meal and a beverage, and commiserate with the other teams. Results will be tallied, and winners will be announced.

There will be two run groups - Competition and Family/Fun. The Competition group competes for points in our chapter's Driver of the Year event, and is limited to cars having only a driver and navigator. The Family/Fun group is for all other competitors - Children are welcome! If you are bringing any children, please complete a Minor Liability Waiver for each child.

Both parents must sign the form, which is available for download from the "Forms" section of our chapter's website. Please bring the completed form to the start of the event. All adults will also be required to sign a waiver, which will be available at registration time.

If you want to go, please drop an email to: rallymaster@njbmwcca.org. Please state your name, which

group you're participating in, and the names of your passenger(s). Your membership number would help, too. We need this to get an accurate count for the restaurant.

The entrance fee is \$25 per car. Please bring exact change if you can. On the day of the event, we recommend you arrive with a full tank of gas, a clipboard, writing utensils, and a desire to have fun! There is an Exxon station at the intersection of I-78 and Martinsville Road (Exit 33), next to the turn for Mountainview Boulevard.

See you then!

(\*)- Fun not 100% guaranteed. Your mileage may vary. Ask a doctor if Whack Your Turkey is right for you.

Ready to Rumble



Photo By: Colin Vozeh

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# Initial Ramblings

## Magic of paintless dent repair

It's inevitable. Parking lot dings. Those evil concave involuntary additions to the aerodynamics of your sheet metal. Careless motorists flinging their car doors into your prized BMW. Perhaps a stray shopping cart let free in the wind on a direct collision course with your quarter panel. You can't really blame it, it's simple physics. Objects in motion tend to stay in motion... right into your car! What can you do? Body shops will want to do body filler and paint. It can be costly and now you will have a car with paint work, a no no in the retail world. The solution is paintless dent removal.

This has been around for many years. It takes the right person with a lot of skill and talent to pull off a flawless repair. The wrong person can make it worse & damage it to the point where a body shop needs to get involved. I was always a little skeptical about how effective it was. I figured you will always see some kind of trace of the dings, until I met a highly trained master of this service. Our 1996 740il was a bargain find from the AS/IS lane of a dealer auction two years ago. An impulse buy if you will. Buying at a dealer auction comes with pluses and minuses. The advantage is wholesale pricing. The negative is you have to do all of the reconditioning yourself.

After two years of driving the ol' E38 as is and focusing on its mechanicals, it was time to pay some attention to the cosmetics. After 135,000 miles and city dwelling previous owners, she was starting to get some flaws, many flaws. The hood and trunk lid resembled a golfball with so many dings. I have a feeling it suffered from hail damage yet the roof was clean. The doors, fenders, and the one quarter had various miniature moon craters sporadically placed across the panels. It was sad to think this top of the line executive car was looking worn.

I spoke with the local PDR (paintless dent removal) guy that comes to the dealerships around us and asked if he can take a look at the damage. With a keen trained eye, he was able to pick out all of the offensive body modifications, some that I really didn't notice until he pointed them out, and said he will be able to fix them all. The price to repair 5 panels was less than repainting one panel. That is quite a bargain. With curved

rods, flat bars, rubber and plastic mallets, a mirror on a suction cup and a lot of focus and skill, each one of the dings started to disappear. Even the ones I thought that were going to be in difficult locations were popped out. Within a couple hours, the once rippled 7 was now glorious again. I was truly impressed. I also had him fix a ding on the door of Sandy's daily driver and even though it was on a body line, you can't tell it was ever there. I just noticed three small dings on the E21 and the Alfa so those are going to be fixed soon too.

My eyes are open and accepting to this witchcraft of body repair. My advice to those of you who are in need of this service, do your research first. I had the advantage of seeing this person do several repairs, some I thought were going to be too much for him to fix, and watch the amazing results. If you need a good PDR guy, ask around; call up local high-end dealers and even some paint shops. See who they use, get names and phone numbers. Check the internet to see if they have good reviews and if possible, see if you can watch a repair being done to make sure this is the right person to do the work on your own car.

Now that the 740il is squared away, we are going to do something with it I have wanted to do since I bought it - ROAD TRIP! In a few weeks we will be taking the E38 north to Maine for a few days of rest and relaxation. Several years ago I wrote about the ultimate road trip, and it involved using an E38. I now own one and it's time to put some miles under its tires and see how it does for the 7 hour trip. I suspect it will be everything we hoped it to be.

Stay tuned next month for the trip report!

JT Burkard

[jtburkard.blogspot.com](http://jtburkard.blogspot.com)

Send comments and suggestions to:

[jtburkard@comcast.net](mailto:jtburkard@comcast.net)

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## NJ Chapter Elections Notice

The political landscape action is not just limited to national, state, and local contests. For those aspiring to an elected Board position with the NJ Chapter, now is the time to submit your nomination.

Positions include:

- President
- Vice President
- Driving Events
- Social Events
- Secretary
- Treasurer
- Members-at-Large

Nominations are open until the November Board meeting and the election will take place at our December Membership Meeting and Pinewood Derby. Send your nomination to our club Secretary, Dave Allaway, at: [david@allaway.us](mailto:david@allaway.us)



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# Become a Better Driver at Any Speed

## NJ Chapter Driver Schools

We all know that mastering a skill takes practice whether it is golf, skiing, playing the piano or chess. It is also true that you only make that step up in skill level when you challenge yourself to reach beyond what you have been accustomed to. Endless repetition of simple tasks does not make you better at anything. These statements are as true for driving as they are for any other skill. I doubt anyone honestly believes that their morning commute or the trip to the grocery store or almost any of the day-to-day driving we do in our cars is making us a better driver. The exception to this is, of course, teen drivers who need all the time behind the wheel they can in a distraction-free vehicle just to master the basics. This time should be coupled with instruction at one of the Tire Rack Street Survival courses that the NJ chapter and others offer that teaches vehicle dynamics and emergency procedures that will help keep them safe. But, that is another topic.

So, for the rest of us, how do you experience that next level challenge to improve your driving in an environment that is safe for you and others? The answer is a NJ Chapter Driver School and the perfect place to start is the Introduction to the Track school on October 14-15.

It is essential to emphasize that the purpose of our driver schools is to teach students to be better drivers under all conditions (that's why they're called schools!). While it is true that all BMW CCA Club racers got their start in driver schools, it is not true that the goal of our schools is to turn you into a racer. Quite the opposite. The purpose of the schools is to allow you to focus all your attention on learning how your car responds to inputs such as braking, turning and throttle. When you drive on a track there is no cross-traffic, no stop lights, no pedestrians, no external distractions and you have the benefit of one of our experienced instructors riding next to you and giving you guidance. A driver school is perfectly designed to give you the opportunity to take that next challenge and learn. Whether you go faster or not compared to your speed on the Parkway is totally irrelevant.

Why is the Introduction to the Track school the perfect place to start as a driver school participant? Four years ago the Driver School committee was discussing what we could do to attract more of our members to participate in a school. We gathered all of the "excuses" we had heard over the years and set about to knock them down. First, the event is being held locally - no long distances to drive. Hotel rooms in the Millville area are relatively low-priced and, for students who live in southern NJ, you could even get up early and drive down the morning of the event. Second, we are offering reduced registration fees to our First Timers so that you pay just \$200 for Sunday-only or \$150 for Monday-only. You will not find a better rate anywhere to get out on the track with personalized instruction. Third, this event will have 4 student run groups, rather than the traditional 3,

with one of these run groups solely for First Time students. This arrangement allows instruction on the track and in the classroom to be specific for First Time students. As a First Time student you will only be on track with other First Time students so you don't have to worry about other students being more experienced than you are. Fourth, we have skidpad and car control sessions for First Time students. These exercises teach vehicle dynamics at slow speeds and will give you a better feel for your car and augment what you learn on the track. Fifth, for our First Time students, we may also be able to loan you a helmet for the event (so you don't worry about the expense of buying a helmet before you decide if driver schools are something you want more of). Sixth, based on feedback from the first 2 years, we are again offering First Time students the opportunity to sign up for 2 days. This second day allows you to reinforce everything you learn on the first day. Without exception, our new students and their instructors leave the first day wishing they could come right back. Now you can! And, Seventh and finally, each First Time student will be assigned a Mentor who will contact you prior to the event and be a point of contact to answer any questions you might have before you arrive. Last year we had 43 student participants who had never been on the track and every one of them left smiling and talking about how much they learned. There are simply no excuses left for not participating. The event is filling fast (it has sold out every year) so register now! Details are on the NJ Chapter website with registration on Motorsportreg.com. Come out and see what a terrific driving machine your BMW is. Have fun, hang out with your friends (and make new ones) and become a better driver. What could be better?

Remember all you experienced students we will have our usual mix of classroom and on-track sessions for you as well. Those of you who have been to Lightning know it is a flowing, open track that is a great circuit for beginners but has enough nuance that experienced students will always find something to improve on. We keep the run groups small for the experienced students so you have two days of open track fun. You know you want to get in one more event at the track before the off-season starts so grab this chance and finish on a high note.

We'll see you at the track!

-Jeff White

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## Driver School Schedule

Dates	Track	Type	Cost
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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Ingrid Steffensen with her first German race car.  
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## NJ CHAPTER CALENDAR

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.

November 2012

Sunday, November 18th

Whack Your Turkey Rally. See article on page 5.

December 2012

Tuesday, December 4th

Monthly meeting at Deutscher club in Clark. Time: 7:30pm. Pinewood Derby and officer elections. Bring your derby car and your vote.

January 2013

TBD

Monthly meeting at Deutscher club in Clark. Time: 7:30pm.

**Correction**

## Welcome New Members

Joyce Balducci  
Jonathan Bien  
Nicole Brennan  
Sharon Calixto  
Mrs. David Curtis  
Christain Dammann  
Mark Disko  
W Endres  
Glenn Falkowski  
Raul Flores  
Marie Gittes  
Stanley Goldman  
Steve Grigaliunas  
Debasis Gupta  
Sheik Rasool M Hafeez  
Mohammed  
Bernard Jack  
David Jacober  
Heidi Kaufman

Michael Kaufman  
Sam Kong  
Eddie Laners  
Marc Levy  
Todd Lordi  
brendan magrab  
Will Marino  
William Marino  
Peter Masonis  
Jason Mcgrath  
Geraldine McKay  
Christian Meyer  
Jon Meyer  
Paul Meyers  
Charles Morgan  
Bhaskar Nair  
Alfredo Obando  
Peter Paine  
Joseph Parlapiano

Kishan Patel  
Nicholas Primiano  
RAJKUMAR RAJAPPAN  
Mark Schwartz  
Thomas Silvestri  
Eric Simpler  
Steven Smotrich  
Frank Stepanski  
Rudolph Stoddart  
Alyssa Supple  
Deidre Supple  
Ilya Visgardinskiy  
Larry Walden  
Tate Whisten  
Robert Wolf

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Member Neil Gambony  
Member Warren Brown  
Member Blake Smith

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Scrub David McIntyre  
2nd Assistant Scrub Gary Bossert  
3rd Assistant Scrub Justin DaSilva

### MEMBER AT LARGE

Ross Karlin  
Jeff Caldwell  
Neil Gambony  
Douglas Feigel  
Brian Corrigan  
Neil Gambony  
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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](http://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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