



New Jersey Bulletin

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



I've been doing the Ultimate Drive for two years now and it is lots of fun; lots of work to recruit and organize drivers, but still lots of fun. I have some great stories to tell, but I have been sworn to secrecy about a few of them. Intrigued? Perhaps you will want to join us next year and help provide assistance with the transportation of cars from one BMW Retail Center to another within our chapter area (and sometimes well outside of it). It's like taking an extended test drive in a new BMW!



Pictured from L to R (starting with women in front, then going behind her): Jackie & Mark Mallory, Don Mitchell, Keith Silverman, Kathleen Radnai, Corey Korpita, Neil Gambony, Stephanie Mason, Rob Chrzanowski, MaryAnn & Blair Meiser.

Not familiar with the event?

For six years, BMW has sponsored a nationwide program to raise funds to support breast cancer research, education, screening and treatment initiatives as well as to increase awareness of the importance of early detection. The program features two cross-country caravans of specially marked BMW cars that take the Komen message to the streets of America. Guests are invited to test drive the vehicles to raise money for the Komen Foundation at BMW retail centers across the nation. For each mile driven BMW contributes \$1 to the Foundation. Thanks to thousands of participants in over 200 cities the \$1 million goal has been reached each year.

When the Komen foundation contacted me last year to recruit volunteers to transport a fleet of 19 bimmers

Nominations Are Open For Chapter Board Positions

The election for New Jersey Chapter board positions will be held at the combined November-December meeting at the Deutscher Club (date tbd). Anyone interested in running must notify Chapter Secretary Brian Morgan in writing (e-mail is fine) by October 16, the date of the October membership meeting. While it is anticipated that most incumbents will run again, the board actively encourages inquiries from prospective members. Elected positions include President, Vice President, Secretary, Treasurer, Driving Events Chairperson, Social Events Chairperson, and two Member-at-Large. Contact any Board Member for more information on the board, its operation, and the duties of specific positions.

- Brian Morgan

between dealerships I jumped at the chance. After some experience with breast cancer in my own family I wanted to do what I could to help them raise money. Little did I know



Cars lined up and waiting for their drivers at Bell BMW in Newton.

Photo: Jeff Smith

how much work it would be to convince folks to test drive a new BMW without the annoying sales pitch emanating from the right seat. When I got the call for this year's program, I thought it would be easy now that I know many more of you fine folks, not to mention the free raffle entry to win the M5, but like anyone who organizes a driving event knows it's never that easy. Despite a few last minute glitches and

con't on page 7

Upcoming Monthly Meetings & Other Events

Sunday, September 15 at the Bridgewater CommercBank Stadium

Autocross Number 5

Fifth autocross of this difficult (to find locations) season at Bridgewater Stadium. Directions to the Stadium on the website. Join us for this fun and safe way to exercise your car and try out your car-handling abilities in a safe environment. Contact Autocross Chair Elihu Savad if you have questions.

Wednesday, September 18 at Paul Miller BMW, Wayne.

Annual Dealer/Tech Night

Learn how to do a tech inspection on your car before a driving school, and learn how to do simple maintenance tasks on your car. Expert mechanics from Paul Miller BMW will join our chapter's Tech Guru Team and examine some members' cars on the lifts. Free food! This meeting will start at 7pm, one hour earlier than usual. Directions on the web.

Sunday, October 13 at the Bridgewater CommercBank Stadium

Autocross Number 6

Sixth autocross of this difficult (to find locations) season at Bridgewater Stadium. Directions to the Stadium on the website. Join us for this fun and safe way to exercise your car and try out your car-handling abilities in a safe environment. Contact Autocross Chair Elihu Savad if you have questions.

Wednesday, October 16 at the Deutcher Club of Clark

Automobile Magazine's Jamie Kitman

Well-known Automobile Magazine columnist Jamie Kitman will speak to us at the DCC. Jamie spoke to us many years ago and it was a great evening! Directions to the DCC below. Meeting starts at 8pm, and free German food will be provided..



NO SMOKING
at New Jersey Chapter
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Show and Shine 2002

Bavarian Autosport's Show & Shine 2002 is scheduled for Sunday, October 6, from 10 am to 2 pm (rain or shine) at the company's facilities in Portsmouth, New Hampshire. The event is 100% free--there is no charge for admission, food or refreshments.

You can enter your BMW in the friendly Peoples Choice competition or simply be a spectator and check out a vast array of BMWs from old to new, from 100% original to super-modified. (Last year, about 1,000 people came and there were more than 200 BMWs on display.)

You'll also have a chance to chat with representatives from Pirelli, AC Schnitzer, Sachs and many others. There are also a complimentary BBQ for all in attendance and a free raffle for thousands of dollars in BMW gear. (Plus, it's foliage time in New England!)

For more information, including driving directions, log on to www.bavauto.com and click on the "show & shine" link at the bottom of the page.

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.

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88-91 M3	240/6100	190/6000	7800
95 M3	190/5000	160/3500	7200
85-88 525i/625i/725i	240/4500	290/2000	6500
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Random Firings

...Hank Farber

You are going to have to pay close attention to this column, which describes an experience akin to playing three card monte, albeit with E30 hoods (bonnets, for those of you raised on British sports cars). Call it three hood monte.

The story starts in 1998, when my older son, Ben, began to drive. I let him use my first BMW, a gray 1986 325 with the ETA motor. At the time, I was driving (hold on to your hats) a 1985 Mazda RX7 GSL-SE. A fun car, sort of like a go-kart in feel. The gray 325 was a nice enough car, much nicer than a seventeen year old deserves. One very rainy day Ben went to visit a friend who lived nearby. The car in front of him went through a deep puddle at the entrance to a new housing development in Princeton. Since the water did not go over the window line, Ben figured he would follow. Next thing I know, I get a phone call saying the car died in the puddle. It turns out that Ben had submerged the air intake, sucked water into the motor, and hydro-locked (read ruined) it. If you remember your physics, you know that water (or any liquid) is not compressible. This is the operating principle behind hydraulic braking systems. With water rather than air mixing with the fuel, when the piston(s) tried to compress this all-liquid mixture (on the compression stroke with the valves closed), all sorts of bad things happened. Bent connecting rods and so forth. Full disclosure demands that I confess that I had removed the splash guard under the intake that may have prevented the hydro-locking. Still, deep puddles and BMWs do not mix.

The gray 325 became my first E30 parts car. I already had 2002tii parts car from an incident at Bridgehampton, but that is a story for another day. And a second E30 parts car (TCTWND) appeared several years later, courtesy of my younger son Walter. That story appeared in this column in June.

Fast Forward to December 2000. My younger son Walter had recently gotten his drivers license, and he was driving TCTWND, my brother's old red E30 325is. One night it would not start properly, and I made the very expensive mistake of letting him take my very nice silver E30 325ix to see a friend. Next thing I know, I get a call that the car became possessed by demons, ran off the road, over a concrete divider and hit a tree. The damage to the suspension was extensive. The car needed new front control arms, a new strut, a new rear sub-frame, new rear trailing arms, and four new wheels and tires. The body damage was less substantial. The front bumper was bent, and I replaced that with the bumper from the gray 325. The hood was also dinged, but I did not do anything about that at the time. I did take the opportunity to upgrade the suspension with new Bilstein shocks and a heavier sway bar in the rear. I also bought nice Borbet wheels. The car was good as new although it still had the dinged hood. And I was much poorer (but wiser, maybe).

Now we get to November 2001 and my brother,

Fred, made the same mistake I had made in 1998. He loaned Ben his white E30 325i for a trip to Northern Maine, where Ben and a friend were going to camp and bicycle for a few days. As Ben was leaving the campground at the end of the trip, he backed to car (bike rack and bikes first) into a tree. The result? A broken sprocket on one of the bikes and a dinged trunk lid. I mentioned to Fred that I had a perfectly good trunk lid on the gray 325 parts car, and Fred thought it would look cool as a replacement. So the next time he was in Jersey, he picked it up. Fred also thought that the the hood from the gray 325 parts car would be a nice complement to the gray trunk lid, particularly has his hood was not perfect (though not dinged like the 325ix hood). We agreed to get it to him when convenient.

In Spring 2002, my sons bought my nephew's white E30 325. This is the car whose suspension woes I described in June. It had a perfect white hood, and here is where the three hood monte starts. I thought that the perfect white hood could be painted silver and used to replace the dinged silver hood on my ix. Since my sons were going to drive their white 325 to Fred's place in Maine, I took the perfect white hood off that car and bolted on the gray hood from the parts car. The plan was to drive the car (with gray hood) to Maine and bolt on Fred's not-perfect but good-enough white hood while Fred took the gray hood.

I would then paint the perfect white hood silver and bolt it on the ix. Are you still with me?

A nice plan, but it was not to be. The day after we bolted the gray hood on the white 325, Ben took it to Rye Playland. While parked in the lot someone (probably an SUV) seriously whacked the front of the car, breaking the grills, headlights, and seriously dinging the gray hood. Needless to say, Fred was no longer enthusiastic about the swap, so the perfect white hood went back on the white 325 (along with "new" grills and headlights). And my silver 325ix still has a dinged hood.

Autocross Schedule

September 15 Bridgewater Commerce Bank Stadium
October 13 Bridgewater Commerce Bank Stadium

Keep watching the website for event news!

Always check the web or hotline before any event!

Directions to Brookdale CC Site

Take GSP to exit 109, onto Newman Springs Road West. Go about 2 miles, make a left onto Phalanx Road. Go about 1 mile, turn right into the Brookdale Community College campus. Take the 1st left, then a right into the autocross / car control site (Lot Number 6).

Note: Street muffling is required. The Brookdale campus is right next to Thompson Park.



Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This time I want to talk about E30 M3 alternator mounting bushings.

I still wish to receive copies of your DMV emissions inspection reports. You can either mail a photocopy of your report printout [preferred], 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 model and year, transmission type, and mileage. [Include your name, too, if you want to be famous and get mentioned in Philes' Forum!] 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 [eg: 328i, not 3-Series]. Some folks have sent in results from non-Bimmers, and these are welcomed. Most folks have been passing the so-called enhanced, or dynamometer, test with no problem. Most of the failures for Oxides of Nitrogen [NOx] have required new catalytic converters. Some folks are reporting that they have received the Low Mileage Exception [LME] with no hassles.

Bimmerphiles recently sending inspection data are Sheldon Aronson, Walter Baliko, Driver School Tech Worker Alicia DeLalio, Driver School Instructor Fred 'Bolt #1' Franklin, Mike Gartenberg, Roger Harper, Driving Events Director Trip Lee, Bill Meiser [LME - Flemington DMV], and Brian Sommer [LME - Plainfield DMV].

Many older BMW alternators are mounted in vibration-attenuating 'rubber' bushings. I believe this is an effort to prevent engine vibrations, particularly the relatively strong ones from 4-cylinders, from damaging the relatively fragile internals of the alternator and its integral voltage regulator. Since BMW alternators are relatively long-lived, this design approach seems justified.

The problem with this type of alternator mounting is that, as the bushings deteriorate due to age, heat, vibration, etc., the alternator becomes loose in its mounting, and eventually the alternator drive pulley becomes misaligned with respect to the crankshaft and water pump pulleys. In the end, the belt gets thrown from the pulleys and both the alternator and water pump stop turning. The result, of course, is virtually immediate overheating, especially under hot-weather, high-RPM conditions. This happened to an E30 M3 at our July Summit Point Advanced-Driver School.

Determining if your alternator bushings need replacing is pretty straightforward. With the motor cool, simply grab your alternator and give it a vigorous forward-aft shake. If you can easily move the alternator, the mounting bushings need replacing. Actually, if the alternator is obviously misaligned with the water pump and crankshaft pul-

leys, the bushings are shot and you don't need to do the shake test.

To replace the bushings, you will need to remove the alternator. Start by disconnecting the battery. Remember to wear eye protection, and disconnect the negative battery cable. Although the remainder of the alternator R & R and bushing replacement, including the photos, refers specifically to the E30 M3, the procedure is similar to other models. [If you are not sure if your Bimmer has the rubber-mounted alternator, contact me and I will check for you.]

After removing the air filter housing and whatever

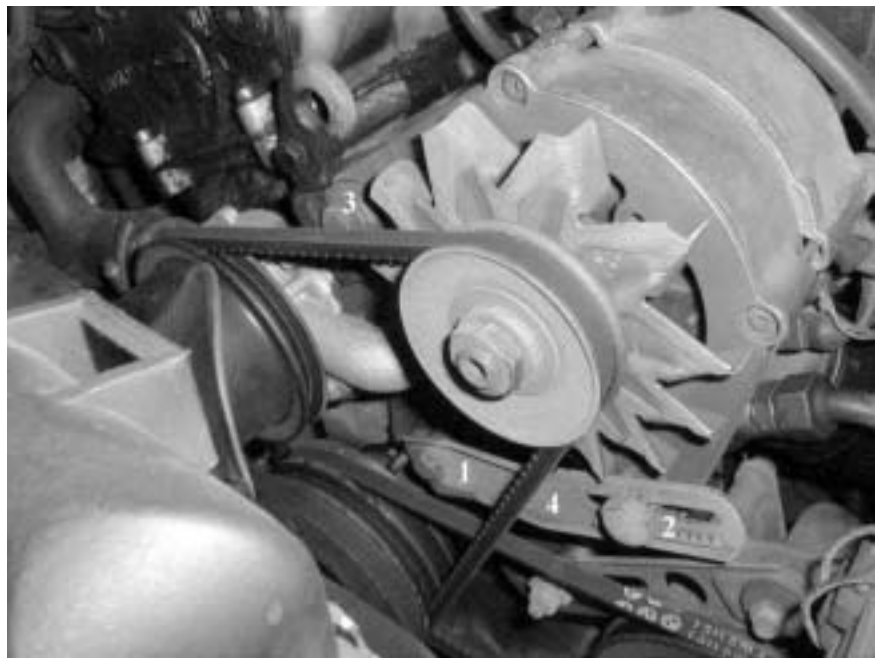


Photo 1: E30 M3 Alternator

Photo: Philes Forum

else you need to gain sufficient access to the alternator, remove the wires from the rear of the unit. Check the small-gauge blue wires for fraying/broken conductors where they enter the terminal which connects them to the lug on the alternator. [Problems with these so-called 'Trigger Wires' were covered in a previous Philes' Forum.] Check the larger, brown wire connected to the alternator housing, too. Indeed, if you have not already done so, I recommend you replace this wire [12 52 1 312 124], which grounds the alternator frame to the motor. These wires are subject to breakage from vibration-induced fatigue.

Next, remove the tensioner pinch bolt [#2 in Photo 1] by holding the 19 mm hex shown in the photo and removing the 13 mm nut on the far side of the bolt. Then slightly loosen 13 mm hex #1, the infamous M3 'Alternator Bolt' which causes so much trouble. More on this below. Finally, remove #3, the alternator mounting bolt while holding the alternator, then lift out the alternator. Easy so far?

con't on page 6

Philes' Forum con't

At this point you should inspect the alternator tension rod, shown as #4 in Photo1. Check for damaged teeth and for cracking in the vicinity of Bolt #1. The tension rod is Part # 12 31 1 312 137 and you should get two 11 72 1 261 404 bushings to go with it. More info and photos on tension



Photo 2: Alternator Bushings - Four Are Required

Photo: Philes' Forum

rods in the next Philes' Forum.

Now, with the alternator on the bench and 4 new bushings [21 31 1 268 433], and two new retainer clips [21 31 1 276 226; Have them just in case.....] in hand, you are ready to attack the bushings. Be patient, it is not as hard as it looks. Remove the retainer clips and press out the sleeves which retain the bushings. A large 'Water Pump' pliers, known to younger folks as arc-joint pliers or 'Channeloks' should do the trick. Keep track of the various washers and spacers, and note the orientation of the sleeves as it is important. [Note both sleeves are the same part #.] Once the sleeves are removed, replace the bushings. The hardest part of the job is reinstalling the retainer clips, which will require compressing the new bushings a bit. Photo #2 is what the new bushings look like.

Now that the hard part is done, all you have to do is reinstall the alternator with its NEW drive belt [11 23 709 636, or 10 x 865 Conti], reinstall the wires, and tension the belt. But PLEASE don't forget this critical step: BE SURE to torque all 3 alternator bolts to 24 newton-meters [18 pound-feet]. [When you torque Bolt #2 in Photo 1, hold the 19 mm hex after tensioning the belt, and torque the 13 mm hex on the other end of the bolt.] On the E30 M3s, Bolt #1 has a nasty habit of backing out if it is not tightened sufficiently. When it does, the alternator drive belt will come off. This has happened so many times at driver schools that I have given Bolt #1 its very own line on our driver school tech form! Part of your PM program and/or driver school prep. should be to ensure that Bolts 1-3 are properly torqued.

Now tell the truth, wasn't that job easy??

I should mention that you have several choices for replacement alternator bushings on the E30 M3. These are known as the aftermarket 'White' and 'Red' bushings. Both the white and red bushings are considerably 'harder' than the OEM black 'rubber' bushings, and the whites are harder than the reds. The aftermarket bushings are said to last longer than the OEMs. Although there are differing opinions regarding the merits of aftermarket bushings vs the OEMs, I use the OEMs on my cars, and change them when they need it. Remember that the bushings are intended to attenuate vibration, and the harder the bushing, the less attenuation it will provide.

That's all for now, Bimmerphiles.

Anyone wishing to contribute to Philes' Forum should contact me at vic.sr@njbmwcca.org, or by regular mail at 1008 Califon-Cokesbury Road, Lebanon, NJ 08833. Please include your membership number. Unfortunately, present circumstances preclude my answering telephone inquiries. I'm interested in tech tips, repair /maintenance questions and/or tips, dealer horror stories, emissions inspection sagas, product evaluations, etc.

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pleading emails we were able to fully staff all four transport drives this year.

I will share with you some of the sillier highlights from the ten or so drives in which I have participated. I am proud to say that none of the volunteers I recruited received speeding tickets or tried to steal a car - yes, that actually happened in other areas. They really frown upon your deviation from the transport route to switch cars and get some time on "better" roads. Don't pass the lead vehicle to get to Hunterdon early enough to visit the establishment next door. You are responsible for your own speeding tickets. Don't try to teach yourself to drive stick during the UD - shifting into second when you think it is fourth is not good for the transmission. If you want to do triple digits on route 22 west at rush hour it is always best to have local police officers in the fleet who have not only have gone to driving schools, but also carry radios to signal out of the sunroof that their brethren are up ahead. On a 90 mile drive you still wont have all 700 features of iDrive figured out and the voice-activated computer does not understand expletives. Even an hour on a shuttle bus is not bad when surrounded by your fellow bimmerphiles.

I want to personally thank the following people from the New Jersey and Delaware Valley Chapters who volunteered their time to come out and shuttle cars between dealerships for the 2002 Ultimate Drive, including: Scott Andersen, Amy Ashdale, Beth Banha, Anthony Bauza, Steven Bartels, Ladislav Bashtarz, Chris Bishop, Warren

Brown, Kathleen Carson, Paul Castellano, Rob Chrzanowski, Peter Classon, Paul DeSanto, Dick Dienna, Mike Ein, Hank & Ben Farber, Neil Gambony, Lou Gubitosi, Estzer Hargittai, Frank Keytanjian, Corey Korpita, Greg & Leslie Lane, Pat Leach, Norman & Sylvia Lieberman, Tim Leithead, Jackie & Mark Mallory, MaryAnn & Blair Meiser, Don Mitchell, Brian & Francine Morgan, Tom Mueller, Tom Palermo, Shelly Purcell, Kathleen Radnai, Christian Shenberger, Keith Silverman, Jeff Smith, Chris Smith, Andrew Snyder, Jon Trudel, Joe Young. A special thanks to Don who now has almost as many shirts as me, Warren and Keith who are a close second, Jon for putting me in touch with Rachel Corey of the Z3 SIG, and Dave McIntyre for dealing with all of my e-group posts. Be forewarned.... I saved your email addresses so you will hear from me about this next year!!! If you know anyone on this list, I'll bet if you ask them they will tell you it is a good time for a great cause so I hope to see more volunteers from the New Jersey Chapter at next year's Ultimate Drive for the Cure.

One final note - I hope you all remembered to complete your entry forms for the autographed M5 from the movie "Star" that were available during the drives. I have not yet decided if I feel Madonna's signature increases or decreases the value of the car, but I do wonder if it affects the CPO warranty in any way. Who knows, perhaps there will be a second chapter member to win a BMW raffle this year...well good luck to everyone else who entered during the UD...but I still hope it's me!
-Stephanie Mason



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Autocross Results

-Elihu Savad

July 21 at Brookdale

Well, we had just about everything you could want at an autocross.

We had a dry, sunny, warm day. We had 35 drivers, a good crowd, and got 8 runs each. We got to try and master a technical course, kind of fast, but still tight. It rewarded smooth transitions, and favored staying in 2nd gear. It was intense, and had no place for that "shuffle-steer" technique I had read about; it was more like hand-to-hand combat.

We had 2, count 'em, 2002s, reminding us what BMWs with Webers are capable of. The competition was closest in class C and E, which had the largest numbers of entries. Bill Iacobellis took 1st in C with a 44.329. Collin Wooding and John Duffy were separated by a small margin, with 45.814 and 45.879 respectively. Victor Cale took class E with a 43.078. Yours truly got 2nd, edging Pete Revenidis into third by a mere .007 seconds. Pete was just ahead of Mo Karamat, in Mo's car, and in class F, Ed Walters took 1st and FTD in David Ngo's car, just barely ahead of speedy David himself, only .006 seconds behind. There is a moral here about borrowed cars.....(hmmm).

Pete Revenidis provided a nice spread of refreshments, including veggies and dip, doughnuts, trail mix with nuts, and watermelon! It was appreciated by all. Thank you Pete!

We had lots of willing help running the event. Whether participants or significant others, all your help is needed and appreciated, as we cannot run an event without you.

August 25 in Bridgewater

It seems the combination of near-perfect weather and a conveniently located facility resulted in a record attendance at Commerce Bank Ballpark's red lot. We had 53 registered drivers! Your autocross committee, together with other willing volunteers, ran this large event so that everyone got 7 runs. The course was pretty fast with a challenging light bulb in the middle. This turnaround required restraint to do quickly, not merely fast.

Class B was headed by Gil Hoffman with a time of 37.752, just barely ahead of Walter Baliko with a 37.988. Way to go, Walter! Jonathon Sasportas was 3rd with a 38.978.

Class C was large with 14 cars. Tad Kaminski was first with 33.828 in a new 325ci, John Duffy was second with 35.758 in a 92 325is, and Wade Russel was third with 35.923 in a new 325i touring. Ferd Simoes and son Hugo had a family outing in their 76 2002, Dad Ferd narrowly edging out son Hugo by about 2 100ths of a second for 4th and 5th. Times were 35.978 and 36.002 respectively.

In class D, Dominick Wallbank took first with a 34.142 in his 99 Z3 coupe over Ed Walters who got a 34.982 in his patina-covered 88 535is. The rear window sported the legend "Clean = Slow". Dave Zeckhausen got a 35.632 in his 01 540i, good for 3rd.

Mario Sousa soundly took the top of class E with his 86 318i with the S14, time of 33.754. Steven Kwiat was 2nd with 34.771 in his 99 M3, and Frank DiMatteo got a 35.223 in his 97 M3 for 3rd.

Dave Ngo got a 32.730, alone in F class, for a 1st. His time was second only to FTD.

X class bulged with an assortment of 23 cars. First and FTD was Kevin Fletcher in a 65 TVR, with a time of 31.287. Second was Geoffrey Ehrman in an 84 Porsche 911, time of 33.262. Third was Louis Schmitz in a 97 Neon ACR with a time of 33.500.

The lowest times of day were made not just by horsepower, but by drivers who mastered the right path through the turnaround, picking up whole seconds. It is worth mentioning that 3 Mini Coopers ran in class X. We fully expect to see more of them in the future and may well classify them in one of the BMW classes. They appear to handle admirably, and should be very competitive as their drivers get to test their limits.

Our next autocrosses are Sept 15 and Oct 13 at Commerce Bank Ballpark. The location is easily reached from most of north and central Jersey in under an hour, at exit 13 off of 287. We may also add an event in early November, so keep checking the website.

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June and July Board Meeting Minutes

- Secretary Brian Morgan

Minutes of the New Jersey Chapter Board Meeting: June 21, 2002

Members Present: Coker, Csuri, Farber, Gambony, Karlin, Lee, Lucariello, McIntyre, Morgan

Members Absent: Brown, Mason

Others Present: D. Finch, P. Finch, E. Savad, A. Drugos, D. Kollar, D. Allaway, M. McIntyre, D. McIntyre, F. Cracker

The meeting was called to order at 8:10 PM on Friday, May 10 at the home of Dave and Peggy Finch.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Vice President: Vice President Nafi Coker reported that forthcoming meetings included the swap meet at the Deutscher Club on July 17 and an outdoor meeting at the Deutscher club on detailing with Eric Lupinski on August 21. A talk by Automobile Magazine writer Jamie Kitman is planned for October pending final confirmation.

A tech session at a dealership was also being explored, and a vendor night in spring of 2003 was being considered.

Treasurer: President Hank Farber reported for Treasurer Warren Brown. He indicated that the Club netted over \$4,000 on both the joint school with the Delaware Valley Chapter and the June Lime Rock event. It also appeared that the Chapter would come out ahead on the picnic, counting proceeds from rally attendees. The Chapter has a healthy bank balance at this time.

Newsletter: Dave McIntyre noted that the night of the board meeting was the newsletter deadline. He reviewed the status of newsletter advertising and the Chapter web site, noting that there had been a substantial number of hits on the site.

Driving Events: Autocross Chairperson Elihu Savad reconfirmed forthcoming autocross dates of July 21 at Brookdale Community College and August 25, September 15, and October 13 at Bridgewater.

It was noted that Ross Karlin, Dave McIntyre and Hank Farber attended the graduation at the Westlake School, recipients of the Chapter's Lime Rock charitable donation.

There was discussion of the National office's decision to cut the insurance rebate to Chapters. It was noted that Chapter revenue from driving schools would be lessened because of the cut.

Debbie Kolar, who manages driving school registrations, noted that while schools are filling applications are down. Ways to encourage attendance at future schools and publicity for the August Summit School and September Lime Rock School were discussed.

Social Events: Hank Farber reported on the recent picnic. He noted that it was a success, and thanked Dave and Peggy Finch for their effort and hospitality.

He noted that there were two Go Kart incidents at the picnic and said that he had been in touch with both of the people involved and they are okay.

New Members. New Member Chairperson Dave Finch indicated that he was averaging seven to ten calls from new members each month.

New Business Hank Farber indicated that he wanted to establish a Friend of the Chapter Award to provide recognition to members who had provided exceptional service, and that he wanted to assemble a committee to identify candidates for the award. The board encouraged him to proceed.

Future Board Meetings: The next Board meeting was set for July 26 at Trip and Judy Lee's. Another was set for August 23 at a location to be determined.

The meeting was adjourned at 9:25 PM.

Minutes of the New Jersey Chapter Board Meeting: July 26, 2002

Members Present: Brown, Coker, Csuri, Farber, Gambony, Karlin, Lee, Lucariello, McIntyre, Morgan

Members Absent: Mason

Others Present: E. Savad, B. Smith

The meeting was called to order at 8:10 PM on Friday, July 26 at the home of Trip and Judy Lee.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Member at Large: Member at Large Vic Lucariello reported that the Chapter's scales have become very popular, and have been passed from member to member, especially among racers. However, leveling pads are needed to prevent damage when cars are driven onto and off of the scales. After discussion, the board authorized Lucariello to spend up to \$1,000 for pads as well as ramps. Lucariello was to research the purchase and report back to the board.

Vice President: Vice President Nafi Coker reported that forthcoming meetings included an outdoor meeting at the Deutscher club on detailing with Eric Lupinski on August 21 and a meeting/tech session at Paul Miller BMW in Wayne on September 18. A talk by Automobile Magazine writer Jamie Kitman is planned for October pending final confirmation. The November/December pinewood derby/election meeting was slated for December 3 pending discussion with the Deutscher Club regarding the date.

Treasurer: Treasurer Warren Brown indicated that the Chapter had made money on all 2002 events He noted that we did well on the lapping day at Summit Point, where there were 55 paying students and 10 instructor trainees, and said that we should get reimbursement from National for instructor training.

Ross Karlin was to follow up on payment from race sponsors and on reimbursement from National for the instructor seminar held earlier in the year.

Newsletter: Dave McIntyre noted that the newsletter deadline was August 17 or 18. He asked for old NJ Chapter newsletters to complete a collection that he plans to put on a CD.

Driving Events: Autocross Chairperson Elihu Savad said that there were 35 participants at the July 21 event at Brookdale Community College, and he reconfirmed the August 25, September 15, and October 13 dates at Bridgewater.

John Csuri indicated that there was some space left for both the August Summit Point School and the September Lime Rock School. It was anticipated that there would be many sign-ups for the Summit Point race (46 racers eventually registered).

The Board considered an offer of a Summit Point Memorial Day Weekend race date, but turned it down because of proximity to the Chapter's Lime Rock race date and possible conflict with a Mid-Ohio Club Race typically held on Memorial Day Weekend.

Al Drugos and Dave McIntyre are to be rallymasters for the November Whack Your Turkey Rally.

Social Events: No report.

Old Business: Hank Farber indicated that he is still working on development of a committee to identify candidates for a Friend of the Chapter Award.

Future Board Meetings: The next Board meeting was set for August 23 at Hank Farber's home in Princeton. Another meeting was set for September 20, with the location to be determined.

The meeting was adjourned at 9:38 PM.



The Torch Passes

- Elihu Savad

My 71 2002 has just been sold.

Originally a rusty parts car that ran, I restored it 12 years ago (with fiberglass, patch panels and bondo) to a fairly solid, although slightly dog-eared, good runner that saw me thru several years of autocross seasons and filled in as a daily driver.

This was my second 2002. My first, a 69 bought off JMK's lot in 1981 became IMA 69, a venerable model with long-neck differential and open u-joint halfshafts. It served as my monogamous automotive interest until 1989, when it ran afoul of my lack of judgement at Lime Rock, and rolled coming out of west bend.

Just before this, I had acquired the 71 from a friend who had hoped to resurrect it himself, but lost his lease on his condo. Said he, "If you don't take it, it goes to the crusher". With an offer like that, I became Bide-a-wee for bimmers. It had lots of rust, a rag in the gas filler hole, and a Harley-Davidson decal in the rear window. The interior was totally trashed, and looked like a family of large wild animals had been living there. The rear fenders bulged ominously, and emitted loud crunching noises when leaned on. It was red, but had apparently also been green, copper, and 2 layers of manila in previous lives, as it still wore all these coats of paint.

I set about transforming and repainting the body, but it still needed major drivetrain parts. After the wreck at Lime Rock of my 69, it was obvious where the parts were going to come from. The 71 was transformed, but under the skin it had

the trans, rear halfshafts and front brakes from the 69, as well as the whole interior.

Since my acquisition of an E30 M3, the 71 2002 has been killing grass in my backyard for nearly 5 years. The new owner plans to make it into a club racer, so my non-concours bodywork is ok with him. He also gets my 3 differential, 2 transmissions, complete suspension pieces and subframes, extra doors, and an engine on a stand.

I get back my backyard, shed, porch, and most of my garage. I also get to keep about \$600. a year in insurance premiums. There are 4 other cars in our fleet, and this seemed to be one car too many.

It will be missed. For the first time in 20 years, there will not be a 2002 in front of, or behind, my house. Although not driven lately, it housed my earlier enthusiasm for the marque in the form of electronic doodads, gauges, homemade gearshift knob in the shape of a shmoo with an old NYC subway token set in the top, driver seat mods with homemade bolsters, and a seat cover made from my wife's old winter coat.

Once I got the mud out of the gas tank, it ran quite strongly. Still, this should go where it can be appreciated. More than just a "pig with lipstick", it still has heart.

I know this makes too much sense not to do, but there will always be some of me in that car.

Long may it wave.

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Classified Ads

Classified Editor Chet Marfatia

BMW's For Sale

1984 BMW 633Ci Baltic Blue. Rebuilt 3.5L by Billet Source & 5-speed rebuilt by MetricMech. Owner overhauled complete car. New drivers seat, excellent condition. No place to keep it. Photos avail. \$5K OBO. David: e-mail: dhoerl@mac.com 908.626.9401. (8/2002)

2000 BMW 328Ci Steptronic automatic, steel blue metallic, gray leather. Premium package. Moonroof. Heated, power seats. In-dash CD player. Xenon headlights, fog lights. Floor mats. Still under warranty. 24K miles. Immaculate. \$30,900 obo. Bette 973-701-0928 (eves), bsandpp@prodigy.net. (8/2002)

1997 BMW 328i Black Exterior/Gray Interior. Excellent condition, garage kept. non-smoker. 5-speed with Sports package and sunroof. 62,000 miles. All service maintenance done at dealer and have all records. 12 CD disc changer mounted in trunk. \$19,000 obo. Kathy 201-755-3490 or email kathleenmarchese@yahoo.com. (8/2002)

1979 BMW 320iA Bronze, 131,000 Mi., Auto, Runs great, looks good. Bent strut-have replacement, Sell Whole Car for parts ONLY. \$450. Call 973-691-6630 or e-mail JENSLIN@optonline.net. (8/2002)

1995 BMW M3 Lightweight Alpine white with black cloth interior. Less than 110 made. 6K miles, absolutely perfect condition, never tracked. \$38,900 obo. Serious inquiries only. Racdmd@aol.com. (8/2002)

1990 BMW 750iL VIN: WBAGC 8315L DC76406 Silver/Gray leather; 99.8K original miles, one family owned, excellent condition, maintained by Hunterdon & Flemington BMW with owner oil/filter changes every 2500 miles, built in factory radar and phone, 6 CD in trunk, window sticker and all service receipts since new, recent power steering hoses, radiator, fuel pressure regulators, BMW battery. Well maintained. Asking \$9,500. Call Jeff 908-704-0950 or e-mail at bmw750iL90@hotmail.com. (8/2002)

1986 BMW 325e 161k mi, delphin gray, tan leather, 5 spd. Very, very good exterior, excellent interior, strong engine and mechanicals. 2nd owner, owned since 1997/110k mi. Meticulously maintained, all records since new. New in the last 12 months: cat, fuel pump, 4 Dunlop SportA2 tires, clutch. Just passed NJ inspection. Recent alternator, radiator, shocks. \$2,950/obo. Move to 5er forces sale.

Murari 732-271-0491(h), murari_srinivasan@yahoo.com. (10/2002)

1985 BMW 524td Black/tan, 245k miles, excellent condition, no rust, recent state inspection, all service records, \$2,500 obo, contact Amy 610-496-5942 amy88@prodigy.net. (10/2002)

1987 BMW L6 VIN: WBAEC 840XH 0614908 Cirrus blue/white leather, auto, 126k miles, always garaged, very good condition, in storage last 6 yrs; \$11,500; for pic go to <http://www.bmwtrader.com>. 201-332-8729 vedra50848@aol.com. (10/2002)

1997 BMW 328i Black Exterior/Gray Interior. Excellent condition, garage kept, non-smoker. 5-speed with Sports package and sunroof. 63,000 miles. All service maintenance done at dealer and have all records. 12 CD disc changer mounted in trunk. Asking \$17,000 obo. Contact Kathy 201-755-3490 or e-mail at kathleenmarchese@yahoo.com. (10/2002)

1973 BMW 2002 VIN: 2587784 Amazonas/tan interior 4 speed, all receipts since new. Weber 32/36, Behr A/C components, needs brakes. Interior in very good condition, asking \$2,500. Call Dan at 201-264-3966. (10/2002)

1989 BMW 325is race/track car. See the display ad on page 10 for all the details. Contact David McIntyre (see masthead).

Parts For Sale

Wheels/Tires for Sale Four 15-inch steel wheels from on 1992 325i sedan. Bridgestone Blizzak WS-15 205/60-R15 snow tires mounted. Used two winters, plenty of tread left. Will include four wheel covers (plastic). \$125. Pick up in Wayne, NJ. Call 973-616-8388 or e-mail John at jms37@earthlink.net. (8/2002)

Wheels/Tires for Sale 2001 M3, set of four Valore Sport 17X7 wheels and mounted Bridgestone Blizzak MZ-01 225/50QR17. Used 2,900 miles, look brand new. Pick up in Central NJ. \$900. E-mail at krosenb@hotmail.com or call 908-412-1402. (8/2002)

Wheels for Sale 4 mille miglia spyder 17"x7.5" with 225/45x17 Kuhmo Victoracers. Used 4 times, approx 40% tread left. Will fit E36 series cars or Z3. First \$400 takes the package. Call Jon 973.627.0616 x17 or email bimmerjon@att.net. (8/2002)

Winter Tires For Sale Set of 4 mounted Michelin Arctic Alpin snows 205/65-R15 on 7Jx15 steel rims (fits e34 525i and e39 528i/525i) with 4 plastic BMW wheel covers. Used 6,000 mi. FREE to first person who picks them up in Park Ridge, NJ. Call Doug at 973-644-3707 office or 201-417-6539 cell. Or email at dbadaszewski@yahoo.com. (10/2002)

Motor For Sale Big Six Cly. head rebuilt, never used \$650. Comes with complete motor and all acc. including computer and engine stand! Many e-28 parts interior, seats, trunk lid, all four doors, steering box, ac comp. etc. All parts cheap, I need the room back! Contact Tim 973-257-9490 or masters3@optonline.net. (10/2002)

6 Series Wheels Set of 4 195TR415 from my recently sold 1988 M6. Uses 240/45/415 tire (not included). About 22K miles. Stored since 1992. Good condition. BMW centers. Jpegs available. \$200+shipping. Call 908-226-0414. Jschwa2000@aol.com. (10/2002)

Parts Wanted

Wheels/Tires Wanted Set of four 15-inch e34 wheels. Need to retire metric wheels & TRX tires on an e28. Looks are not important - price is! Please contact Stephanie Mason at mason@njbmwcca.org or 732-974-3710. (8/2002)

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

September

Friday, September 6

Driver School at Lime Rock Part. Application period opens on July 8. Application in this issue, and on the website. Open to all chapter members!

Sunday, September 15

Fifth autocross of the year at our Bridgewater site. Read all the details inside and on the autocross section of our website.

Wednesday, September 18

Monthly membership at Paul Miller BMW, in Wayne, NJ. Annual Tech meeting! Free food, lots of fun. Meeting will start at 7pm (one hour early)

October

Sunday, October 13

Sixth autocross of the year at our Bridgewater site. Read all the details inside and on the autocross section of our website.

Wednesday, October 16

Monthly membership at the DCC. Speaker: Columnist Jamie Kitman from Automobile Magazine. How much lassier can a membership meeting be? New members are always warmly welcomed. Free food, lots of fun. Meeting will start at 8pm.

November

Sunday, November 24

Whack your Turkey Rally! Join us for a fun drive through the countryside (or maybe the inner city?) designed to challenge your skills. Answer questions and win prizes. More information on the website and in the Nov/Dec issue, but save the date!

Sunday, November ??

Another autocross? Keep your eye on the website.

December

Tuesday, December 3

Annual combined Nov/Dec Pinewood Derby and Elections membership meeting at the DCC. Pick up your PWD kit at your local Boy Scout supplier. Free food, lots of fun. Meeting will start at 8pm.

NJ Chapter Online: <http://www.njbmwcca.org>
Hotline: 908-322-2758

Newsletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
Westfield, NJ 07091-2305

