



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

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Westlake School students.



Photos by Brian Morgan

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# The Cone Catcher



by Larry Engel

Oh, no! I knew it would happen! I'm sliding down the slippery slope that I've feared for years!

Last week I had the most fun I've ever had on a racetrack, and I can't stop thinking about it. I'm sliding down that slope, and it's getting steeper and slipperier. I fear I'm nearing the point of no return, about to fall into the abyss. Hellllp me, I'm falling!!!!!!!

I'm trying to fight it, but the pull is strong. I feel like a largemouth bass on the end of a barbed 4-0 hook with 80 lb. braided line. The pressure is constant, and I fear there ain't no escapin'. What do I do? How do I get out of this predicament? Is it too late, am I doomed? Is there some way I can feed the addiction without resorting to what I think is the worst case scenario?

By now, you might be asking "what the heck is he talking about?" Some of you already know, because you were bitten by the bug long ago. For those of you who haven't figured it out, I'm talking about racing. You see, last week I attended the BMW CCA Club Race School which was held in conjunction with our Club Race and Driver School at Thunderbolt Raceway. I'm at a crossroad, to say the least. Do I continue on this path, and what will be the result? What are the ramifications, and can I live with them? Are there any other options? Please indulge me while I explore this.

First, what happens if I develop a terminal case of clubraceritis? Here's how I imagine it.

First, I've got to get me one of those diesel dualie crew-cab pickups, preferably with a stick. And a trailer, a fully enclosed trailer – with enough extra space to have a little shop setup; and room for extra wheels and tires. That'll allow me to buy the car, but what kind should I buy? Should I do the sensible thing and buy something fairly modest and easy to maintain? Or, should I take the "you only live once" approach and call Salloum or Turner or Clay and have them build a car for me?

If I go this route, I'll need to free up some capital. Let's see, we're almost empty nesters, and we don't need a five bedroom house anymore – especially one with a garage made to house two Model A Fords (and a 50 x 140 lot). It doesn't have room for the Dualie, much less a 24 foot enclosed trailer. The neighbors wouldn't understand. I'd have to call our Realtor and ask her to look for a more suitable residence. You know - three bedrooms, low maintenance everything, and a four car garage. With a lift. And an extended height door (for the Dualie). And it needs to be double depth, so I can pull the whole rig into it. Make that triple depth, so I can unload the car inside, too. (Better make that quadruple depth; I'll need some elbow room.) Having a low maintenance house is important, too. My current home is showing the inevitable signs of neglect as a result of my need to be at the racetrack so often. It's only going to get worse if I start racing.

Plan B would involve buying a race car and keeping it in a rented garage at NJMP. This option probably makes more sense, but it would leave me scrounging for a tow rig if I wanted to take it somewhere else. I probably wouldn't get enough racing in to keep my license current, either. I'm not sure there are enough BMW CCA events at NJMP.

During my Club Race School experience Greg Falcone talked to me about buying his Spec E36 racer, which is for sale. Greg noticed the look in my eye and knew I was hooked. I fought the urge to buy the car on the spot, and Karin's grateful I didn't have my check book with me. It's probably too early to buy a racer, anyway. Elizabeth is still in school, so maybe I should do the responsible thing and wait until she's done and the family cash flow improves a little.

OK, enough of this nonsense! It's time to get back to reality. No race car for me, at least for the time being – but let me tell you about the Club Race School. Wow!!! What I great experience.

Many of my friends in the club did last year's school at Summit Point and raved about it. At the time I regretted not doing it, so I corrected my mistake

this year. The school is dovetailed into our normal Driver School and Race. To be honest, the large amount of scheduled classroom time was a little off-putting when I was deciding whether to attend. Stupid me! The class sessions were extremely informative and enjoyable. Many of them ran longer than their allotted time, and nobody minded. Longtime Club Racer Ron Checca ran the school, and he was joined by a group of club racers and instructors who helped (or should I say harassed) us during the school.

The main themes that were repeated over and over during the full two days were the importance of being predictable to other participants and of being aware of the surroundings 360 degrees around you at all times. The driving exercises were designed to achieve these goals, and they were more fun than I could ever have imagined.

After clearing the cobwebs with a fairly normal session (except that passing rules were much looser), we went out and did an entire session three wide. The center car was to act as lead, and the other two drivers were supposed to stay with the leader (or a little behind his nose) all the way around the track. When we reached the front straight on each lap, the inside car dropped back, the other two slid over, and the former inside car went to the outside. We performed this ballet for the full 25 minute session, and we each got 2 or 3 tries in each position. Let me tell you, I've never been as white-knuckled as I was during the first couple of laps! I didn't think the track was that wide, but we did it with no problem! After the first few laps, we all got more comfortable and the pace picked up a little. We became accustomed to running mirror-to-mirror, and it was just great! We weren't going very fast, but just knowing we could run in tight formation gave us a thrill.

We progressed though several more classes and exercises, all designed as building blocks to reinforce predictability, situational awareness, and comfort running in close proximity to other cars. My favorite was the simulated start. Ron and the instructors spent a good deal of time in the prior class telling us how it was going to work – "You'll be two-by-two, close formation. If you can see the tires of the car in front of you you're not close enough. If the starter doesn't think you're in good formation he'll wave you off. You can go as soon as the green flag waves. When it waves, you go! Unless you're in the first row or two, you probably won't see the flag wave, but you'll know because you'll hear the engines roaring!"

The adrenaline was pumping just thinking about this! During the first try, I found myself on the inside of the second row. I realized that my lowly E46 328i was the slowest car on the track, so I knew that the "being predictable" part of our training was going to be particularly important. I figured that five or six cars would get by me by turn one, and we'd be at least two wide through it.

I was right. I could see the flag wave through the rear window of the car in front of me (thank goodness for our tint rule), and when it did all you-know-what broke loose! I had cars on either side of me, and we may have been four wide! The sound was incredible, and the knowledge that I was in the middle of it was intoxicating! Entering the braking zone, I saw that cars were still passing me, so I held my position (and the contents of my innards) and stayed in the center of the track through the turn. By the time we were entering two, we were only two wide! What a rush! For the rest of the session, we repeated the process, starting from different positions each time.

The final exercise of the event was the simulated race, where we put all the things we learned together. I have to admit that sometimes after two days on the track I've had enough. This time, I wanted more!

For those of you who are advanced HPDE students and want to get a taste of something different and exciting in a safe environment, you need to attend our next Club Race School. You'll have the time of your life, but I warn you: you could get addicted!

Until next month, keep the cones standing!





# Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This month we are going to talk about brake-fluid flushing and brake bleeding. What, you say, they are the same thing? Ahhh, read on.....

If perchance you fail the NJMVC emissions inspection [OBD II or tailpipe test], I would very much like to receive a copy of the inspection report. You can either mail a photocopy of your report [preferred], or simply email the test data. [Include your name, too, if you want to be famous and be mentioned in *Philes' Forum!*] Please include both the test results for each pollutant along with your exact model [e.g., 328i, not 3-Series] and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.].

Pursuant to some recent posts on the New Jersey Chapter Website, I think it is time to write again about brake bleeding and brake-fluid flushing. First off, let's make the distinction between the two.

The hydraulic brakes found on any modern passenger car depend upon a principle of hydrostatics that pretty much states that the pressure in a hydraulic system under static [non-flowing] conditions is the same throughout the system [given no elevation changes]. So when you step on your brake pedal and pressurize the brake fluid in the brake master cylinder to, say, 1000 psi [pounds per square inch], this same 1000 psi pressure is applied equally to each of the brake calipers via small pipes that connect the master cylinder to the calipers, thereby applying the 4 brakes. This might sound pretty simple, but the adoption of hydraulic brakes in the 1920s was one of the most significant advances in the development of motor vehicles.

An important factor in the performance of hydraulic brakes is the incompressibility of the brake fluid between the master cylinder and calipers. Most liquids are virtually incompressible, at least at room temperature, while gasses, such as air or steam, are quite compressible. So if you have any gas bubbles in your brake system, the result will be a "spongy", or soft, low brake pedal. Or in an extreme case, a brake pedal that goes to the floor. Depending upon where in the system the gas is, it can also cause the vehicle to veer right or left while the brakes are being applied.

How does air get into a brake system? While in rare cases, air can sneak in through a bad master-cylinder or caliper-piston seal, air mostly enters systems when a component is disconnected for repair or replacement. Regardless of how air has entered a system, the procedure known as "bleeding the brakes" is intended to remove said air.

The polyglycol-based DOT 3 and DOT 4 brake fluids found in virtually all cars today are hygroscopic, meaning that they have an affinity for and tend to absorb moisture. A typical DOT 4-rated brake fluid still in the can might have a boiling point of about 450 degrees Fahrenheit, while water of course boils at 212 F. As you might expect, a mixture of the two will have a boiling point below 450 F. According to a graph in Brake Handbook, by Fred Puhn [HP Books, 1985], a 450 F boiling-point brake fluid will boil at only about 350 F after it has been contaminated by only 1% water. According to another graph in this same book, this 100 F reduction in boiling point will occur before the brake fluid has been in service for 6 months.

How does this moisture get into the brake fluid? Mainly through the vent in the master-cylinder-reservoir cap. [Some cars have a "rubber" diaphragm under the cap to minimize contact of the brake fluid with air.] Some say that a lesser amount gains entry through the brake hoses via osmosis. Regardless of its point of entry or method of entry, moisture in the brake fluid is a bad thing.

Although water in the brake fluid foments corrosion of ferrous components in the brake system, for performance driving [or driving in hilly terrain] the boiling-point suppression is by far the more diabolic villain. When the brakes get hot enough to exceed the boiling point of the brake fluid, gas

pockets begin to form in the calipers and brake lines. Remember: gas is compressible. Although you might get a warning in the form of a "spongy" brake pedal, in some cases the driver's first inkling that something is wrong is that the brake pedal goes to the floor! Then, assuming you don't crash in the interim, after the brakes cool and the gasses condense back into liquid, the brake pedal is magically restored – until the next time the brakes get hot.....

Obviously, the only way to keep your brake fluid at or near its rated boiling point is to flush out frequently the old fluid and replace it with new, quality fluid from a sealed container.

So there you have the difference: Brake bleeding is intended to remove entrained air from the brake system while brake-fluid flushing is intended to replace contaminated fluid with new fluid. In many cases, such as the replacement of a caliper or brake hose, the brake-bleeding procedure only involves expelling a few CCs of fluid from one caliper – just enough to get the air out. Proper fluid flushing, on the other hand, will require putting at least a liter of new fluid through the system; and of course opening up all the bleeder screws. So, as part of your driver-school-car-prep regimen or normal brake maintenance, you need to flush out the brake fluid, not merely "bleed the brakes". Some shops, if you bring in the car and ask them to "bleed the brakes", will do just that: bleed the brakes. The fact that you are not getting a fluid flush won't be their fault, either.

If you have a shop do your brake-fluid flushing, I recommend that you bring the brake fluid of your choice in an unopened 1-liter container and tell them you want the entire contents put through the system. A labor charge of 45 minutes to an hour is appropriate.

What methods are available for flushing fluid and bleeding brakes? I'm glad you asked. More on this next month!

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

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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# Driving Exotics by Douglas Feigel

When the New Jersey Chapter met at Vulcan Motor Club in May, members were invited to participate in one of their offerings to the public, the US Supercar Tour. The tour offers a half-day of driving in some of the club's exotic cars. There were openings on the weekend following the meeting, so I signed up, looking forward to a day in some of Vulcan's dream machines.

I was picked up by Mark Mallory early AM for our trip out to Vulcan Motor Club in Chester where we were greeted with a simple breakfast of hot bagels with coffee and a beautiful sunny morning. There was a short waiver to read and sign saying that my insurance would be the first carrier and Vulcan's insurance would pick up where mine left off. Next was a briefing by our tour guide Howard Mintz, who is known by PCA members as a veteran autocross instructor. We were given instructions on how to follow the leader, this would be Howie, and there was a chase vehicle driven by a Vulcan staff member. All the vehicles had paddle shifting and instructions for each were reviewed during the tour.

Driving orders were handed out. There would be five cars and five drivers changing out every 20 to 30 minutes and some of us had passengers. I was fortunate to have Mark as my passenger taking pictures and keeping an eye on me so that there would be no incident to report back to Howie. My driving order was, Lamborghini Gallardo, Ferrari 599GTB Fiorano, Jaguar XKR, Audi R8 V10 and Aston Martin DB9 Volante. At the end of our tour there would be a second chance to drive any of the five cars but it was a mad dash to get the one you wanted. I was fortunate to have landed in the driver seat of the Ferrari twice. Mark would wind up as driver too but in the Chevy Tahoe chase vehicle for the sixth leg of our tour.

The Lambo was unimpressive bordering on a kind of car punishment for the driver. It was very loud, obnoxiously loud, it was "everyone look at me" loud. It was also very yellow, blindingly yellow in the morning sun; again it was "look at me I'm in a Lambo." The shifting was very jerky, very noticeably jerky and the seats were uncomfortable. Also, at the speeds we were driving I just couldn't find the proper gear to be in so I was constantly shifting which only amplified the fact that the shifting was so jerky. The car did stick to the road and provided driver feedback but with my left foot on the dead plate and using my right foot to press on the brake my two feet were constantly touching each other. The driver's feet are out front quite far relative to the front wheels. Mark made an attempt at using the navigation system but soon gave up in frustration. Overall, this was not for me.

I was so looking forward to the Ferrari, but again was left unimpressed, but in a very different way. This car is big, very big, and it feels very heavy. Not what I was expecting. The driver feedback was almost non-existent except for the exhaust note which was very controllable. If I wanted to hear Ferrari exhaust I would drive in second gear, if I wanted quiet I would upshift to sixth. The twelve cylinder engine pulled in any gear at any speed; this part I liked. The shifting was very smooth. As fast as you could pull on the paddles it would shift. This was the best shifting of all the cars. The Ferrari was also the most comfortable of all the cars. There were numerous adjustments to the seat and steering wheel and the leather was super soft so I was comfortable. Of course there was a bit of an uncomfortable feeling about the cost of this car. I kept having to stay focused on driving and not having an incident with something that costs more than a house. I was left

with the impression that this car was meant to be driven by someone twice my age wearing a smoking jacket while smoking a pipe as he drove to dinner with his wife. Again, this was not for me.

The Jaguar XKR was comfortable to the extreme. It's a big heavy cruiser with zero driver feedback except when you step all the way down on the gas. It's fast, very fast. The shifting was nice and driver position was nice and it is a luxury touring car but not for me. There are only pluses to driving this car but for the right person in the right venue.

The Audi was the big winner for the day. I enjoyed it thoroughly despite not being able to go over 5500 rpm. It was having a technical problem that day and would go into limp mode if you stayed above 5500 rpm for too long. So, we were instructed to keep an eye on the tach and do our best to have fun. This is why Mark would wind up driving the chase vehicle on our last leg of the tour. The Audi finally gave up and the Vulcan staff member drove it back to home base while Mark followed in the chase car. During my stint driving the Audi I let Mark keep an eye on the revs and I just had fun. It was lightweight yet powerful and gave excellent feedback on all road surfaces. This was the ten cylinder version so having a handicap of not exceeding the revs did not affect my enjoyment. Mark made an attempt at using the navigation system and was surprised at how easy it was to use. I ignored his tech talk about navigation and just had a blast driving the car. I could accelerate in the blink of an eye, brake in an instant, and turn at will all while feeling confident that I was driving the car it was not driving me. Upon our return to Vulcan other staff members said that most of their customers agreed with my assessment.

Last up was the Aston Martin. This car I would leave back at Vulcan if I had a choice. It was heavy and the steering had almost no feedback. The gauges were awkward to read and the shifting was the worst of the lot. I could pull the shift paddle and count out loud how long it took to actually shift. The e-brake had an odd sequence of actuation and was located between the driver's seat and driver's door. If the brake was on or off the lever was always in the down position. Even the interior finish looked odd, mostly the wood inlays. Overall, this was another undesirable vehicle.

We did make it back to Vulcan with all cars and drivers in one piece. The Ferrari and Lambo were just about out of gas. I was smiling from ear to ear and Mark had a camera full of photos. Some of our BMW club members asked if I would do it again and my response was a provisional yes. Yes if I could leave the undesirables at home and drive an eight cylinder Ferrari and Ford GT. Yes, Vulcan had a Ford in their stable but none of the Vulcan club members would drive it because of the manual transmission so they disposed of it. Perhaps I will have another opportunity to drive some exotics but until then I will continue having fun driving my BMW.

## Driver School Promotions

| Promotion   | Benefit  |
|---|--|
| For students who were "First-timers" at our 2011 October Intro School, attend April - Lightning | \$50 rebate for your next school #   |
| Attend any 4 schools  | Receive a \$300 credit toward 2012   |
| Attend Lightning, Thunderbolt, Summit Point or Shenandoah ^ as a First-time student             | \$50 rebate for Shenandoah# or \$50 off your next school in 2012           |
| Attend the Club Race school in June   | Receive a \$50 credit toward your July Summit Point racer registration fee |

- @ Must attend both events to receive discount      Rebates will be issued as a "credit" to your Motorsportreg.com account
- # Cannot be combined with the combined Lightning-Shenandoah registration promotion      after the event.
- ^ Shenandoah First-time students only entitled to 2012 discount      - Jeff White





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## Finish Lines by Thom Rossi

This May I drove my Mother up to NJ from Florida in her Honda CR-V, loaded with her summer clothes, a Chihuahua, and three (count 'em, 1,2,3) cats. That wasn't really as much fun as it sounds. Plan A was to use pet tranquilizers to keep the non-human passengers under control. Plan B was to sneak whatever was left over into my Mom's Starbucks as soon as we crossed the Georgia state line. We got by with plan A, but... we're heading back down mid-summer so we'll see.

We had relatively few fellow northbound travelers. That surprised me, because I had expected that the week before Memorial Day many of the "snow birds" would have been heading for their summer nests. My nightmarish visions of being stuck in a sub-compact SUV with a bunch of yowling cats with impolite litter-box timing never came to pass. Gas was just a bit under \$4/gallon at most of the rest stops. I guess quite a few folks decided to sweat it out for a few more weeks and see if they could save a buck or two on gas.

Most of the folks who were on the road were driving cars that were made the year they retired. And many of them retired a long time ago. I'm guessing that it's a fairly common impulse for people to go out and buy that car they always wanted when they first retire, figuring it's part of the reward for a long life of hard work, and maybe also figuring that it could be the last car they ever buy. Evidently, the life expectancy during retirement years has been outpacing the reasonable longevity of people's retirement cars. There were plenty of examples of American luxury cars long past their prime with sun bleached paint, dangling trim pieces, and sand blasted headlights. As a BMW enthusiast, I found it odd that my favorite marque made not one of the retirement dream cars I spotted, but then again I guess most of the "yuppies" who first popularized the brand haven't made it into their sunset years yet. That got me to thinking about what my retirement car will be.

For one thing, I can't yet come to grips with the reality of my own mortality; so thinking that anything I buy will be my last purchase before moving on to the great track in the sky just doesn't enter into my equation. Who knows, that all may change by the time I'm in a position to retire, but for now I'm just thinking of it as my first retirement car. My dream car, bar none, would be a Lamborghini. I don't limit myself to a specific model – I can't predict what they'll be manufacturing by the time I'm ready. Anything with twelve cylinders and a loud paint job will do. However, the unfortunate thing about being retired is that one is generally simultaneously old. Not wanting to look like the leading man in a Viagra commercial, I'm afraid I may have to steer clear of the Lambo. That one will have to be moved earlier in the rotation while I still have a smattering of hair left. (right)

Then there's the passenger factor. Ideally, the retirement ride will be one that I could coax Mrs. R. into for our own seasonal migration and perhaps the occasional road trip. My experience with the Porsche Carrera Cabriolet teaches me that any sports car, particularly one with a soft top, is unlikely to attract Mrs. R. as a right-side occupant.

I picture us taking leisurely rides up and down the coast, with pleasant stops in coastal towns along the way, shielded from the evil doings of seagulls by a secure hard top. Mrs. R. is not known for packing light. And as I love dogs, we'll likely have our own little fur ball to take with us (not a Chihuahua). Geez, I'm really talking myself out of that Lambo now. I had pretty much settled on my future choice – a BMW 750Li (preferably in Alpina B7 configuration). But then the unexpected happened to change my perspective.

My daughter's long-time boyfriend came wandering into my workshop on a recent night. Little Miss R. and Ben are just about ready to graduate from high school next week. Ben's quite a guy – x-game type athlete, musician, artist, and heading into a chemical engineering program at a top school. He's a smart, good kid and he's good for and to my daughter. So when he came in that night with a broad grin on his face and a far away look in his eyes, and said he had a question to ask me, well, my mind wandered in a lot of different directions at the speed of light. As it turns out, his question was car related (pew!). His folks had scoped out a used car for him in preparation for his college years. A 1970's era BMW 2002! Round tail lights and all. Wow! What, he wanted to know, did I think? I looked at some pictures and saw the expected – a bit of rust here and there, beat paint but

with one shiny side, engine hasn't run in a while but according to the owner "should be easy to start". Yikes. This isn't a car, I warned, it's a hobby. But I know the look of love when I see it. Poor kid. This car will be a demanding mistress indeed.

How backwards life can be sometimes. Here's a young man who's about to enter a challenging academic program, has no real mechanical experience or tools (ok, I'm a sucker for a challenge and I know I'd have his project in my workshop the second my racecar rolls out so tools are not really an issue) and he has fallen in love with a project car. Can you imagine trying to keep this car running while in college? On the other hand, thinking back on my and Mrs. R's college era cars, they presented their own set of similar challenges - so it's been done before. In the meantime, here I am on the opposite bookend of life thinking about getting a shiny new top-of-the-line BMW at the exact moment when I'd actually have time to work on an interesting antique. Other than the fact that we'd both be contemplating cars that match our economic circumstances, that makes no sense at all.

Instead of being settled on that 7-series, I now have this gnawing thought of a retirement project car eating away at me. Ben did that to me, much like Leonardo DiCaprio did to his target in that movie, Inception. I now fully expect to wake up on the morning of the first day of my future retirement with an irresistible urge to make my dream car one that won't have to wait 25 years to become an outdated, rusted, dented and unreliable old wreck to be foisted upon my widow in due course. It can't be that hard to rebuild a 12 cylinder Lambo engine, can it? And I bet the glove box will be just the right size to discretely hold half a dozen Viagras. If only I could convince Mrs. R. to enjoy both the Lambo and the contents of its glove box with me, I'd be livin' large in retirement. But I still won't be looking for a Chihuahua to drive around with. That would be crazy.

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## Driver School Schedule

Driver School and Club Racing schedule for 2011:

- **July 23-24** Summit Point WV. Main Circuit, Club Race/Driver School
- **September 10-11** Summit Point WV. Shenandoah, Driver School
- **October 16-17** NJMP Lightning, Intro School

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## Driver School Registration on Motorsportreg.com

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## 2011 Autocross Season

- **June 26** TD Bank Park Bridgewater
- **July 10** TD Bank Park Bridgewater
- **August 7** TD Bank Park Bridgewater
- **September 18** TD Bank Park Bridgewater

Fee changes for 2011 will be \$45 for CCA members, \$50 for non-members.



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# Initial Ramblings

by JT Burkard

## Beirgarten June 3, 2011 – More fun than a barrel of Lederhosen

This is quickly becoming my favorite social non-driving event our club is involved with. Last year was the first one I have ever attended and Sandy and I had tons of fun. This year was no different. If you have no idea what I am talking about, you need to find out for yourself. Located at the Deutscher Club of Clark, NJ in their large picnic area you will find yourself immersed into an authentic feeling German Beirgarten complete with German food, drink, music, and somewhere around 500-600 people. Our fine club was asked to display some of BMW's best driving machines for everyone to see. This year we had spectator judging in three different categories Race/Modified, 2000 and Newer, 1999 and Older. Of course our 1977 320i, like last year, was on display. I was very happy to see we weren't the oldest car this year. A wonderful 2002 arrived as well as an early CS coupe. I love classics and it's not often we get to see these fabulous BMW of the past at our events. I hope to see more.

Lets back up a week before the event. With the show looming over my head and the ol' e21 sitting in the garage not used for a month or so I had to make sure everything was in working order and clean. Sounds simple right? Nothing is ever simple. I got into the car and tried to start it and nothing happened. Well something happened, just not what I needed to happen... it didn't start. I called a few experts and most said I might have a bad ground. I would turn the key, get power but when I tried to start, all I heard was a relay clicking. Argh! In the next few days I did a battery load test and all seemed to be good but still no start. I jumped the starter with a remote button and still nothing. But if I just crossed the terminals I did get the starter to spin, just not engage. Interesting indeed, but I was still clueless. I cleaned grounds to the block, battery terminals, checked the alternator, tried running jumper cables all over the place to replicate a new ground and I got nothing. After a couple days of frustrating diagnostics, I threw my battery charger on the car just to see if it would take a jump. Sure enough, it fired right up. What the...(expletive)? OK, battery checked out fine but didn't start. Yet with the jump, it started. Still sounds like a grounding issue but I am thoroughly confused and frustrated. Why do I insist on buying classic cars again?

I decided to try and drive the car to work the day before the show. Sure, it started on its own now. Did I fix it? I have no idea. Since I spent some time under the hood, I realized it needs to be cleaned. Yes, I know all of you wash your engines regularly right? I didn't want to be embarrassed if anyone asked to see under the hood, so I had to make it presentable. As if the car not starting in front of a bunch of Beirgarten revelers wouldn't be embarrassing enough. I also gave it a nice pre-show detailing. When I went to move the car at my shop, it didn't start again. Argh x2!! I had to jump it again and she fired right up. At the end of the day, it decided to start on its own. Now I am more confused. I didn't have time to send it out to a

shop for a professional opinion since our show was the following day. Friday, I leave work early, get the car out of the garage and of course, it failed to start again. ARGH X3!!! I didn't have time to play around so I jumped it yet again and got on the road. I was hoping that the drive up to the show might be what this car needs as it rarely gets highway time any more. I met Sandy at her job and we were originally going to go together but since the 320i is being stubborn, I suggested Sandy follow up in the 740il. I didn't want to have to ask someone at the show for a jump start in case the e21 wanted to play possum again. Plus as previously mentioned in my March 2011 newsletter article, the e38's battery is large enough to provide power for a remote encampment in the Arctic. I don't think I would have any problems jumping the e21 with it.

We arrive and slip into our parking space right near the entrance to the picnic area. Within minutes of our arrival, I get the spray detailer and proceed to do a final detail after its hour long drive. Lots of people were giving nice positive comments, some from our club, and others from spectators from the Deutscher Club. I never get tired of answering questions about our car or hearing the positive remarks we always get. Wait, now I remember why I own classic cars. Of course the rest of the cars at the show were in beautiful condition and I am sure the owners feel the same way about their Ultimate Driving Machines. We had a great turnout of e30's, e36's, e46's, e34's, e39's, M3 and M5's, Z's and everything in-between from the 70's all the way up to brand new 2011 cars on display. Convertibles, Coupes, Sedans; it was a fantastic array of BMWs.

The food was wonderful, the desserts were tasty, beer was cold, and the atmosphere was delightful. The live band played favorites from Germany and the US. People were dancing, singing, and having a good time. You couldn't help but want to stay the whole night. This was a wonderful family event with people bringing babies all the way up to their grandparents. I didn't see one person without a big smile on their face, or void of beer.

If you missed this year's event, make sure you don't miss the next one. You will not be disappointed. Its one of the best social events I have been to in the 9 years I have been a member and highly recommend it for everyone looking to do something as a family and their BMW's. The night ended with three great cars winning awards and I congratulate all of the owners and their vehicles. Though I did not win an award for the car show, the night ended with the best win of all, the e21 started up on its own and I didn't have to jump start it. A perfect ending to a perfect night.

JT Burkard

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Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)

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### NJ Chapter of the BMW CCA Board Meeting Minutes April 11, 2011

Board members present: Larry Engel, Jeff White, Jamie Kavalieros, Ross Karlin, Al Drugos, Colin Vozeh, and Doug Feigel. Board members absent: Mark Mallory, Paul Ngai, Deb Kolar, Dave Allaway and Jerry Faber. Others present: Barry Stevens, Warren Brown, Jon Trudel.

President - Larry Engel called the meeting to order at 7:32 PM at NJMP in Millville, NJ. Al Drugos motioned to waive the reading of the March minutes and Jamie seconded (carried unanimously). Larry followed through with Eastcoast Bimmers and stated the chapter's position of not wanting to be a sponsor for their event but would be interested in being a vendor. Larry has been very busy planning TRSS and everything is on schedule for May 15th. Neil Gamboony has compiled a list of available instructors. Barry will review the list of instructors and see if any additional people are free to help. Jeff spoke with the people in charge of O'Fest 2012 and asked what our chapter can and cannot do regarding a track event. A few of our chapter members are planning to attend O'Fest 2011.

Vice President - Paul Ngai communicated to the board via e-mail prior to the meeting of the upcoming meetings. April 20th meeting will be at the DC in Clark. We will be featuring a panel of experts on car tech in a roundtable Q&A. April 23rd is the NY Auto Show and members will be able to attend the BMW booth with early entry to the show. May 17th meeting will be at Vulcan Motorsports. No June meeting is scheduled yet, Larry and Paul are planning to work out the details. Some discussions followed projecting the future meetings for the year.

Treasurer - Mark Mallory communicated to the board via e-mail prior to the meeting. The annual financial report has been submitted to national and accepted. IRS return will be submitted on time.

Secretary No Report.

Social Events No Report.

Newsletter - Jerry Faber communicated to the board via Larry prior to the meeting. Jerry is suggesting we re-think future news bulletins and how information is communicated to our chapter members.

Website - Colin has been active tending to the website on an as needed basis with great success. He will need to address our web hosting service and status of our domain name. There was some discussion about Motorsports Reg and how the data will be exchanged between their site and our existing data for our events.

Business Manager - Doug received signed and paid advertising contracts for JMK BMW and Open Road BMW. He will continue keeping our advertisers up to date. Neighboring chapters advertising rates are being collected to be used for assessing our club advertising rate changes for later this year. Doug will present data and suggestions at the May board meeting.

Driver Schools - Jeff reported that the decision to move ITS to NJ is proving to be a good decision. Ross will ask National for some reimbursement for ITS. Larry will submit a request for the Charity Matching Funds Program before the deadline later this week. Jamie received four full face donor helmets from club members. These will be used in our helmet loaner program in October for our intro school at NJMP.

Autocross - May 1st is the first scheduled autocross to be held at TD Bank Ballpark in Bridgewater, NJ.

Membership - Neil communicated to the board prior to the meeting via Larry that he sent out new member letters.

New Business - Ross would like to have the chapter make a donation in the name of Andy Korinis' mother who had recently passed. Andy is an active chapter member. He is a champ series winner, driving school instructor, past chapter president and a valued member of our chapter. We would like to show our support for Andy. The donation request was discussed but put off until the May meeting when we have specifics for the donation. Ross agreed to follow up. Next board meeting will be May 11th at Alfonso's in Somerville. Motion to adjourn by Jeff and seconded by Ross at 8:32 PM.

Respectfully submitted, Douglas Feigel, Member-at-Large for David Allaway, Secretary

# NJ Chapter Calendar

**June 2011**

Friday, June 24th

Annual meeting at BMW NA in Woodcliff Lake.  
From: 6p to 9:30p.

**July 2011**

No Monthly meeting.

**August 2011**

Wednesday, August ???  
TBD

## Welcome New Members

Michele Angelaccio  
Lawrence Berkeley  
Jessica Boniface  
Robert Camisa  
Kristina Cheung  
Erica Choi  
Andrew Chow  
Benjamin Corbitt  
Philip Donadio  
Hannah Doyle  
Julia Doyle

Robert Fullagar  
Mason Gagliardi  
Morgan Gatzemeyer  
Jim Gfroehrer  
Renato Giacchi  
Andrew Groelinger  
Samir Guzman  
Rachel Harrington  
Timothy Harrington  
Kathryn Haskins  
Scott Jennerich

Jack Johnson  
Timothy Krogdahl  
Richard Levy  
Rachel Levy  
Kyle MacDonald  
Sean McCarthy  
Alexis Mest  
Joseph Mills  
Charles Palella  
Trisha Pierson  
Robert Pines

AJ Roselli  
Nick Roth  
Genre Schneider  
Steven Schwartz  
Lucas Sienkiewicz  
Linda Tarantino  
Abbu Van Hemmen  
Chris Walczyk  
Jonathan Wambold-Fox  
Austin Williams  
Claudio Zuniga

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### DRIVER SCHOOL COMMITTEE

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Chief Tech Advisor  
Chief Instructor  
  
Registrar  
  
Member  
Member  
Member

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Warren Brown  
Blake Smith

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ROSS KARLIN  
  
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NEIL GAMBONY  
  
DOUGLAS FEIGEL  
  
BRIAN CORRIGAN  
  
NEIL GAMBONY  
  
VIC LUCARIELLO

### CLUB RACING COMMITTEE

Chairman  
Scrub  
2nd Asst Scrub  
4th Asst Scrub

Ross Karlin  
David McIntyre  
Gary Bossert  
Justin DaSilva

### AUTOCROSS COMMITTEE

Elihu Savad  
Brent Jerolomic  
Chris Graf  
David Ngo  
Douglas Feigel  
Ed Walters  
Ivan LeGrand  
Jim Kavalieros  
Larry Engel  
Mark Mallory  
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### ADVERTISEMENT POLICIES

For information on advertising, or for an advertising contract, please contact the Bulletin's business manager. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to the Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

### MEMBERSHIP MEETING INFORMATION and LOCATION

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 force a different date; please check the calendar of upcoming events (or the website) carefully.

### MEMBERSHIP INFORMATION

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)

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.

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 NJ Chapter. Contact the National BMW CCA Office for details.

## NJ Chapter experiences exotic cars at Vulcan Motor Club

The NJ Chapter's May monthly meeting was held at the Vulcan Motor Club in Chester, NJ. Vulcan is a fractional ownership organization that enables its members to own a portion of a stable of exotic cars that includes examples of great marques such as Aston Martin, Ferrari, and Lamborghini, among others.

Two of the club's Lambos were on display in the meeting room, along with the Porsche 962 of Jerry Molitor, a car that turned out to be a focus of the evening's program.

Vulcan's Aaron Fessler talked to us about the club itself, membership, and the club's fleet of cars, as well as activities available to non-members, including the US Supercar Tour, a day of driving in a selection of exotic supercars, and the 200 mph xtreme event, an opportunity to break the 200 mph barrier under controlled conditions.

There are two levels of membership; at each level members get access to the club's cars for a specified number of days. You can learn more about the cars, membership, and membership perks on the club's website, [www.vulcanmotorclub.com](http://www.vulcanmotorclub.com).

Fessler introduced the members to Jerry Molitor, owner of a beautifully restored Porsche 962 that is garaged at the club. Molitor's 962 has a

significant race history. It won six of the eleven races in which it was entered in 1987, including the 12 Hours of Sebring, where it was driven by the car's owner Bruce Leven along with Jochen Mass and Bobby Rahal. The car is actively raced in major vintage events, and is shown in concours. It recently won The Spirit of Sebring Award for the Car Best Representing the Spirit of the Sebring 12 Hour Race at the Amelia Island Concours in March.

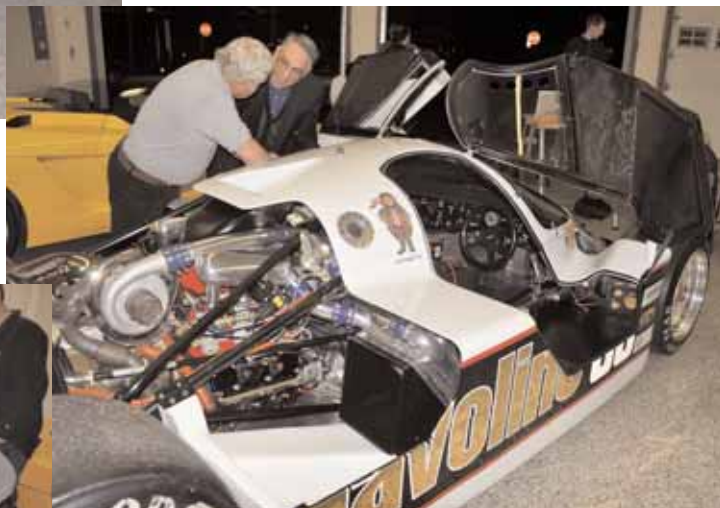
The members heard Molitor's stories about the car and got to inspect it in detail. The 962 was started up, and its great sounds coursed through the meeting room and out into the parking area.

Vulcan offered the attendees discounts to on the weekend's US Supercar tour. Doug Feigel jumped at the chance; the story of his drive appears elsewhere in this issue.

The chapter very much appreciates Vulcan's hospitality and the opportunity to get up close and personal with its very special cars.

Brian Morgan

Photos by Paul Ngai



962



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