



# New Jersey Bulletin

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

## Father's Day? Get a clue!

This father's day forget the tie and give Dad what he really wants - a morning behind the wheel of a fine automobile and an afternoon at a picnic with his friends and family!

That's right, this year the club's annual Spring Road Rally will be held on Father's day and will end up at the fabulous Finch Farm! Let Dad challenge his sanity driving one of our terrific gimmick road rallies. The Course will lead him to Asbury NJ for an afternoon of food and fun. Dad does not even have to be a member of the chapter, but let him know you might get some points for bringing him along to navigate.

On top of the rally, Dave & Peggy Finch have once again opened the barn doors for an afternoon of picnic fun that is sure to satisfy all. On the agenda is a North Carolina-style barbeque, pony rides and games for the kids and even the opportunity to milk your first cow. Rumor has it that some NJ dealerships will set up a paddock for you to view their cars. Other events are in the planning stages.

Prizes for the various events, and doorprizes, are a distinct possibility!

In the past this even has attracted a large number (close to 300) of people so be sure to check the website for your registration form so you can join in the fun. Please mark Sunday June 17th on your calendar so you can get Dad what he really wants this year (well, ok you can still get him the tie). Please email Stephanie Mason with any questions.

- Stephanie Mason

## BMW NA Meet 6/29

The June Monthly Meeting will be a special gathering at BMW NA's headquarters in Woodcliff Lake, NJ on Friday, June 29. This special meeting will be one hour earlier than usual, at 7pm. BMW NA executives will greet our members and discuss new product development, your BMW concerns and BMW's racing program. All the top executives come out to meet you, so return the favor! This is usually our biggest meeting of the year. BMW NA will provide refreshments and some door prizes. If you attend only one membership meeting this year, make it this one!

## Club Race June 4-5

The 6th Annual NJ Chapter BMW Club Race at Lime Rock Park will be held Monday and Tuesday, June 4-5 in conjunction with the NJ Chapter Driving School.

As many as 60 club racers from around the country will compete in a wheel to wheel race each afternoon. There will be two sets of races, divided by the classes' speed potential. Race cars are based on every kind of BMW, from 1600 and 2002 highly modified vintage racers to stock versions of E36 M3s. A few former pro cars and European touring cars may also attend.

As in previous years, the race will be a charity event, with proceeds donated to the Westlake School in Westfield, NJ. The Westlake School has used our donations in the past as scholarship money for summer programs; allowing students who wouldn't normally be able to afford summer programs to attend. A busload of students will watch the race on Tuesday and a lucky few might even get rides around the track after the race.

This race will have several major and several minor corporate sponsors, which will be announced in the June Bulletin. These sponsors provide much of the charitable donation and offset much of the race costs.

Students in the school will enjoy the race, but you can too! All chapter members are invited to attend. The event is not officially a spectator event, but let them know you're a NJ BMW CCA Chapter member and they will let you in! As with all club races you are welcome to wander the paddock and check out all the fantastic race machinery.

If you are interested in Club Racing, contact Ross Karlin, our Chapter Race Chairman. He can give you all the information necessary.

## Autox Info 5/16

The May monthly membership meeting at the Deutscher Club will feature Autocross Chairman Elihu Savad and a program on our Autocross program.

If you've been curious about what an autocross is, this is your perfect chance. Elihu will tell you all about it, and even present some in-car videos from the April 29th autocross.

The meeting starts at 8pm; there will be free food!

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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 should be sent to:

**BMW CCA National Office, 2130 Mass. Ave, Cambridge, MA 02140**  
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**Annual BMW CCA and New Jersey Chapter dues: \$30.00.**

**New Jersey Chapter Dues and Bulletin Subscription (for members of other chapters): \$12.50.**

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 by sending \$12.50 to the National BMW CCA Office.

**NEWSLETTER CONTRIBUTIONS**

The *Bulletin* eagerly accepts contributions from its subscribers. Please send your articles, photos, artwork and ideas to:

**NJ Chapter Newsletter, BMW CCA, PO BOX 2305, Westfield, NJ 07091-2305**

or email your contribution to the Editor at [mcintyre@race-stuff.com](mailto:mcintyre@race-stuff.com).

# Upcoming Monthly Meetings & Other Events

**Wednesday, May 16 at The Deutscher Club of Clark**

## Elihu Savad Tells All About Autocross

NJ Chapter Autocross Chairman Elihu Savad will present an exciting evening of information about our chapter's autocross program! Learn all about this fun, easy way to explore your driving ability and your car's limits. Elihu will even have in-car video to teach you what an autocross is all about.

As usual, there will be free German food, and all members, especially new members, are always welcome!

**Monday and Tuesday, June 4-5 at Lime Rock Park**

## NJ Chapter Club Race at Lime Rock!

Come on up for a great day or two of excitement as the NJ Chapter puts on its 6th Annual Club Race at Lime Rock. 50-60 BMW Club Racers will put on an exciting race each afternoon, with proceeds going to charity. More information on the front page. Races each day will be in the early afternoon. Directions to Lime Rock on our website.

**Sunday, June 17 at The Finch Farm, Asbury NJ**

## Giant Picnic (and Rally)

Our biggest event of the year! All the details are on page one!

### Directions to the Deutscher Club

787 Featherbed Lane, Clark, NJ 732-574-8600

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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# Random Firings

...Hank Farber

My first car was a 1961 Triumph TR3A. Why a Triumph? I suppose it was a slightly counter-culture move in Linden in 1967 to lust for anything other than some serious piece of Detroit Iron. The in crowd drove cars like GTOs, Corvettes, and Barracudas. The poor schleps who did not know or care about cars drove Falcons, Novas and the like. One way to be counter-culture in Linden was to drive some oddball tiny European sedan. There were a few VW Beetles, fewer Fiats, and my friend's mother drove a Renault Dauphine. And another friend's father even had a Citroen 2CV. But the coolest guy was my uncle who drove first a 1956 MGA, then a 1964 MGB, and finally a 1967 Austin Healy 3000. So my cousins and I lusted after British sports cars.

When I was sixteen I had been driving for several years at my father's lumberyard, but I was still a year away from having an actual driver's license. I wanted a car soooo badly and I managed to convince my father to let me buy an old car so that I could learn how to work on cars. My mother thought that was fine but said that I could not keep it at home. What to do? My grandfather (age 82) rode to the rescue. He lived five blocks from my house and said I could use his detached garage to house my project car.

So the search for a car began. I would have liked an MGB, but they were too expensive. I had never driven or even ridden in a Triumph, but, when I saw an ad for the TR3, I decided to take a look. Now you have to understand, I knew virtually nothing technical about cars and I certainly did not know what to look for in a used car. But the price seemed right (asking \$450), and it was not too far away (Chatham). So my father and I went to look at it.

It looked nice. Good body. No Rust. The top was okay even if the side curtains were a little rough. For those of you too young to know, side curtains were what passed for side windows in British sports cars of the 1950s and earlier. And the TR3, despite being built in 1961, was essentially a 1940s design. British sports cars always leaked in the rain, and the Lucas (Prince of Darkness) electrics did not do well in wet weather. Based on these cars, you would think that England had a climate like the Sahara desert. Well, okay, not the Sahara desert. British cars also tended to overheat if it got too hot out. So I am not sure if an ideal climate for these cars existed. Maybe Northern California in the Summer or Arizona in the Winter.

Back to the story. We took the TR3 for a drive. All right, my father took it for a drive. It did not run very well, having a consistent misfire. But it handled pretty well, at least for a Triumph. MGs just handled better. And it looked terrific with those cut down doors. I figured the misfire was fouled plugs or some other simple thing. So I bought it for \$390. My father drove it home.

The car had a New York registration and some kind of title transfer form that the seller signed. When I went to the DMV to get a title, I was told I needed a pencil tracing of

the serial number (too early to be called a VIN). That is when I discovered that there was no serial number on the car. The plate had been torn off. I contacted the guy I bought the car from, who feigned ignorance and said he could not help. So I bought title to a junk TR3 at a local gas station, took the serial number plate, traced it, and got title to "my" TR3.

Now the fun began. I brought the car to my grandfather's garage. My friend's father (who ran a gas station) happened to have a factory shop manual, which he gave to me. I then, despite being almost completely ignorant about auto mechanics, proceeded to track down the misfire. This is where I learned the first lesson of car repair: Diagnosis is the hard part. Anyone (well almost anyone) can install a new part. And the wrong way to do diagnosis is to throw parts at the problem.

Next Month: The Learning Curve or How I (Mis?)Spent my Youth Learning Car Repair. And, by the way, the most unusual car in Linden in the early 1970s was my brother Fred's Humber Super Snipe.



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# Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This month I have a couple tech tips which should prove valuable as you prep your Bimmer for one of the many driving events of the Summer. Also a request for help from an M-Coupe owner.

I still wish to receive copies of your DMV inspection reports. You can either mail a photocopy of your report printout, 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 type, 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, intake, exhaust, etc.] and your exact model number [egg: 328i, not 3-Series]. Some folks have sent in results from non-Bimmers, and this is fine. Most folks have been passing the so-called enhanced, or dynamometer, test with no problems. Most of the failures for Oxides of Nitrogen [NOx] have required new catalytic converters.

New Bimmerphile Rich DeRose sent in the following:

*There are two recurring/intermittent problems with my lovely M Coupe. One, there is a squeak/chirping that comes from the rear hatch while driving and/or when the hatch is closed. Hard to determine if is the locking mechanism or the wiper blade mechanism/ Two, there is a thunking/clunking in the drivers seat back that appears to occur when the seat is fully reclined.. You can feel motion in the seat back. I have had the car to BMW various times and they have no clue what can be causing either of these things to occur. BMW has replaced the entire drivers seat frame but the clunk/thunk returns. Granted they occur intermittently but frequent enough where they are annoyances.*

*So my question is: Are there any other reports/complaints from other M Coupe owners similar to mine? BMW says they are not aware of any.*  
*rich.derose@bea.com*

Rich, without hearing/feeling the problems first hand, it is difficult for me to be of much help. I suggest you come to a monthly meeting and let me look at the car. In the interim, here are a couple thoughts.

Re the hatch, it is possible that the closure adjustment, which affects how tightly the hatch is pulled against its seals, needs to be tightened. Another possibility is that a bit of silicone lube wiped on the rubber hatch seals will do the trick. Another thing to try is a bit of grease on the metal-to-metal areas of the hatch latching mechanism.

Re the seat, is it possible that the seat back is contacting/bouncing off the rear bulkhead? If you adjust the seatback so it is not touching the bulkhead, maybe by temporarily moving the seat bottom forward, the problem might go away. If this is the case, then you may not be able to recline the seat back as far as you like. If your dealer did in fact change the seat frame, I would have to say that a problem with the seat itself has likely been ruled out.

Have any of you M-Coupe owners had similar problems? If so, please contact Rich and copy Philes' Forum.

Most fuel injected Bimmers use metal tubes to convey fuel to and from the engine compartment. The "from" refers to the fuel return line which is required for the fuel pressure regulator. Flexible hoses connect the metal tubes to the engine. These hoses should be considered maintenance items and be inspected periodically for cracks and deterioration due to age. Several years ago, BMW released a different hose material which "has an optimized composition which improves resistance to the various types of additives used in today's fuels". I suspect the new material is more compatible with the oxygenated fuels we have come to know and love. I know the new material is expensive.

To change the underhood fuel hoses on most Bimmers, you will need about 2 meters of 8 mm hose and four to six screw-type hose clamps. Earlier cars equipped with a cold start valve [eg: E30 325e models] will need maybe .25 meter more and four more clamps. I recommend you bite the bullet and buy the hose and clamps from a BMW dealer. This way you will be sure to receive the proper hose. Also, they have some trick clamps which provide the correct tightening torque via a shear-off drive head.

Some cars came equipped with pulsation dampeners in the fuel supply hoses. These dampeners are made of metal and are disc-shaped; about 2 in. [51 mm] diameter and about 1 in. thick. I recall that BMW had problems with these underhood dampeners leaking fuel and replaced them with short lengths of tubing. If your car has either the dampeners or the tubing replacements, you can eliminate them when you change your hoses.

Although replacing the hoses and dampeners is a simple task, please keep the following in mind when doing the job:

1. Before you begin, be sure to depressurize the fuel system by cranking the engine for 10 seconds or so with the fuel pump fuse or relay removed.
2. Work in a well-ventilated area, as some gasoline will be spilled. Have a drain pan ready. Do NOT do this job in your attached garage!
3. Be sure that the engine is cold, and disconnect the negative battery terminal.
4. Wear eye protection and have your fire extinguisher handy.
5. You will need to raise the front of the car and support it on jack stands or ramps.

6. While you are at it and the fuel system is open, this is a good time to change your fuel filter. Indeed, for those Bimmers with front-mounted filters, you will be disconnecting the fuel hoses from the filter anyway. For those with rear-mounted filters, you will need to raise and support the rear of the car.

7. Be prepared for a longer-than-usual cranking time when you restart your motor. Also, you may experience some temporary rough running until all the air is purged from the fuel rail.

Pursuant to some of our tech sessions, some of you are successfully changing brakes and rotors. Here is a little tip you might find valuable:

The brake drums and rotors of Bimmers newer than 2002s are retained by an 8 mm, internal hex bolt ("inner hex bolt" - Part No. 34-11-1-123-072). Removing these suckers can be a real bear, especially if they've been in place for a while or if someone has previously overtightened them or butchered the 5 mm internal hex.

Here are some things to try if you experience difficulty in removing an "inner hex bolt":

1. Hit it with some penetrating oil and let it sit for a while. Repeat several times.
2. Use a nail or other suitable object to clean out the internal hex. You'll be surprised at how much better the hex wrench will work if you do this.
3. If the 5 mm internal hex is butchered, try using a 7/32" hex wrench and tapping it into place with a hammer. The tapping action will help to loosen corrosion. A 7/32" wrench measures 5.6 mm and sometimes does the trick.
4. If you have access to an impact driver, use it. An impact driver is a hand-held device with a square drive on one end which accepts sockets, hex wrenches, etc. Striking the driver with

*Continued on page 9*

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# 2001 Championship Series Rules

The New Jersey Chapter Championship Series awards points for finishes in an annual series of chapter competition events. Points are awarded according to a scale for each event and tracked through the course of the season by the Driving Events Chairperson. The individual competitor who scores the most points over the entire season is the annual champion.

The Champ Series brings an additional competitive flair to the NJ Chapter seasonal schedule of competition activities. Each year's champion has their name etched on the beautiful NJ Chapter Championship Series silver bowl, the chapter's equivalent of the Borg-Warner trophy or the Stanley Cup. In proud tradition, the winner and other top finishers of each year's Champ Series are then honored at the NJ Chapter Annual Banquet and the silver bowl is passed from the previous winner to the new champion, who proudly maintains possession of the traveling trophy until eventually dethroned.

Over the years, points have been awarded for a variety of club competition events including autocrosses, rallies, miniature formula car time-trials, mini-modified races, go-karts and Pinewood Derby races. For years, champ series points were even awarded to members with the cleanest cars! The 1999 Champ Series is scheduled to include three or four rallies, between five and ten autocrosses, and the Pinewood Derby. These and other events may be added or removed during the season. Though each event stands on its own as a fun way to enjoy your car and

the company of friends with similar car interests, the NJ Chapter Champ Series points chase adds season-long drama to the mix of fun and competition.

Listed here are the rules, point structures, and other special considerations for awarding of points for the annual New Jersey Championship Series:

- ▽ Autocross points are awarded by finish within class according to a set autocross point structure, regardless of the number of entries in a particular class.
- ▽ Points for all other types of competition events are awarded by a set point structure, accorded upon the total number of official entries in the event.
- ▽ One event from the entire calendar of events must be dropped from the point total for each participant. For example, if a particular year's schedule of events includes 10 events, a maximum of 9 events would be counted in the final tabulation.
- ▽ Points are awarded per event regardless of an entrant's BMW CCA membership, but an individual must be a NJ Chapter BMW CCA member to place in the final point standings. Non-members may join at any point during the season.
- ▽ When a tiebreaker must be applied, the rule of application shall be a comparison of the number of top finishes. For example, the participant with the highest total number of first place finishes shall win the tie. If the number of first place finishes is equal, then the highest total number of second place finishes shall win the tie, and so on until the tie is broken.
- ▽ Both driver and navigator score equal points in rally events.

*Continued on page 13*

## Philes' Forum, con't

*Continued from page 5*

a hammer imparts a torque impact to the drive end. This works very well to loosen rusted fasteners, without shearing them as would a powerful pneumatic impact wrench.

Be sure to use a bit of anti-seize compound when you reinstall the inner hex bolts, and don't overtorque them. 120 lb-in (Uh, that's lb-in, not lb-ft; For you technoids....that's 13.6 Newton-Meters; And finally, for Al Drugos....that's not very tight, Big Al.) should be plenty. I suggest that you keep a couple of these bolts in your toolbox and use them to replace any you come across whose internal hexes are even slightly butchered. Moreover, procure these when you get your brake rotors as you will not likely find the correct inner hex bolts at your local Pep Boys on a Saturday afternoon.

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 at vic.sr@njbmwcca.org.

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# Second Canoe Trip Planned

- Joe Murray

Once upon a time a long, long time ago the New Jersey Chapter held it's first ever canoe trip down the Housatonic River in Connecticut. This fabulous trip followed a driving school at Lime Rock Park. Well, guess what? We are about to do it again!

This year the chapter will again sponsor a canoe trip down the same river, but this time it will precede the driving school in June. On Sunday, June 3rd, a few lucky couples will be transported from the boat rental store in West Cornwall, CT upriver to begin a 3 hour journey down one of the most scenic rivers in New England. The trip will end at the Housatonic Meadows State Park, approximately 10 miles from the start. The skill level required is low, but first time canoeists will have an exciting time. Those who have had any experience will be pleased to find a good mix of flat water and mild white water. The real excitement is paddling under the covered bridge in West Cornwell, the closest thing to rapids on this section of the river.

Canoes hold two people and cost \$50 per day. Life vests and paddles are included with the rental, but participants should bring old sneakers or water shoes, sun tan lotion and hat, and possibly a sweat shirt. At the conclusion of the trip a van will pick us up at the Park and return us to the rental store, where the seasoned river runners will have a towel and dry shirt in their car.

Since canoes must be reserved in advance, and since there are a limited number available, only the first 12 people who send in their full payment of \$50 will have a space on this once (OK, second) in a lifetime trip. In the event of rain, no refunds will be given. However, the trip will be rescheduled to another day, most likely in conjunction with another Lime Rock Drivers School.

Send you name, phone number, and a check made payable to BMWCCA/NJ to Joe Murray, PO Box 35, Rockaway, NJ 07866. You will be contacted when your space is confirmed.

---

## Chapter to Try Advanced Driving Days

-Fred Farber

I have been asked to organize the NJ Chapter's first ever advanced drivers days. We are very excited about this new type of event and are currently soliciting applications.

The event is being run in conjunction with instructor training on Monday and Tuesday July 23rd and 24th at Summit Point Raceway (note: if you are interested in instructor training, contact Blake Smith at [cbsmith@ptd.net](mailto:cbsmith@ptd.net)).

There will be four 1.25 hour lapping sessions for advanced drivers only for a total of five hours of driving per day. The rest of the track time will be devoted to instructor instruction. There will be no instruction available for participants of the advanced driving portion of the event.

The cost for the two days is \$275 or \$150 for a single day. There will be one of Mr. B's famous bbqs on Monday night. Applications are available at the calendar section of the web site ([www.njbmwcca.org](http://www.njbmwcca.org)). You will need to have Adobe Acrobat reader to download the web version. You can request a fax or snail mail version from me (see the contact information below) but please do this only if you REALLY need to.

This event is only open to drivers that have a documented history of advanced driving at Summit Point. Applicants' driving histories will be screened by the organizers of the event and their decision will be final.

Some of the salient rules for participation include:

- 1) Drivers only, no passengers allowed.
- 2) Two drivers may share one car but they will have to pay a second entrance fee.
- 3) Participants are responsible for teching their own cars, no track side inspection will be provided. A signed and completed tech form is required to receive numbers.

This is going to be a great chance to hone your driving skills and have a great time to boot. Come on out.

For more information, contact: Fred Farber  
[fred-farber@idexx.com](mailto:fred-farber@idexx.com) (preferred)  
207-781-0972 (eves & weekend)  
93 Foreside Rd. / Falmouth, ME 04105

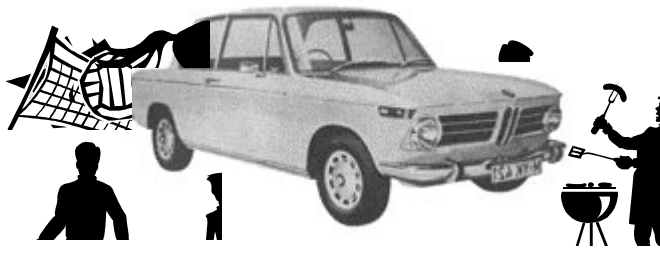
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To Stephanie Mason

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Email: [mason@njbmwcca.org](mailto:mason@njbmwcca.org)

Include check, names, address & tel number

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Adults: \_\_\_\_\_ X \$15

Under 17: \_\_\_\_\_ X \$10

Under 10: \_\_\_\_\_ X FREE!!!

Prices will be slightly higher at the door. Please be sure to register in advance for the picnic. It is much easier for the organizers and is always appreciated.

# Spring Rallye Leads to Annual Picnic

## Father's Day Celebrated in BMW CCA Style

Well folks, spring is fully upon us so summer can't be far behind. The New Jersey Chapter has already hosted one driving school in 2001, attempted to host a second, thwarted only by the fickle New England weather, and generally gotten the driving season off to a proper BMW CCA kind of start. So here's an idea; let's have a road rallye!

This year's picnic crowd of Bimmer heads will once again enjoy the generosity and hospitality of members extraordinaire Dave and Peggy Finch. The Finches have previously hosted chapter picnics on their Asbury, NJ farm and have offered to do so again in '01. For those of you whose New Jersey geography is not absolutely complete, Asbury is nowhere near any salt water or sandy ocean beaches. In fact it's darn near as far from the ocean as you can get and still be in New Jersey, but what does this have to do with a road rallye? Well, the picnic just sounded like the best possible place to end a rallye so that's what we're going to do-rallye to the picnic. Sounds like fun to me!

The rallymaster for the '01 Spring Fling is long time member Neil Gambony who, along with his brother Alan, has promised a slightly different sort of competition. The rally will be a typical gimmick affair with a decidedly different flavor thanks to Neil and Alan's creative scoring structure. The route will explore Hunterdon and Warren Counties over its 50 or so mile length while taxing the competitors with answers to as yet unknown questions. The brothers Gambony are particularly creative fellows, and this promises to be a very interesting variation on our typical gimmick format. Following recent New Jersey Chapter tradition, the

scoring will be in two classes: Team and Gang. Teams consist of two or fewer contestants in a car and Gang is everything else. Only Teams compete for Champ Series points but everyone has fun.

The date is Father's Day, June 17, 2001. The place is Automotive Tire & Service Center at 382 Rt. 22 West in Whitehouse, NJ. The time is 0830 for registration with a driver's meeting around 0915 and 1st car off at promptly 0930. Unlike last fall's Whack Your Turkey, these directions are accurate: I-78 either East or West to exit 24. Follow Rt. 523 South to Rt. 22. Go East on Rt. 22 approximately  $\frac{3}{4}$  Mile and make a u-turn to find the start. The event will be limited to the first 50 cars so Neil has suggested making reservations. Pre-registration is not required but a reservation will hold your spot. For those attending the picnic (you are attending the picnic aren't you?) the rallye fee is included in the picnic fee but the rallye reservation is NOT. You must either reserve a spot for the rallye or show up the morning of the event and hope for the best. If you would like to rallye without picnicking the fee is \$20 per car. To make your reservation, call Neil at (908) 735-0244, BEFORE 9:30 PM. If you call after 9:30 leave your number on Neil's machine and he'll call you the next morning when he gets up!

Fathers get special treatment on June 17th so come join us for some Jeopardy!

# 2001 Championship Series Rules, con't

Continued from page 9

∇ A rallymaster and co-rallymaster score points equal to a third place finish in a rally event for organizing and planning the rally event.

∇ A rally team need not complete a rally route to gain minimum points for entering the rally.

∇ Motorcycles may participate in rally events, but neither for official finish placement, nor for Championship Series points.

∇ If a car with more than two adults enters a rally, those adults shall receive equal points for their rally placement if and only if the rally has a special class for such entries. If the rally does not have such a class then the adults in the car will not receive any Champ Series points for their finish.

∇ If a rally or other event (other than an autocross) has multiple competition classes, the points awarded in each class will be determined by the number of entries in that particular class (and not the entire event).

∇ Points for autocrosses are awarded using the Autocross point schedule according to finish for each class, regardless of the number of entries in the autocross or any particular class.

## Non-Autocross Events (10 entrants or less)

1st place	10 points
2nd place	8 points
3rd place	6 points
4th place	5 points
5th place	4 points
All others	3 points

## Non-Autocross Events (11 entrants or more)

1st place	20 points
2nd place	15 points
3rd place	12 points
4th place	10 points
5th place	9 points
6th place	8 points
7th place	7 points
8th place	6 points
9th place	5 points
10th place	4 points
All others	3 points

## Autocross Events

1st place	10 points
2nd place	8 points
3rd place	6 points
4th place	5 points
5th place	4 points
All others	3 points

[ This article is a slightly revised version of the rules article Jim LaForge wrote for the 1996 championship season, which were revised for the 1998 season. No rules were published in 1997. The rules were printed again in 1999 but not in 2000. The 2001 version is the same as the 1998 version.]

- David McIntyre



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**1996 BMW 318ti Sport** VIN: WBACG7324TAS96165 Alaska Blue. 44K miles. 5 speed, traction control, NO sunroof, new Dunlop SP5000s, K&N filter. Synthetics in engine, trans and diff. Excellent condition. Always garaged. No smoke or track. Same interior and M package as 95 Club Sport. Asking \$15,500 or BO. Don Andersen (w) 732-457-4860 (h) 732-940-8609 or email at danderse@us.ibm.com. (6/01)

**1993 BMW 325i**, Black/Black Leather, 5-Speed, OBC, Heated Seats, Fold Down Rear Seats, 6-Disk Trunk CD, Limited Slip, 152K Miles, Oil changed every 3,000 miles, Full service records, Very clean - excellent condition inside and out. \$12,000, Dave: 908-369-0007 dlr@eclipse.net. (5/01)

**1986 BMW 635csi** VIN: WBAEC8401G0612284 Black/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, 117,000 plus miles. MUST SELL \$9,000 or best offer. Josh 732-776-7211, jeamron@msn.com. (5/01)

**1997 BMW 528i (E39)**, 50.5k mi, Florida car since new, mint condition, Montreal Blue w/ tan interior, six CD changer, sunroof, new brakes. Move to NJ house forces sale. Asking \$26k 732-842-1398. (5/01)

**1988 BMW M5**, 180k excellent condition, well maintained, started as BMW Exec. car, Al Bossert car, purchased by Finch. \$9,000. Call David Finch 908-387-8888. (5/01)

**1976 BMW 3.0si** Black ext/blk int sunroof, auto trans (rebuilt), new shocks, radiator, brakes, exhaust system. 100k miles asking \$10,500. 973-742-8393 (h) - 201-370-1588 (cell). (6/01)

**1993 BMW 525i** VIN: WBAHD5318PGB34877 85k miles, 5-speed, Dark Green, Parchmont leather, heated seats, sunroof, mats, cd w/10 disc changer, non-smoker, no accidents, routinely serviced, tires recently replaced, excellent condition. \$11,900. Car in Conn. E-mail: rgenader@ambac.com. (6/01)

**1993 BMW 325i** Automatic, original owner, Mobil 1 every 3K, Bilsteins, all records, Calypso Red, excellent condition, 83,000 miles. \$12,500. Call Ross (973) 258-9700 days, (201) 947-0373 evenings. (6/01)

**1985 BMW 535i** 136k, 5 sp. Blue/blue leather, all features. Needs paint, NO RUST and does not smoke. Strong and good sound engine. \$2700. My email is: ferd@simoes.com or ph. 908-218-

5097. (6/01)

**1987 BMW 325is** 5-spd, 162k miles but numerous new parts. Well sorted track car or fun daily driver. M3 springs, control arms, bushings, seats and 4.10 ltd slip. Performance sway bars, shocks, exhaust, cam. Jim Conforti chip, K&N filter. Custom welded 4-point roll bar with 5-point harnesses. Short shift kit. Aluminum pedal covers, signed by Ray Korman. Korman/Revis built and maintained. Redline/Mobile 1 fluids. ATE PowerDisk rotors, stainless steel brake lines. 15" street tires, 14" track tires with 90% of Khumos left. Front strut tower brace. Engine tie dn bar. ABS/AC/Cruise/PS/PB/PW/PL/PSun/OBC all work. Recent steering rack, front/rear wheel bearings, control arms. Easily hangs with E30 M3s for 1/2 the cost. No accidents or rust. Car spent most of its life in NC. Recently moved to NJ and no time for track anymore. \$8500 OBO. dskirzenski@ariba.com. 973-441-5517. (6/01)

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**1984 BMW 633csi** Gray w/tan leather, 143k mi, new dunlaps, auto, power seats w/no tears, very nice cond. complete tool kit. Asking \$4,700. Tim - 973-405-5166 or e-mail: timfastlap@aol.com. (6/01)

**1996 BMW 318i** 4 dr. black with tan interior. Only 36,000 miles. Exceptional Condition. Garage kept. 5-speed, A/C, PS, PB, Pwr Side Mirrors, Traction Control, AM/FM-Cassette, Sunroof W/Wind Deflector, Pwr Windows, Pwr Door Locks, BMW Floor mats, BMW Front End Mask, Retractable Center ArmRest, 16 inch BMW Aluminum Wheels. \$17,000. Call Robert 908-227-0789 or e-mail robert.blundon@chase.com. (6/01)

## Parts For Sale

**Rims For Sale**, 4 E46 Borbet ATP 7.5x16 wheels with BMW roundel insert with Pirelli P225/50-ZR16 Supersport P7000 tires. Excellent condition with 14k miles on tires. \$675 firm. Call John 973-615-7466. (5/01)

**Track Tires For Sale**, 1 set of four used Hoosier DOT road race tires, 205-60-13, made in 1999, still good for a few days on the track. \$50. Call Paul, 908-789-0429 or pjp90@aol.com. (5/01)

**Parts For Sale**, 2 BBS wheels, 18x10 w/55mm offset. Will fit rear of Porsche 993 and or Turbo. Both \$800 Model RSII. Complete set of original equipment rotors and calipers for 993. Rotors cryo treated with pads look like new. Complete \$1,300, installed \$1,600. Turbo Wing for 1973 to 1980 911 \$225. Big fiberglass front spoiler 911 1973 to 1980 \$150. Almost new Baer brakes for 1998-2001 Camaro Z28 w/17" wheels. Kit \$1,500 or installed \$1,700. Rear brakes stay stock. Original list for over \$3k. Call Dennis Fox 973-535-9773. (5/01)

**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. (6/01)

**E30 Performance parts** for sale, Raceware head studs - \$150; stainless brake lines - \$50; aluminum flywheel for ETA engine - \$400; 4:10 LS differential from a 325ix - \$400 (no shipping); M&R 5-point harness, long H-type, eye bolts included - \$100. Gene Ritacco 860-274-7770 - no answering machine. (6/01)

**Wheels / Tires For Sale**, 1999 E38 take-offs, 16x8 OE alloy wheels (not Sport), 235/60-16H Michelin MXV4 Energy tires. Used 19,400 miles. Very clean, no cuts, bruises, curb rubs, blisters or repairs. Tires have 8/32" remaining tread (10/32 new). Wear is very even, wheels run true. Lug cover caps included. \$850 (+shipping). Dan 908-359-7483. (6/01)

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**1985 Porsche 911 Carrera Targa**, Prussian Blue, 57k miles. Pampered car with \$30K+ in professional mods. Intercooled Paxton supercharger, Tri-Flo headers, 964 cams, aluminum sport clutch, Quaife, Charlie bars, much more. Excellent condition. Needs nothing, no track, asking \$30,000. Rich Feldheim, 973-660-5028 (d) feldher@ahp.com. (5/01)

**1985 Mercedes Benz 500 SEL**, only 78.5k miles, original immaculate condition, Diamond Blue, Navy leather. All services done - needs nothing, flagship Mercedes with heated front and rear seats, power front and rear seats, airbag, abs and all other options you would expect. Always indoors, not used in winter. Estate Sale, \$10,000. Contact Roger 201-934-9867 or e-mail rrwagner@att.net. (5/01)

**1983 VW RABBIT GTI** Silver over blue. 246K highway miles. 5 speed, working a/c, blaupunkt am/fm/cassette, NO sunroof, new Yokohama 352s. Interior excellent, exterior good, never hit, minor rust, must see to appreciate. Original owner. Stored in garage for last 4 years. Asking \$850 or BO. Don Andersen (w) 732-457-4860 (h) 732-940-8609 or email at danderse@us.ibm.com. (6/01)

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.



# NJ Chapter Calendar

## May

### Wednesday, May 16

Monthly meeting at the Deutscher Club of Clark. Elihu Savad will present a program explaining our Chapter Autocross Program. There will be fun, free German food, adult beverages for sale, lots of parts for sale, etc. New members are always warmly greeted.

### Friday, May 18

NJ Chapter Executive Board Meeting. All members are invited to attend, but please RSVP to any board member.

### Sunday, May 20

This autocross has been cancelled, due to Fort Monmouth's command use of the autocross field.

## June

### Sunday, June 3

Canoe Trip in Connecticut. Read the article inside and send your RSVP to Joe Murray. Limited attendance.

### Monday-Tuesday, June 4-5

Club Race and Driving School at Lime Rock. Drive up for the day even if you're not in the school to see all the exciting BMW racing action. Directions to Lime Rock on the website.

### Friday, June 15

NJ Chapter pre-picnic Executive Board Meeting. All members are encouraged to attend; please RSVP to any board member for location and directions.

### Sunday, June 17

**GIANT PICNIC AND RALLY** Father's Day special events. Fun auto rally in the morning, ending the giant, superspecial afternoon picnic at the Finch's Farm in Asbury, NJ. Yes, they are back in NJ and are going to have us out to the farm again! More than 300 members attended the last picnic in Asbury, and you don't want to miss this one!

### Sunday, June 24

Autocross at Brookdale Community College. Directions on the website. This autocross is in conjunction with the E30 M3 Special Interest Group's weekend picnic. Attendance is somewhat limited, so you must submit an application in advance. Applications are available on the website. Contact Elihu with any questions.

### Friday, June 29

Monthly Membership Meeting at **BMW NA!** Yes, the dudes at BMW NA are going to open up their offices to us once again and host a wonderful night of access to the bigwigs that make the decisions you care about! See new models, ask tough questions, get unspecific answers! BMW NA will provide snacks and fun! More information in the *May Bulletin*.

## July

### Sunday, July 15

Autocross at the Fort Monmouth site. Directions and registration information on the website. Contact a member of the autocross committee with any questions. This is a lot of fun!

### Monday-Tuesday, July 23-24

Instructor Training and Advanced Driver Lapping days at Summit Point. Instructor training by appointment only. Only skilled, advanced drivers will be admitted to the lapping portion of the days (no instruction will be available). Application is available on the website.

### Sunday, July 29

Autocross at the Fort Monmouth site. Directions and registration information on the website. Contact a member of the autocross committee with any questions. This is a lot of fun!

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

Hotline: 908-322-2758

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