

# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
P.O. BOX 2305  
WESTFIELD, NJ 07091-2305

## 2001 Banquet Smash Hit!

As the newest member of the board, I was faced with the challenge of orchestrating the clubs annual banquet held at the Basking Ridge Country Club. Over 80 members and their guests attended this year's event and enjoyed a great evening of delicious food, terrific music and excellent door prizes. Once again Hollywood East featuring Terry King (formerly of the Drifters) kept the dance floor occupied, BRCC supplied sumptuous fare, and Somerset Hills Florists decorated the tables. I would especially like to thank those members who helped facilitate this years event, particularly Ed Williams who got the ball rolling, Ross Karlin, Dave McIntyre and Al Drugos for garnering dealer support, Hank Farber for calming me, my husband, Todd for putting up with me, and all of the sponsors who provided the wonderful prizes which we were able to award this year. Speaking of prizes, I do owe a special thanks to all of the chapter sponsors:

JMK and Circle deserve special note as they both donated fabulous BMW mountain bikes. H&R and Turner Motorsport gave us a set of springs; Gearhart BMW provided 8 t-shirts - one of which I am presently wearing, Precision Automotive gave us a Zymol golf kit, Yokohama provided great shirts, loads of hats, some fun foam tires, as well as a leather portfolio, BMW NA handed out loads of free graft and I must recommend Ken Kamstra's "Its Ok to Love Your Car" to anyone who would like to take it out of the club library. Other generous sponsors included UUC Motorwerks, Bavarian Autosport, Hunterdon BMW and DiFeo BMW. See our thank you note on page 12!

There are more photos of the evening on page 13.

Thanks again to everyone who helped make this a special night for us all. Please patronize our sponsors and tell them that you appreciate their support of our chapter events. If you have any ideas regarding club social events please feel free to contact me via the club web address.

We look forward to seeing you at our next social event!

- Stephanie Mason, Social Chairperson



Elihu Savad proudly holds the NJ Chapter Championship Series Cup, a travelling trophy, as well as his permanent trophy.



Social Chairperson Stephanie Mason, and President Hank Farber, presided over the evening, awarding trophies and the big door prizes.



# Upcoming Monthly Meetings & Other Events

**Wednesday, March 21 at the Hunterdon BMW**

## Tech Night at Hunterdon BMW

The New Jersey Chapter presents a fantastic evening at Hunterdon BMW. A number of pre-selected members' cars will be up on the lifts for inspection and education. Learn what the underside of an E36 M3 looks like. Know what an oxygen sensor looks like? Know how to tell if a brake rotor needs replacing? Find out. Learn how to prepare your car for driver school events, etc.

Experienced techs from Hunterdon BMW will be on hand, as will be our chapters tech aces. There will be food and fun for all. Check out the new BMW models available at Hunterdon BMW.

This meeting will start one hour earlier than usual, at 7pm. Hunterdon BMW is at 1080 Route 22 Westbound in Lebanon, NJ. Their website is [www.hunterdonbmw.com](http://www.hunterdonbmw.com), and their phone number is 908 236-6302. Do we have to say it? New members are always greeted enthusiastically (or you can just attend quietly and stand in the back; it's ok...).

**Sunday, April 8 at Fort Monmouth**

## First Autocross of the Year!

We happily announce the first autocross event of the year at Fort Monmouth (directions below). You need to be at the parking lot at 9am. Call anyone on the autocross committee for any information.

Autocrosses are the way many club members get involved in driving activities. It is a low-risk, high-fun way to start to learn how to drive your car (or prove you really know how to drive already)!

### Directions to the Deutscher Club

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Take the Garden State Parkway to exit 135. Take Central Avenue towards Westfield. Turn left at first light onto Raritan Road. Turn right at the second light onto Westfield Ave. Follow the "L" shape of this road (do not turn off to the right). After 300 yards turn left at the big yellow "DC" sign.

### Directions to Fort Monmouth Autocross Site

From the Garden State Parkway, take exit 105. Proceed to the first light. Take jughandle left onto Hope Road. Take Hope Road about 1 mile, make a right onto Tinton Avenue. Go to traffic light at Route 35. Cross intersection into Fort Monmouth. Proceed about 1/2 mile. Site is left next to theater. See map on website.

As on all military bases, please be advised that posted speed limits are strictly enforced with 0 tolerance. Noise limits will be strictly enforced. Street muffling will be required, and excess backfiring will be frowned upon.

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## Index

Upcoming Events	3
DCC Directions	3
Fort Monmouth Directions	3
Random Firings	4
Philes' Forum	5
New Members	7
egroup Announcement	7
Autocross Information	9
Photos from the Daytona Race	10
Board Meeting Minutes	11
Lipinski Meeting a Hit	12
Photos from the Banquet	13
Classified Ads	15
Calendar	16



# Random Firings

...Hank Farber

This has been the snowiest Winter in about five years here in New Jersey, and one of my friends just reported that he wrapped his 525i around an abutment on Route 95 last week in a snow storm. In his garage are four perfectly good (unmounted) snow tires. Why weren't they on the car? There are several reasons (none of them good).

The first reason is that it doesn't snow that often here in New Jersey so that most of the time you don't need snow tires. Yes. That is true. But when you need them, they better be on the car. My friend went to work in the clear weather, and there were six inches of snow on the ground during his evening commute home from Philadelphia. But it was soooo much trouble to get snow tires mounted and unmounted each year that he just didn't get around to it. The virtually-new snow tires were snug in his garage, and his car wound up against the abutment. The solution is to have the snow tires already mounted and ready to go.

Steel wheels can be had quite cheaply (usually less than \$40 apiece or so). And to make things even easier, you can call a reliable mail-order vendor (e.g., The Tire Rack) and have them send you a set of snows already mounted and balanced on steel wheels. These will show up by UPS in less than a week, and you are ready to go. I should note that my friend was aware of my views on this and even knew how easy this was to work out. Earlier this Winter I arranged for mounted snow tires for the E36 325i belonging to his wife (with whom I work), and I suggested that he do the same for his car. Now his 525i needs serious body work. I guess my lobbying for snow tires is just a cry in the wilderness.

The second reason for not using snow tires is that the claim that radial all-season tires are good in the snow. This is simply false. In fact, the advent of the radial tire is an important cause of the fact that almost everyone drives without snow tires in the

winter in New Jersey, as well as in even colder climates. When radials were introduced in large numbers (Michelin had been selling them for years) in the late 1970s, one of the main selling points was that they were better in the snow than bias-ply tires. That claim may have been true, but it is a case of damning with faint praise. Many folks switched to radials and justified the cost by arguing that snow tires were no longer needed.

Prior to the spread of radial tires, most drivers put snow tires on the rear wheels of their cars. Why only the rear wheels? These, after all, were the drive wheels on most cars in those days (and on most BMWs even today). And when you got stuck, the rear wheels spun. Right? Snow tires were used so you would not get stuck. Never mind the Volkswagen Rabbit I saw in the mid-70s with snow tires only on the rear. (I felt compelled to leave the guy a sarcastic note.) No thought was given to braking, steering, or general traction and handling. Just don't get stuck.

Now to the third reason: Hey. I'm a good driver. I don't need no stinkin' snow tires. Yeah, right. So what are you doing up against the abutment? The best drivers I know all use four snow tires. The rubber compound is softer and the tread is aggressive to grip better. The results have to be experienced to be believed.

Bimmers (at least those without traction control) have a reputation for being terrible in the snow, and this is probably true if they are not shod with winter rubber. But I will take any of my rear-wheel drive BMWs anywhere in the snow. (Okay, okay. I don't take my E30 M3 out in the snow. But if it had snow tires, it would do just fine.) With modern snow tires, the cars out-handle the ubiquitous SUVs. Hey, skill is important too! Even my 325ix (4-wheel drive) benefits greatly from four snow tires. It is simply unstoppable in the slippery stuff. I like the snow simply so the ix can get

*Con't on page 9*

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# Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This month I have an emissions inspection story for you. Also some follow-up on last month's column on relays.

I still wish to receive copies of your DMV inspection reports. You can either mail a photocopy of your ,or simply e-mail the test data. If you choose the latter, please include both the test results and the pass/fail criteria for each pollutant along with your year, transmission, and mileage. [Include your name, too!] If you know at what mileage your Oxygen sensor was last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series]. . Some folks have sent in results from non-Bimmers, and this is fine.

Although the majority of the folks who have sent in test results so far have passed with no problems, new Bimmerphile Bob Castoro wasn't quite so lucky with his recently-acquired, stock 1991 525i [250,000 miles]. [The earlier E34 525i cars were fitted with the single overhead cam M20 six made famous in the E30 3-Series cars, while Bob's car has the double overhead cam M50 six as do the early E36s. Both motors have the same 2.5 liter displacement.] Bob took his Five to a DMV inspection station and failed for both Oxides of Nitrogen [NOx] and Hydrocarbons [HC]. Since high NOx is usually accompanied by low HC and vice-versa, and Bob had just installed new spark plugs, a new oxygen sensor, and air filter, the symptoms pointed to a weak catalytic converter. Generally speaking, an otherwise good-running motor, if it is running a bit rich, will have high Carbon Monoxide [CO] and maybe high HC, but low NOx. The same motor, if running a bit lean, will have low HC and CO, but high NOx. The Oxygen sensor and engine computer work together to run the motor neither rich nor lean, but right at the point of stoichiometry, where the 3-way catalytic converter can remove CO, HC and NOx from the exhaust stream.

Bob chose to go to a NJ-certified private emissions repair facility to have the converter replaced and the Fiver retested. Bob also chose to have the facility install an EPA-certified aftermarket converter. For Bob's car, an aftermarket converter is available for about half the BMWCCA discounted cost of an OEM converter from BMW. The repair facility issued Bob a 'passed' inspection sticker after retesting the Fiver.

Bob did have another option in getting his car repaired and retested. Although DMV inspection personnel may tell you that you must have emissions repairs done at a certified repair facility, this is only true if you are paying someone else to do the repairs. If you choose to obtain the required parts and install them yourself, you can be retested at a DMV facility if you present them a receipt for the parts you purchased and installed.

Regardless of which option your choose to get your car emissions-legal, I strongly recommend that you get and keep the emissions test printouts for all failed and passed tests. Indeed, if you are dealing with a private facility, I recommend you establish in advance, in writing, that you require a printout of the retest as part of the service you are paying for. Also, since the retesting facility, DMV or private, will take your failed-test printout, you should make a copy beforehand for your records. I would avoid any private facility which claims they cannot provide a printout of the retest.

Last month I wrote about Motronic [AKA: main] and fuel pump relays, specifically on the E30 models ['84-'91 3-Series]. I have been working with relays for many years, and it occurred to me after the column was published that some of you may not be

familiar with electro-mechanical relays [their full name] and why they are used in motor vehicles. So, here is a little background information which I probably should have included last month.

In its simplest form, a relay can be considered to be a remotely operated switch. Suppose you had a light switch on your wall, and you wanted to be able to operate the switch from your chair on the other side of the room. If you somehow rigged a string such that you could pull the string and operate the switch from your chair, you just created a relay of sorts. If you replaced the string with two wires connected to a small electromagnet, you could rig the electromagnet to operate the wall switch when you energized the electromagnet while sitting in your chair. If you redesigned the wall switch so that it contained a small electromagnet and terminals to connect the 'string', or trigger, wires to, you would have created an electro-mechanical relay, so named because the electro magnet operates the mechanical mechanism of the switch. Trick, eh?

One of the many features relays provide for circuit designers is the ability to switch a relatively large current with a relatively miniscule current. For example, a fuel pump draws maybe 4 amperes [amps] of electrical current, so the fuel pump switch and wiring must be capable of carrying and switching 4 amps. Since the engine control computer is responsible for running the fuel pump, if there were no relay in the pump circuit, the computer's switch for the pump would have to be capable of 4 amps. With an interposing relay [the fuel pump relay we located last month in the 325's engine compartment], however, the relay's trigger current is maybe 0.1 amps, so the computer switch only has to deal with a small fraction of the pump's current draw. [Technoids: OK, OK, the switch in the computer is really a transistor, but we'll save that for another column.]

Another big advantage of using relays is that they facilitate interlocking the circuits for different devices. For example, if a designer wishes to wire the fog lamps such that they only come on when the low beam headlamps are on, this can be easily be accomplished by having the low beam relay operate the fog lamp relay. A great advantage of this is that the low beams and fog lamps can be kept on separate power circuits with separate fuses, even though the two circuits 'talk' to each other via relays.

Anyhow, if you are still awake at this point, and you wish to know even more about relays, read the article about them, Relay Race, in the September, 1999, issue of the trade publication Import Service. Another good Import Service article on relays is Switch In A Box, from the May, 1992 issue. Your Chapter Library happens to have copys of these issues, so let me know if you are interested. [Al, both articles have good pictures to look at.]

Anyone wishing to contribute to Philes' Forum should contact me via the info on the masthead. I'm interested in tech tips, repair /maintenance questions and/or tips, dealer horror stories, product evaluations, etc. Please call before 8 PM, and if you leave a message, PLEASE INCLUDE A PHONE NUMBER WHERE I CAN REACH YOU ON WEEKDAYS DURING THE DAY. Also, please be patient, I try to return every phone call, but it sometimes takes a while. If you don't hear back from me within a few days, please call again. Alas, lately I haven't been able to respond to all of you. The best way to contact me is via e-mail.

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# Welcome Our 58 New Members

Ladislav Bashtarz	Pittstown	735iL	Paul Martinho	Bridgewater	325Ci
Eric Ayim	Newark	325is [Ted Rusnak]	Euriel McHenry	Red Bank	323is
Gary Barone	Morristown	318i	Michael McClelland	Brick	X5 [Roy Mangold]
Bruce Benney	Fair Haven	328is [Raymond Moser]	Edward Morell	Randolph	325xi
Rena Calvopini	Woodridge	318ti	Michael O'Lery	Park Ridge	540i
Robert Castoro	Bedminster	525i	Mandi Osoba	Somerset	323ic
Rogelio Cendana	Livingston	528ia	Tarek Otero	North Bergen	
Wilfred Chabrier	Westfield	Z3 [Jorge Mercado]	Richard Pokorny	Pt Pleasant	325is
Roger Chen	Englewood	530i [Peter Chen]	Tony Rausch	Neptune	E30M3
David Cushing	Stewartsville	528ia	Mark Reitman	Boonton	330xi
Mark Danysh	Bernardsville	328is	Scott Ressler	Wayne	[Eric Linkov]
Ricky Davis	Montclair	328	Brett Roberts	Monmouth Junction	
Richard Derose	Millburn		Larry Rothstein	Middletown	
Gregory Falcone	Lawrenceville	318ti	Mark Roy	West Orange	528
Linda Fitzgerald	Holmdel	530i	Donna Salmon	Princeton	530ia
Roman Fulman	Florham Park	328i	Jonathan Shulman	Bayonne	330Ci
Angenlo Giordano	Hillsborough	323is	Patricia Shutello	Edison	330CiC [BMW NA]
Pete Gomez	Patterson	1976 3.0si	Ted Skopack	Essex Fells	M3C [Peter Krones]
Gayle Grant	Sparta	Z3	Richard Smith	Lawrenceville	740i
Jeff Hargrove	Jersey City	330Ci	Keyoung Sohn	Edison	330Ci
Mitchell Holder	Phillipsburg	M3	Leann Sopko	Flemington	Z3
Jason Holt	East Orange	740	Bill Tesar	Leonia	740
Bryan Horowitz	Maywood	330Ci	Steven Tessem	Lincroft	323it
William Iacobellis	Randolph	328Ci	Euridiki Theocharides	Colts Neck	Z8
Audrey Kaye	Short Hills		Leo Tierney	Waretown	750iL
Mary Kelly	West New York	528e	Charles Vinci	Rutherford	330
Nathaniel King	Fair Lawn	330i	George Wattman	Gladstone	528
Bill & Beth Lipscomb	Netcong	Z3	Allen Zimmerman	Morris Township	53i [Richard Schleuning]
Karl 7 Catherine Lohwater	Princeton Junction	325Ci			

## Egroup Announced

The New Jersey Chapter announces an exciting new way for members to share and receive information about chapter activities.

A **Yahoo Group** (formerly know as Egroups) named "**njbmwcca**" has been created.

The Yahoo Groups webpage can be found at:  
<http://groups.yahoo.com>.

You must create a Yahoo account for yourself, but this is free and mostly painless. The webpage above will take you through the process. They do ask a few personal questions, but you can skip past the most onerous.

Once you have created a Yahoo account, request membership in the njbmwcca group. Membership must be approved by the moderator, and will only be open to NJ Chapter members. Chapter membership will be confirmed against the national membership roles.

We'll try to keep the random chitchat to a minimum, and focus on NJ Chapter topics. Hopefully, this egroup will join the website and the hotline as valuable information conduits for our membership.

Please contact David McIntyre ([dmcintyre@blackrock.com](mailto:dmcintyre@blackrock.com)) with any questions.

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Con't from page 4  
some exercise.

But remember that snow tires, four-wheel drive, and even driving skill do not repeal the laws of physics. There is much less traction on snow and ice. You need to drive appropriately for the conditions. No sudden moves, and the smoothness we teach in drivers school becomes absolutely essential on slippery roads. Gentle with the gas. Gentle with the brakes. Gentle with steering. And get those snow tires. It is about more than not getting stuck. It is about safety, yours and mine. After all, the car you hit may belong to me.

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# Autocross Info

At this point it appears that the scheduled 5/20 Car Control Clinic might need to be changed to an autocross due to our site's regulations. More information next month.

The 6/24 autocross will be a special event tied with a E30 M3 Special Interest Group picnic. Attendance will be limited, but slots have been saved for NJ Chapter members with any kind of car. The registration form is on the NJ Chapter website along with the submission address. This event only will be held at Brookdale Community College in Lincroft. All other events will be held at Fort Monmouth.

For those who have never tried it, an autocross is a competition event held in a parking lot. Cars are run, one at a time, through a course marked by cones. The emphasis is on handling ability of the car and the driver, and the event usually is run in 2nd gear. It is some of the greatest, and safest, adrenaline rushes you can get in a car.

4/8	4/29	5/20	6/24	7/15
7/29	8/26	9/16	10/7	

-Elihu Savad



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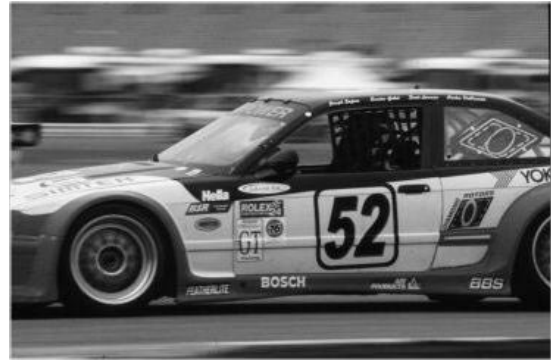
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# Photos of the Rolex 24 Hours of Daytona



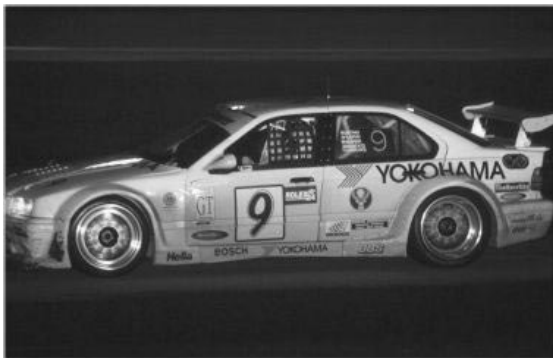
The JET Motorsports #54 M3 driven by Jennings, Borcheller, Stuck and Said finished in 39th position.

- Ross Karlin photo



The Safina Racing #52 M3 driven by Safina, Dequesada, Gabel and Lowman finished in 32nd place.

- Ross Karlin photo



The Genesis Racing #9 M3 driven by Assenato, Schearer and Assintato finished in 34th place.

- Ross Karlin photo



Club racers Dave McIntyre, Peter Klein and Joe Colquhoun (and his daughter) get ready for the 24 hours!

- Ross Karlin Photo



The #10 M3 of Genesis Racing was driven by Fairbanks, Auberlan and Gleason. You can walk right up to the cars on the grid at the Rolex 24 Hours of Daytona, unlike many other racing events.

- Dave McIntyre photo



The New Jersey Chapter contingent enjoys their donuts: (L to R) Dave Fitting, Brian Erickson, Dave McIntyre, Ross Karlin and Hank Farber. Note the NJ Chapter Safety Van.

- Photo by some stranger

# Board Meeting Minutes

-Brian Morgan (Dave McIntyre substituting)

## Minutes of the 1/21/01 Board Meeting.

**Members Present:** Farber, Karlin, Drugos, Lucariello, Lee, Csuri, McIntyre, Brown, Coker, Mason

**Others Present:** Smith, Savad.

**Members Absent:** Morgan.

Meeting called to order at 8:15pm at the McIntyre's.

Reading of the minutes was waived.

David McIntyre was re-appointed as Newsletter Editor for 2001.

John Csuri and Nafi Coker were appointed as Members at Large for 2001.

## Board Member Reports:

**Vice President Drugos:** January 17 meeting will be an insurance investigator. February 21 will be a car care specialist, and March 21st will be a tech session at Hunterdon BMW.

**MAL Lucariello:** There is some trouble retrieving library books from chapter members. Board members will apply subtle peer pressure. Money was allocated to replacing missing books.

**Driving Events Lee/Csuri/Smith/Savad:** Contracts are in place at Lime Rock. Insurance has been ordered for the March school. There will be common driver school committee meeting Friday Jan 19. Blake reports that Summit Point is getting increasingly negative pressure from new neighbors; they might be in danger. The instructor seminar will be Feb 24. We will be running an autocross at the E30 SIG Picnic. We will give \$250 to support the event if our general membership can attend. Trip is looking for a rallymaster for the Spring Rally.

**Treasurer Brown:** Presented a P&L statement for 2000. Budgets for the 2001 Driving Schools and Newsletter were covered.

**Other Board Members:** Nothing significant to report.

The next board meeting will be on 2/9 at the McIntyre's, 3/9 at the Masons.

The meeting was adjourned at 10:12pm.

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# Lipinski Meeting Big Success



Erich Lipinski holds a chart showing his four basic steps for "Paint Perfecting:" compounding, machine glazing, hand glazing and waxing.



Rich Brekus, Manager, Product Planning and Strategy for BMW NA presents Erich Lipinski with a used fender from a PTG M3 racecar. Rich told Erich that if he could make it look like new he could keep it!

The February membership meeting was a roaring success, with detailer Erich Lipinski demonstrating his methods for "Paint Perfecting" to nearly 80 club members. A record number of "first time" members were in attendance, as were many of our regulars. NJ Chapter member, and BMW NA Manager, Product Planning and Strategy Rich Brekus was in attendance. Brekus, who for several years has been the target of pointed questions about BMW's painting method at our annual meeting at BMW NA headquarters, decided to turn the tables on Lipinski. He presented a severely-used fender from a PTG M3 racecar to Lipinski. If Lipinski can have it looking like new by the annual NA meeting, he can keep it!

Brekus also had another treat for NJ Chapter members: he drove up in an E46 M3 convertible! Members also enjoyed the delicious German food, as it was all gone at the end of the meeting.

Join us each month for our membership meeting. We have interesting topics for you, delicious food, and frequent special treats!

-Dave McIntyre

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# Photos of the 2001 Annual Banquet



Trophies for the 2000 NJ Club Racing Championship prepared by Paul Paparella. Davis Rieman, third place, was present to accept his award.

- Dave McIntyre photo



Stephanie Mason, Hank Farber and Sal Puleio present big winner Barbara Dobrin with the BMW Mountain Bike generously donated by Circle BMW.

- Dave McIntyre photo



Ferd Simoes accepts his mountain bike from JMK BMW!

- Dave McIntyre photo



Chapter member Ed Williams takes a turn at the drums!

- Ross Karlin photo



Vic Lucariellos Jr. and Sr. wish that they had won the BMW Mountain Bikes donated by JMK and Circle BMWs!

-Ross Karlin photo



Classifieds Editor Chet Marfatia burns up the dance floor!

- Ross Karlin photo



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the Trans Sport offices at (617) 946-0717; Peter McCarthy, General Manager, at (617) 335-0612; or e-mail [info@transsportonline.com](mailto:info@transsportonline.com).



# Classified Ads

## BMW's For Sale

1972 BMW 2002tii, Chamonix, Navy Blue, 150k, no rust, rebuilt motor, full recent tune-up, new dash, carpet, seatbelts, new brakes (rotors/pads, wheel cylinders, shoes), new clutch, guibo, shifter parts, driveshaft bearing, new hoses and belt, new 320i desert radiator, bilsteins, new center console, Hella H4's, and E30 14" Bottlecaps. Original California car, purchased in February 2000, got married June 2000, no time for car, great driver car. Stored in Queens, NY. \$6,500. Call Chet Marfatia (w) 212-208-3237 or (h) 212-977-4334 or e-mail cmarfatia@hotmail.com. Pictures available upon request. (3/01)

E30 M3 Grp. A touring car, 5 spd close ratio, White with custom vinyl graphics. Originally built by Hartge and raced in European Touring Car Series then Hillclimb Championship. Approx 2200 lb, 330 hp. 2.5L Gruppe A motor, BMW motorsport electronics, crankfire ignition. Aluminum radiator, huge AP brakes w/ twin master cyl. and cockpit bias adjustment. Full Grp A coil-over suspension, 17" centerlocks w/ Pirelli radial slicks and rains. Custom 12pt. cage by Matter. All steel seam welded body, air jacks, lots of lightweight pieces. Adjustable Evo III aerodynamics, New ATL custom 12.5 gal. Fuel cell w/ electric pump, surge tank and remote filler. Full instrumentation, Momo carbon fiber Acropolis seat. Spares and tools inc. \$65,000. gary@camptownauto.com 908-624-0108. (3/01)

1988 M5, WBSDC9301J2791982 Schwarz/Tan, Dinan Stage III suspension. Excellent condition. Always garaged. Meticulously maintained. Mobil1 every 2,500 miles. Recent clutch, guibo, Many upgrades. Records 133K miles. \$11,500. Charles 718-422-0414 ckarnati@rcn.com. (3/01)

1988 M5, WBSDC9303J2875063 Schwarz/Tan. Excel Condition. Meticulously maintained. Mobil1. Always garaged. Records. Don't miss this chance to own a stock unmolested M5. 39K miles. \$22,000. Charles 718-422-0414 ckarnati@rcn.com (3/01)

1986 BMW 635Csi, Black with tan leather sport interior, auto transmission, showroom cond. inside and out, meticulously dealer maintained and oil changed every 3000 miles, garage kept, includes built-in radar detector and Clifford alarm/ignition kill, 116,000 plus miles, email photo available. \$10,000 or best offer. Josh 732-776-7211 jeamron@msn.com. (3/01)

1987 BMW M6, cinnabar red/lotus white. original owner (I am the only driver), 57K miles, never any structural damage, in great condition. Always maintained by Wide world of cars BMW dealership in Spring Valley N.Y., \$25,000 or best offer, call Joe. eves at 201-927-8653. (3/01)

1986 BMW 325es, Bronzit/pearl. 5-speed, 2-door, sunroof, 92K miles, excellent condition inside and out, loaded, original paint, no accidents, cell phone. Synthetics in engine, transmission and diff. New timing belt and water pump. No winters or snow. Always garaged. Runs like new. 973-374-6576.

1986 BMW 635Csi, Black with tan leather sport interior, auto, showroom condition inside and out, meticulously dealer maintained and oil changed every 3000 miles, garage kept, includes built-in radar detector and Clifford alarm/ignition kill, 116,000 plus

miles, email photo available. MUST SELL \$12,000 or best offer. Josh 732-776-7211, jeamron@msn.com. (4/01)

1996 BMW 328is, Black with tan leather interior, auto, ABS, traction control, sunroof, on-board computer, heated seats, keyless entry and alarm system, meticulously dealer maintained, 90k miles, new brakes, and tires. Asking \$16,800. Call Rich 732-968-8289. (4/01)

1988 BMW M3, 112k miles, Authority Chip, K&N air filter, new borla exhaust, short shifter, new brakes: pads, rotors, and s/s brake lines, and racing brake fluid, sport suspension, F/R Racing dynamic strut tower braces, and swaybars. 16 inch 5-spoke wheels (Borbet type H) with brand new A520 Yokahomas, plus OEM BBS rims X4 and spare rim and tire. Full major service done in April 2000 by respected race shop. Car is street and track ready but no time for track. It is a dark metallic purple. Asking \$14,500. Call for pictures and info. Len 973-912-0471. (4/01)

1998 BMW M3, cosmos black, gray leather interior, CD changer, sunroof, stock, no track, upgrade wheels, garaged, no winters, no accidents, BMW factory warranty until 10/2001, BMW Certifiable, \$36K, Len 973-912-0471. (4/01)

## Parts For Sale

Parts for sale, Tahoe -Yukan-Suburban, Set of used American Racing wheels \$300. Set of almost new BFG long trail T/A 245/75R16 M+S \$340. \$600 for everything. 908-624-0108. gary@camptownauto.com. (3/01)

E36 3 series wheels, Set almost new perfect "bottle cap" design alloys and center caps \$300. gary@camptownauto.com 908-624-0108. (3/01)

BMW 318ti Parts for Sale, Tri-Flow stainless steel exhaust, Eibach strut bar, 225/50-16 Comp T/A Z rated tires on Concord alloy wheels, 4 oil filters. If interested in any or all, call Jim 609-607-1518 or e-mail to Jar318tii@cs.com. (3/01)

Parts for sale, four new unused M Contour 225/45-17 wheels with Pirelli Asimmetrico winter tires ([http://www.tirerack.com/tires/pirelli/pi\\_win\\_ice\\_a.js](http://www.tirerack.com/tires/pirelli/pi_win_ice_a.js)) mounted and balanced. Rims are brand new, never driven. Tires have 10,000 miles from previous winters on Z3 2.8. Includes BMW Z3 jack. Purchased for Mcoupe but never used. \$1800. Princeton area. Contact Phil at 609 639 2172 or pmacias@lucent.com. Pictures at (<http://www.bmwheels.net/mcontur.html>). (3/01)

Tires for sale, Blizzak snow tires, on OEM wheels, 1990 325i. 195x65R14, used one season. \$150. atjacobs@home.com or 609-637-9352. (3/01)

Wheels/Tires for sale, Set of 4 525i (off 1991) OEM wheels w/tires \$200, set of 4 five spoke wheels for 525i (off 1991) with tires \$200, approximately 75 issues of Roundel from 1985 to 1991 \$75, call Alan 201-986-4282 day. (3/01)

1984 325e Parts for sale, OBC to upgrade E30 - \$300; cruise control kit - \$300; and miscellaneous parts - call with needs. Gene Ritacco 860-274-7770 - no answering machine. (4/01)

E30 Performance parts for sale, Raceware head studs - \$150; stainless brake lines - \$50; aluminum flywheel for ETA engine - \$400; 4:10 LS differential from an 325ix - \$400 (no shipping); M&R 5-point harness, long H-type, eye bolts included - \$100. Gene Ritacco 860-274-7770 - no answering machine. (4/01)

2002 Nardi Wheel for sale, brand new Nardi in original box. Size is 36cm (14.17"). Wheel is in perfect shape. I had installed it in my tii but removed it immediately. After installation I realized I preferred a leather wheel. Wheel comes with a brand new hub for the 2002. Price is \$425 for wheel and hub (plus shipping). Go to <http://www.bimmers.com/public/cme/nardi%20classico.jpg> for a picture of steering wheel. Call Chet @ 212-977-4334 or e-mail at cme@bimmers.com. (4/01)

1987 325e 2.7i, built brand new from bottom to top balanced, ported/polished head, modified 325i intake manifold, exhaust ports, big bore throttle body, high speed cam, spent \$5,800, four days before I wrecked car. Four hundred miles on new engine. All connecting parts new and included. First offer of \$2,500 gets it with a cherry red mint looking 325 with front end damage to carry it home in. Car is not totaled. I just don't have time to do the work. Phone 732-483-9190 or e-mail twosh2000@webtv.net. (4/01)

E30 M3 Parts, 4.10:1 Limited slip differential - \$400 (no shipping); one set of stock 15x7 BBS wheels, straight with some minor curb rash - my old track rims - \$300 plus shipping; 5 speed OD transmission - needs some minor work - \$500. Call Chet @ 212-977-4334 or e-mail at cme@bimmers.com. (4/01)

## Other Cars For Sale

1979 Volkswagon Rabbit, Ice Racer. Preped and ready to go never raced (sat for 2 years) has over 1,100.00 in new parts and service can be prepped for ITC or raced as is new studded tires. \$850 obo call 201-9394154 x158 or email ethomas@city-tours.com. (3/01)

1990 Audi V8 Quattro, 93k, very clean, Bose with 6 CD changer, new Dunlop A60 and new Bilstein HD struts, Red with Black leather, K&N Filter and AutoThorty Chip. Must sell immediately - spouse getting impatient. \$7,000 obo. Contact Mike at 201-358-2583 after 8pm. (3/01)

To Place a Classified Ad: Any current BMW CCA member may place a non-commercial classified in The New Jersey Bulletin. There is no charge. Send legible copy of reasonable length to Classifieds Editor Chet Marfatia (street and email addresses listed on the masthead). Please include a dollar amount for automobiles or automobile parts listed. Classifieds will run for two issues unless renewed or canceled. Please do not send your classified ads to the Chapter PO Box, as they may be delayed.

# NJ Chapter Calendar

## March

### Wednesday, March 21

Tech meeting at Hunterdon BMW, in Lebanon NJ (on Route 22). Directions on the website. A few members cars (arranged by appt ahead of time) will be examined on the lifts. Learn what the underside of your car looks like, and what to look out for. Meeting starts at 7pm, one hour earlier than usual.

### Friday, March 23

Driver School at Lime Rock Park. Learn how to drive your car! Application available on the website. Application period opens 2/5 for NJ Chapter members, and you need to get your application in on time!

## April

### Sunday, April 8

First autocross of the year! Join us at Fort Monmouth for this fun way to test the limits of your car with a minimum of risk and a maximum of fun. Be there by 9am, directions on page 3!

### Wednesday, April 18

Monthly meeting at the Deutscher Club of Clark. Meeting topic TBA, but guaranteed there will be fun, free German food, adult beverages for sale, lots of parts for sale, etc. New members are always warmly greeted.

### Sat-Mon, April 21-23

Three day driving school at Summit Point. Sat and Sun on the great Jefferson Circuit, and Mon on the big track. We drive "Jeff" two different directions on the two days, so it's like two different tracks. I think there is a BBQ included one of the nights. You have a much higher likelihood of getting into this school than a Lime Rock event, and it is probably less than an hour further to Summit Point. See the application inside. Application period opens Feb 2, so get it in now!

### Sunday, April 29

Second autocross of the year at Fort Monmouth. Same details as 4/8.

## May

### Wednesday, May 16

Monthly meeting at the Deutscher Club of Clark. Meeting topic TBA, but guaranteed there will be fun, free German food, adult beverages for sale, lots of parts for sale, etc. New members are always warmly greeted.

### Sunday, May 20

Third autocross of the year! Fun fun fun at Fort Monmouth! Same details as 4/8.

NJ Chapter Online: <http://www.njbmwcca.org>

Hotline: 908-322-2758

Newletter of the NJ Chapter  
BMW Car Club of America  
PO Box 2305  
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