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Photo by JT Burkard

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The Cone Catcher



by Larry Engel

I'm writing this as I sit at Orlando International Airport, waiting for my flight back to reality. I've just watched my sixth Rolex 24 hour race, and this year my journey south was as eventful as the race itself.

I was originally scheduled to leave for Daytona last Thursday morning. Even though I cleared six feet of snow from my driveway apron and fired up the iX to get to Newark I ended up missing my original 8:30 AM flight because I spent an hour on the Skycap line trying to check my bag. By the time I got to the front of the line, I was told that the flight had been closed out and it was too late to board. (This was the case even though the airport was officially closed and the plane wouldn't actually leave for another three hours.) After waiting on line for another two hours I called home and asked Karin if she could get Continental on the phone and rebook me. The earliest flight she could get was late Friday afternoon. I took it.

Upon my late arrival in Florida, I heard from several people (including Brian Morgan and Ross Karlin) that the Continental Challenge Race was fantastic. It was Friday afternoon, so I missed it. I was looking forward to seeing the Turner and Bimmerworld teams go head to head with M3's. It turns out that neither of them won. That honor went to another M3, the Rum Bum car with Matt Plumb and Nick Longhi. For the first time, I'm happy the Continental races are shown on tape delay on Speed. I'll be able to watch it next weekend.

The aforementioned Mr. Plumb joined the Turner team of Bill Auberlen, Boris Said, and Paul Della Lana for the Rolex 24. The car has been re-bodied as an M3, and it looks fantastic! Pictures, as good as they look, don't do this car justice. This is one of the sexiest stock-bodied race cars I've ever seen. Matt joined Turner for this race because Joey Hand was called to drive with Scott Pruett, Memo Rojas, and Graham Rahal in the Ganassi Telmex Dinan BMW Daytona Prototype number 01.

The Turner car dominated the GT class during the early laps, but developed a serious driveline problem late in the night on Saturday. They spent a very long time in the garage, and eventually returned to the track with a new transmission, but they were many laps down.

Joey had somewhat better luck, to say the least. Both of the Ganassi BMWs had trouble early in the race (the other was driven by a few interlopers named Montoya, Dixon, Franchitti, and McMurray). The cars were hitting the rev limiter in top gear on every lap, so they elected to go to the garage and change gear ratios. They were able to do this with phenomenal speed, but returned to action a couple of laps down. They clawed their way back, and the 01 took the lead after the final pit stop on Sunday afternoon. I think there were eight cars on the lead lap with five or six hours left in the race, but by the end it was down to four. The two Ganassi BMWs, one of the Action Express Porsche V8s, and one of the Michael Shank Fords. After the last pit stop, it looked like the 01 was going to prevail, and even a yellow flag with 7 minutes left and a one lap green dash to the checkered flag didn't change the outcome. The Ganassi BMWs came in first and second, and Joey Hand has a new Rolex watch.

While in Florida I was able to sample another car I wouldn't normally consider driving. Hertz rented me a nice new Nissan Altima for my stay. It had less than 400 miles on the odometer when I picked it up, and it still had the new car smell. The fit and finish were very, very good. The materials looked to be of high quality, the seats were very comfortable and firm, and the position of the controls was good.

The driving experience wasn't up to the same standard as the fit and finish. The suspension was good – firm but not harsh. No complaints there. However, that's where the decent stuff ended. This car was equipped with a CVT transmission, and although it was light years ahead of the similarly equipped Dodge Caliber I rented years ago, I just can't get used to seeing the tach stay in one place as I accelerate to highway speed. I guess it's fine if you just want to get someplace, but I really prefer the sensory experience of feeling the transmission move up through the gears.

Even less appealing than the drivetrain was the steering. It was so dead-feeling that I had to focus fairly hard to keep it in the center of the lane. It

reminded me of a video game's steering wheel. I had to rely entirely on visual cues to make sure I was staying in my lane. Driving this car made me appreciate the steering in every BMW I've ever driven, and it confirmed to me how much the great steering feel and feedback contribute to relaxed and stress-free driving. Of course looking where you're going is the primary input to staying in your lane, but being able to feel where the wheels are going through the steering wheel significantly contributes to safe driving. I was starting to think the steering in my E90 M3 was lacking something compared to my older BMWs. After driving the Altima, I take it back. The M3's steering is great!

Speaking of looking where you're going, I failed to do this the other day when traveling to visit a friend. After 36 years of driving, I had my first "at fault" accident. I was at one of the turnarounds on the notorious Route 22 in Union. Thinking the car in front of me in the queue had cleared the lane, I looked back to make sure there was enough space to merge into traffic, let out the clutch, and looked forward in time to realize the driver ahead of me hadn't left. I jammed on the brake but it was too late.

The impact was probably a couple of miles per hour, but it was just enough to damage her bumper and make a mess out of the front of the iX. I think the damage to my old Bimmer was exacerbated by the fact that the bumper shock absorbers hadn't been replaced after a previous low-speed front end incident. The bumper collapsed like Bernie Madoff's hedge fund when it was subjected to the slight impact. The headlight surround was bent, the grille was broken, and the fender had a completely new look to it. The bumper cover shattered from the impact with the fender, as well. As a result, I've been scrounging for parts. After three weeks, I've finally ordered several new replacement parts, although the network has worked for some of the bigger items. (Thanks, Neil.) I need to find someone to paint a few of the body parts, but I'm going to attempt to repair the damage to the car myself. Karin is suggesting that I consult the web to find replacement parts for my damaged ego. I think that I'll live with the bruised ego to serve as a reminder that looking where you're going is the last thing you do before moving.

I'm trying hard to keep the repair cost below the value of the car, but I'm getting close. I feel a sense of obligation to keep this classic on the road, and this is the main reason I've ignored the suggestions to sell it as a LeMons car. It's an iX, for crying out loud! There's no way I'm going to sacrifice it to the pagan rituals of the twisted minds that dreamed up that event. (Unless, of course - they let me drive.) The only problem is - who's going to explain it all to Elizabeth, the daughter that prefers the 20 year old Bimmer to her mother's new Mini Cooper S? Uh, never mind.

Until next time, keep the cones standing!



Photo by JT Burkard



Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! If you are having trouble sleeping because you are worrying about how the thermostat in your Bimmer works, read on.

I still wish to receive copies of your NJMVC emissions-inspection reports. 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 sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report.

Around the model-year 2000, BMW began using electrically-heated engine-cooling thermostats. "But wait!" you say, "Why would they want to heat the dang thermostat with an electric heater, wouldn't that tend to confuse it?" Precisely, dear Alphonse, precisely.

Water-cooled motor-vehicle engines have had thermostats for many, many years. Indeed, I cannot recall ever working on one that had not originally been equipped with a thermostat; and my experience goes back, let's just say, "a ways". We used to remove thermostats in an effort to keep hot rod motors from overheating, but that is a story for another *Philes' Forum*.

The function of the thermostat is pretty straightforward: It controls the *minimum* coolant temperature of the motor. The thermostat does this by remaining closed, and not permitting coolant to circulate through the radiator, until a certain coolant temperature is achieved. While the thermostat is closed, coolant does circulate through the block and cylinder head[s], and coolant is available for heating the passenger compartment. Typical opening temperatures for the older style, non-electrically-heated thermostats are in the 80 – 90 degree Celsius range [180 – 195 degrees F]. American cars of the pre-emissions era were typically fitted with 180 F thermostats while "smoggers" ran 195 F stats.

The mechanism that causes a conventional thermostat to open is usually a wax pellet that expands as it is heated by the coolant, opposing the thermostat's spring. When the pellet is sufficiently heated, it overcomes the spring force and the thermostat opens. As coolant temperature continues to increase, say as the motor is placed under load, or as ambient temperature increases, the thermostat will open further until it is fully open. In a properly sized and maintained cooling system, the thermostat should never have to open fully.

Running a motor at higher coolant temperature provides benefits in the areas of emissions and fuel economy. This is because the "quenching" effect of the relatively cool [as compared to the combustion gasses] cylinder head and block surfaces is reduced, so less heat is lost to the coolant – hence more is converted to mechanical energy. Pretty simple if you think about it, especially if you have a framed copy of the First Law of Thermodynamics on your fireplace mantle.

The downside of running a motor at higher temperature is that there can be a reduction in maximum power, and there is an increased tendency of detonation ["spark knock" or pinging]. The motor in my Ford hot rod has a 160 F thermostat. You would not want to drive that baby in the cold weather, due to lack of cockpit heat and carburetor icing, and emissions are, thankfully, not a consideration on a historic vehicle. But man, is she FAST! So, in an ideal world, a motor would be run at higher temperature until increased power is needed or until excessive detonation is detected, at which time the coolant temperature would be reduced to an increased power/detonation-suppressing level. And that, in a nutshell, is exactly why there came to be electrically-heated thermostats!

Photo #1 depicts a typical electrically-heated thermostat assembly, this one from an E46. You can see what looks like a conventional mechanical thermostat sticking out the engine side of the thermostat. And that is exactly what it is: a conventional mechanical thermostat. The only difference is that this thermostat has an opening temperature of 97 C [207 F]. You can also see the connector for the heater wires on the radiator side of the thermostat.



Photo #1 - Typical E46 Thermostat

Things get more interesting when the thermostat assembly is disassembled. See Photo #2. On the right is the familiar good ol' thermostat, but what is that on the left of the photo? That is the heating element that fits inside the center of the thermostat. How cool is that? The heating element is connected to the engine-control computer [DME in BMW-speak]. Anybody know what DME stands for?



Photo #2 - What's That Thing on the Left?

During "normal" engine operation, the DME keeps the thermostat heater pretty much turned off, and the thermostat controls coolant temperature at about 97C in exactly the same manner as thermostats have been doing since antediluvian times [Well maybe not THAT long.]. When the DME, which is monitoring coolant temperature, radiator-return temperature, intake-air temperature, engine load, gas-pedal position and detonation along with a bunch of other things, sees a benefit to running the motor at a reduced coolant temperature, it turns on the heating element inside the thermostat, thereby artificially heating it and "fooling" it into controlling at a lower temperature. Pretty good idea if you ask me.

Now if I could only figure out how to install one of these trick thermostats into the ol' hot rod, I could probably drive her in the Winter!

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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NJ Chapter of the BMW CCA Board Meeting Minutes

Feb. 6, 2011 @ Larry Engel's House

Board members present: Larry Engel, Mark Mallory, Jeff White, Jamie Kavalieros, Al Drugos, Doug Feigel. Absent: Paul Ngai, Dave Allaway, Deb Kolar, Ross Karlin, Jerry Faber, Colin Vozeh. Others present: Vic Lucariello, Neil Gambony, Elihu Savad.

President

The meeting was called to order at 10:05 AM. Mark Mallory motioned to waive the reading of the minutes – Jamie Kavalieros seconded. Motion passed unanimously. Regarding possible working with PCA on Autocross events, Larry talked to Frank Patek regarding liability, and Frank supported running separate events but naming the other club as a co-insured when the clubs hold joint events. Larry will follow up with High Point regarding sponsorship opportunities. We will also hold a TireRack Street Survival on May 15. Reimbursement will be \$2,000. We will pursue sponsorship. We have again been approached to possibly coordinate Driver School at Lime Rock O'fest in Sept. 2012. After discussion, we decided that we would be interested if we could run it according to our standards in the areas of tech, instruction (including approval of instructors), scheduling and size of run groups, and other areas. We would not be interested if we couldn't have full control. Larry mentioned that he's working with Guten Parts on a membership development idea now that Guten has agreed to advertise. Larry and Paul will meet with Bob Isbitski and an acquaintance of his regarding our participation in a BMW event that attracts a younger crowd that normally doesn't participate in club events.

Vice President – no report

Vic is working to firm up April meeting. Feb will be at DC with Phil Eng and March will be at Bloomfield.

Treasurer

Mark reported that so far this year we've had about \$22,000 in expenses (mostly deposits to NJMP) and \$7,000 in receipts. Last month's Autocross revenue total omitted the October event, so the Autocross results for the year were somewhat better than reported, but still a slight loss. Mark reimbursed Elihu for the cost of our race license, which Elihu paid. We are checking with Bob Conway and Colin Vozeh about the bill for our web host.

Secretary – no report

Social

Al reported that we will owe a cancellation fee of \$500 to the Grand Colonial if they can't replace our Instructor Seminar in March 26th, since we have move the seminar to a less expensive location. We have about 18 registrants for the Banquet, but Al thinks there will be a large last minute turnout, as usual. Doug continues to work to get door prizes.

Newsletter – no report

Website – no report

Business Manager

Doug reported that a contract had been sent to Guten Parts but had not been returned. Several contracts are up for renewal. Doug will work on a new rate schedule and present it at the next Board meeting.

Driving Events

Elihu reported that we will increase Autocross cost from \$40/45 to \$45/50. We have secured the services of Finderne Rescue Squad for the Ballpark dates for \$250 per event. This is more than previous years but better than feared. We will need to secure ambulance for Street Survival. He is also requesting an exemption from the ambulance standards based on our track record of safety. Jeff and Jamie reported on the upcoming DE and Club race season. We will use MotorsportReg this year, which will increase our costs by about \$2,000 for the year, which we hope will be made up with higher registrations. Jamie will contact Colin and ask him to make the member # field an optional one on our internal registration system. Non members have been frustrated in the past, not knowing how to complete our applications without a member number. The Thunderbolt Race in June will be a Premier event, which should result in better attendance. We will also run a race school at this event. Vic reported that he has emailed the other Tech Chiefs in the Region to begin a dialogue on various items of interest. He mentioned E36 PS hose failure and E30 column lock problems. He has only heard one response. Larry will bring it up during the Regional call on Monday. The Driver School committee will meet next Sunday at Neil's house.

Next meeting scheduled for March 9th at Alfonso's, pending confirmation that it's available. Larry will ask Paul to confirm.

Meeting was adjourned at 12:30.

Submitted by L. Engel





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Finish Lines by Thom Rossi

Around the middle of last season I started to play with the idea of building a new race car. There are lots of reasons to do a scratch build, I told myself. I will increase my mechanical and fabrication skills. I will increase my understanding of every system in the car. I will be able to set it up exactly the way I want it. I will know every nut and bolt in the car. Of course, I overlooked all of the main reason you shouldn't ever build your own car: it's insane.

The economics of a race car build are totally stacked against you. You can usually buy somebody else's car for about half of what it cost them to build it. Fate, however, was to lend me a big assist in this department. I had already determined that I wanted to base my build on an e46 M3. My thinking here is that this platform will have a good 15 year run ahead of it and be very competitive in any level of club racing, depending on the preparation. By the time this car is as old as my e30 325 KP car, I'll be on the other side of 70 years old and maybe ready to consider easing up on the racing – nobody wants to compete with Mr. Magoo on the track!

My goal was to find a decent e46 M3 to purchase for less than \$15k. I was fortunate to be in the right place at the right time when one of my fellow instructors rolled his M3 this past season. When I saw the car sitting in the paddock and the driver staggering around in a daze, I wasted no time in asking what his plans were for the future of his whip. We struck a deal for me to purchase the car from him for a portion of the salvage value and my project was officially underway at a substantially lower start up cost than I had anticipated. I won't name the previous owner - insurance companies are so touchy – but I will say "thank you".

My next stroke of luck came when fellow enthusiast David Weaver found a factory motorsports e46 chassis on e-bay. Originally owned by a Grand Am racing team, it had passed into the hands of Titan Motorsports in Florida and was now available at auction. An assessment of the cage design by me and David and Geoff Atkinson, followed by a little wheeling and dealing with the owner, netted me a chassis and cage for less than \$5k. It also gave me an education on cage design as viewed by a quintessential junkyard warrior (David) and a meticulous engineer (Geoff). I had the chassis shipped up to David for a little additional cage work and stitch welding. This also meant that I could forget about getting the old body fixed, and just take what I needed from it.

In the meantime, I started stripping down the wrecked M3. At this point, the first inkling of the improbability of the success of the project started to gnaw at me. Have you ever taken a watch apart when you were a kid? Do you remember thinking how easy it was going to be to rewind that spring, gather up those screws and gears, and put that Timex back together? Did you ever get that Timex to run again? Me either: at least not the first one. Taking the M3 apart reminded me way too much of that first watch!

In it's own way, however, this part of the project has been fascinating. Except for the engine internals, I have now laid hands on every nut, bolt, fastener, panel, electrical connection, motor, mirror, light, tube and wire in that M3. Part of my goal, really understanding the car, is progressing pretty nicely. This also turned out to have an important economic benefit. I've now sold enough of the removed parts to pay for the acquisition of the wreck. Any additional proceeds from selling parts will be donated to charity.

All of this economic good fortune, and the availability of the Grand Am cage, brought me to the most important decision in the build: what class and series will I prepare the car for? The idea is to be able to pick a class in which I can afford to be competitive, and a series with enough friends and competitors in it to make it fun. Originally, I had planned to prepare the car for BMW CCA H-Prepared. However, the cage was already illegal for that class and there aren't very many HP cars running. It just felt wrong, very wrong, to make the cage less rigid. In addition, the prepared class rules would have required a pretty heavy weight for this car and would have limited my ability to be creative with the build and still be in compliance with the class restrictions. After much discussion with my friends from around the paddock, and after checking out a NASA event at New Jersey Motorsports Park in the Fall, I decided to target NASA GTS3. Lots of my friends are already running there, it is a very competitive class that will force me to improve my race craft, and GTS3 cars are also allowed to run in BMW CCA races. Also, I reasoned that having saved so much money on

the project start, I could afford to buy lots of go faster racing goodies that would be totally illegal in H-Prepared, but are perfectly fine for GTS3.

The project has been a great opportunity to stay connected with track friends during the off-season, and to get to know some of our club racing sponsors better. Phil Eiseman, who also races both NASA and BMW CCA, made his way over to my garage to help pull the engine from the wrecked M3. Actually, the engine wasn't so much pulled as it was "dropped". We used the lift to raise the chassis right off the engine and transmission with the entire front suspension and sub-frame assembly left in tact but disconnected from the frame. Jeff Caldwell, who also had cage work done at Dave Weaver's shop in Altoona PA this season, offered to help me ferry the new chassis back to my shop. And Geoff Atkinson, who is starting his own racing shop, has been working with me every step of the way to help me understand the million little details that will go into making this a fun, reliable, and competitive car.

It has been my goal to begin the new season driving the new car. It probably won't happen, though, because everything is taking about twice as long as I had planned. I guess my original idea of building a new car from the ground up in one-off season, doing most of the work myself while I also worked on getting a new business started was kind of insane after all.

But if nobody ever did anything insane, there'd be no such thing as a racecar!

2011 Driver School and Club Racing Schedule

Driver School and Club Racing participants,

We are pleased to be able to announce the NJ Chapter schedule for 2011. We got off to an early start this year in terms of locking down dates. The schedule is:

- **April 11-12** NJMP Lightning, ITS/ Driver School
- **June 6-7** NJMP Thunderbolt, Club Race/Driver School
- **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

You will notice both similarities and differences to 2010:

- Monticello has closed it gates to clubs so we will not return in 2011.
- We are moving the ITS to NJMP for 2011 and the Driver School portion of the event will be open to students of all experience levels.
- The October Intro school is now a Sun-Mon event. Announcements will follow as to options for registering for 1 or 2 days.
- Whether we again have a Club Racing School is up in the air right now. Grand Am changed their dates for NJMP so now they conflict with our event in July. We will have an answer soon.
- The June event will remain as our charity event with our special guests from the Westlake school.
- Look for other special announcements, improvements, enticements during the Spring.

Event descriptions, promotions and registration/pricing information will be posted soon. However, mark your calendars now - no excuses for not attending.

Think warm thoughts and we'll see you at the track.

- Jeff White



Initial Ramblings by JT Burkard

They are lurking

We have been invaded. Some alien creature has done some breaking and entering in the garage. I don't mean those little Gray Men that we hunt while at Area 51 in Nevada that fly around in anti-gravity producing discs. I am referring to some woodland creature that has taken residence in our garage creating a mess, all over the e21.

I went into the garage one morning to get something from my toolbox and I noticed what appeared to be paper shreadings all over the hood of our 1977 320i. At first I thought maybe it was shrapnel from the dryer as I tend to leave papers, money, business cards and fast food hamburger wrappers in my pockets of my pants and I forget to take them out before doing wash. OK, maybe not the fast food wrappers. Then I noticed it was pieces of a vacuum box we have in the overhead storage shelf that holds an old ceiling fan I replaced this autumn. That's when I realized we had a close encounter of the furry kind. Does this rodent/alien know how much I cherish the classic Bavarian piece of history he/she/it is mindlessly tossing cardboard chunks onto? I figured it might be the chipmunk I had seen slip between the garage door in the past. I also thought it could have been a mouse that was brave enough, or stupid enough, to try and take residence in our house with two cats, one being a 23lb miniature Puma. This is not the right house to enter as both kitties are skilled hunters. I actually caught that field mouse before the cats had their way with him and drove him into the next county so he will never return so I highly doubt it was him.

A small garage investigation ensued. I climbed on up to the top of the shelf and looked inside the box. I had visions of something lunging at me as soon as I popped my head in. Imagine this sequence "Man on ladder. Large cardboard box 8' above garage floor. Rodent nesting in box. Man tips box over to look in. Rodent gets frightened and shoots out at mans face. Man on ladder falls backwards with Rodent firmly planted on face and lands on BMW" – Yes, this is what was going through my mind. Lucky for me, the box was vacant. I figured maybe this thing realized there was no food or heat in the garage and left. I wouldn't be so lucky.

A few days later Sandy asked me why there were boxes over the roof of the BMW? I said I don't know. I would never leave a cardboard box on top of our car, especially since black paint shows every little scratch. I opened the door to the garage and spotted two small boxes on the roof of the e21, one larger box on the floor next to the BMW and two flatter boxes perilously teetering on the brink of going over the edge of the shelf. This is no mouse or chipmunk, this thing has some strength and power to move these boxes off the overhead storage where I was keeping the empty boxes I use when I need to ship stuff I sell on eBay. I figured we might have an Alpaca, a Squirrel or maybe a Spider Monkey trashing the place like an 80's Hair Metal Band in a high priced hotel. Just think Dee Snider of Twisted Sister - "Were Not Gonna Take It". – So no, I ain't gonna take it and need to find out what is doing this. Most likely it's the Squirrel.

So far I haven't found a nest, just little pieces of cardboard and boxes strune to and fro. Sandy said she has heard rustling in the garage and is afraid to go in there. In the past week or so there has been no other noises or boxes thrown so hopefully this creature has vacated the premises. I told her not to worry; I didn't see a gang of Monkeys or traces of soft, durable, and luxurious Alpaca wool anywhere.

Unfortunately there is something else lurking - Battery Gremlins. The 740il hasn't been driven in a few weeks and the battery has gone dead. The e21 had the same fate. I usually have the 320i on a battery tender when it's not in use since the more modern Blaupunkt stereo, circa 1986, seems to drain the battery down. Either the Alpaca/Squirrel/Primate unplugged it or I might have caught my leg on the wire lead and didn't realize it pulled out. I plugged it back in. Either way, I had two non-running BMW's at the house.

The death of the e38's battery was inevitable. When I bought the car, it had the completely wrong battery to begin with. I would say it came from a moped or a 1983 Chevette. It was much smaller in size and taller in height than what was supposed to be in there. The battery compartment door in the trunk wouldn't even close because of the height of the mismatched battery. After finding out what the correct batteries price was when I first

bought the car, I decided to wait until it was completely necessary to buy a new one. Those of you who own a 740il will already know what I am talking about. For those of you who don't know, the e38 battery is enormous and expensive. This thing is the size of two regular car batteries and as heavy as them as well. The guy at the parts counter thought it was for a diesel truck. It looks like it came from a Peterbilt or a Boeing 747, and would easily provide power to a small village on the Tuvalu Islands.

Of course the local parts store did not have one so I had to order it. Four days later I picked it up and installed it. I was lucky that the previous owner still left everything in the compartment that was supposed to be there like the battery hold down. Usually once they install non-correct components, things like the hold downs are usually lost. This time, I was in luck. So I finally have a running e38 that has the ability to jump an 18 wheeler, or power a Polynesian island village.

Now if I can only find out what has been lurking in the garage? Does anyone want some good used ceiling fans already boxed up? Free pet included.

JT Burkard
jtburkard.blogspot.com
Send comments and suggestions to jtburkard@comcast.net

Driver School Registration on Motorsportreg.com

We are trying something new this year for managing registrations for our Driver Schools. In an effort to simplify registration for both students and instructors, we are moving to Motorsportreg.com. Registration is now open for all events.

We recognize that because all other regional BMW CCA chapters, as well as most other clubs, use Motorsportreg, most of our driver school attendees already have experience with this system. So, you now have a single site to visit for all your driver school needs. No more putting in school histories on the NJ chapter site, no more trying to keep track of what you registered for with us and what you've done with other chapters, no more trying to remember if your contact information is current everywhere.

When we started electronic registration in 2006, Greg and Bob Conway built an event management system that far exceeded anything that was commercially available. We owe them a huge thank you for their work; it has made our work as event organizers much easier these past 5 years. However, over time, the rest of the world has caught up to us and so it now makes sense for us to make this move.

Full event descriptions and links to individual registration pages are accessed on the website via the links under Upcoming Events or on the calendar. We also have a "Chapter Landing Page" on Motorsportreg listing all our events (<http://njbmwcca.MotorsportReg.com>). In Motorsportreg you have the option of paying your registration fee by credit/debit card, electronic check or the good old-fashioned way of simply mailing a check to the registrar. Remember that you are not accepted until we receive payment.

Event promotions are in development and will be posted on the website and in the newsletter once they are set. If you register now and then see that you qualify for a promotion, don't worry. Just let us know and we will credit you accordingly.

Change is never easy and there will be bumps and hurdles to sort out as we complete the transition. We ask for your patience and forbearance.

See you at the track.

- Jeff White

NJ Chapter Calendar

March 2011

Wednesday, March 16th
At BMW of Bloomfield - Dealership Meeting.
Time: 6:30pm-9pm Come see their new facility.
425 Bloomfield Ave Bloomfield.

April 2011

Wednesday, April 20th
Monthly Meeting at the Deutscher Club in Clark.
Topic: "Stump the Chumps" Our panel of experts
will be available to answer any technical
questions you have about your BMWs. Time:
7:30pm.

May 2011

Wednesday, May 18th
TBD

Welcome New Members

Trevor Aggus
Russell Calderone
Robert Cariste
Scott Cooper
Peter Coppolino
Denise Ferguson
Judy Gross
Edward Gross

Phil Hunt
Abdul Ibrahim
Kanchan Kamra
Angelo Manfredi
Andrew Margolin
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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 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.

New York Auto Show 2011

Dear Club Members,

BMW of North America will once again host an early preview for us at the New York Auto Show.

This will take place on Saturday, April 23, 2011 at 9:00 am. In order to be able to participate in this event members will need to do the following.

1. **YOU MUST PURCHASE** your tickets on line from the Javits website. www.autoshowny.com The price is at \$12.00 per Adult, \$4.00 per child under 12.

2. Please just send the following info to: autoshow@nybmwcca.org with **your Name & club ID Number**. Also the number of guest and their names.

Your name will be on the check-off list at the entrance.

Ex. Club Mem. Joe Smith # 123456
Guest Jim Smith, Tom Jones

3. Arrive at the North Concourse Level –the Lower doorway (not by 11th Avenue) of the Javits Center by 8:10 am.

4. Bring your **BMW CLUB ID**; you will need to show it in order to enter the event.

5. **The event starts at 9:00 am. If you arrive LATE YOU WILL NOT BE ABLE TO ENTER THE SHOW.**

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