



# New Jersey Bulletin

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

## Annual Banquet on February 15th

The annual chapter banquet will be held on Saturday, February 15, 2003 from 6:00 - 11:00 pm. The RSVP form is on page 8 of this issue. It is also available in PDF format on the Chapter website.

This year's banquet will be better than ever! We are holding it in the Hunt Room of the Grain Mill Restaurant at the Olde Mill Inn in Basking Ridge, where NJ BMW CCA member and Old Mill Managing Partner Tom Curnin has promised the club a very special evening. Tom has been a member of the chapter for several years and has wanted to participate more in the club; now he has the chance! If you see Tom driving his modified e36 M3 or his 740i sport be sure to wave, as he was most accommodating to our chapter in planning our event. Thanks to Tom's affection for the club and its members the Olde Mill Inn is treating us to a complimentary premium open bar for our cocktail hour! Throughout the remainder of the evening wine, beer and soft drinks will be served as part of your ticket price until 10pm, after which you may purchase additional beverages. Coffee, tea, and desserts will be available until the end of the banquet.

As always we will enjoy fabulous food in a wonderful atmosphere, fantastic door prizes, live entertainment and dancing, and the camaraderie of good friends. Some door prizes are provided by BMW NA. Please be sure to RSVP to Stephanie Mason, Social Chairperson, as space is limited. Stephanie needs to receive your form and payment by February 7, 2003.

For those of you who have never attended the banquet before, the upcoming event is one that you won't want to miss! In fact, some club members never miss it. Each year I receive numerous emails and phone calls with questions. I don't mind answering them at all, but my time is better served working on getting great door prizes so I thought I would provide you with answers for the most common FAQ's about the evening. If I didn't cover your question please email me through the club address.

### Frequently-Asked Questions

We start out with a cocktail hour with butlered hors

## Announcing the 2003 Driver School Schedule

I am pleased to announce the 2003 Driver School schedule. It is similar to last year's schedule with a few notable exceptions:

- ♦ The June Lime Rock Club Race/Driver School has shifted a couple of weeks later into the month.
- ♦ The August Summit Point Club Race/Driver School will be on a weekend.
- ♦ We are scheduling an October Driver School on the new Shenandoah track at Summit Point.
- ♦ The DeVal chapter will be holding a Driver School at Lime Rock on Thursday, March 20, giving folks the opportunity for back-to-back early season track days.

We are currently reviewing budgets, but at this point we don't expect to be raising the application fees for the Driver School events. The only notable change in policy is that Lime Rock will no longer allow people to bring dogs to our events at that track.

Our event schedule and school registration dates are detailed in the following table. Applications for these events will be available on the club website ([www.njbmw-cc.org](http://www.njbmw-cc.org)) by the middle of January. Throughout the season, check our website for updated schedule and event information.

The full schedule is on page 4 and the website.

-John Csuri

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d'ouvres then move on to a full buffet dinner, followed by coffee and dessert. We manage to fit in music and dancing, Champ Series Awards, door prizes, and some good laughs.

Yes, there will be both vegetarian and fish offerings available.

Yes, you may certainly bring a guest who is not a member of the club, but small dogs are not permitted.

No, door prizes for every attendee are not guaranteed. Last year I was able to do this and will do my best to achieve that again, but I cannot make any promises.

Yes, directions to the Olde Mill will be made available on the club website.



# Upcoming Monthly Meetings & Other Events

**Wednesday, January 15** at the Deutscher Club of Clark

## Monthly Membership Meeting: Hella Lighting

A senior representative from Hella Lighting will address the chapter about automotive lighting and other auto-related electrical issues. Have a question about HID lighting? Want to know if those wacky blue bulbs really work? Want to know if it's legal for you to drive with your foglights on? Join us! Free delicious German food! Everyone welcome.

**Friday, February 7**

## RSVP Deadline for the Annual Banquet

Fill in the form in this issue of the Bulletin or on the website and mail it to Stephanie before today!

**Saturday, February 15** at the Grain Mill Restaurant at the Olde Mill Inn, Basking Ridge

## Annual Winter Banquet

The full story can be found on the front page of this issue, but Stephanie has really arranged a fantastic banquet with live music and delicious food. One of our members is a senior member of the Olde Mill team, and he promises a great time. Lots of door prizes, live music, drinks, food, what more can you want? Contact Steph with any questions.

**Wednesday, February 19** at the Deutscher Club of Clark

## Monthly Membership Meeting: VAC Motorsports

Tony Salloum, proprietor of VAC Motorsports in Philadelphia, will speak about VAC Motorsports and how they design, test and produce new products for your street or race car. Tony and VAC are National Club Racing Sponsors, and VAC also sponsors several NJ Chapter members' race cars in BMW Club Racing. They also run a car in World Challenge and sponsor many SCCA racers.

As always, there will be Free German Food, assorted beverages available for purchase, and all your good friends from the New Jersey Chapter. New members are even more welcome than other members, and that's saying a lot!



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**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.

**NO SMOKING**

**at New Jersey Chapter**

**Monthly Membership Meetings**

*Smoldering Permitted in Designated Areas Only!*



# Random Firings

...Hank Farber

I was reminded of the "joys" of winter car repair over the Thanksgiving holiday. My daughter, she whom I cannot refuse, called a couple of weeks before the holiday to say that her 1986 325es was making intermittent clunking sounds from the right rear. After a long phone call where Elaine tried to produce the same sound vocally (ka-tick, ka-tszik, ker-bunk), I was reasonably convinced that one of the cv joints in the half-shaft had gone bad.

Elaine lives in Providence, Rhode Island in half of a duplex with parking in a lot across the street. In order to encourage me to help her out, she and her boyfriend invited Sue and me to Thanksgiving dinner. Elaine is a serious vegetarian, but she assured me that Ian was excited to cook (and eat) a turkey. I accepted and realized that I needed to track down a half shaft. While I had sold TCTWND (the car that would not die) to Mark Derienzo, I still had drawing rights on a few parts, including the half-shafts. I called Mark, and, after some cajoling due to the fact that the weather was not cooperating, he managed to liberate one of the half-shafts for me, despite a frozen nut.

In the week between getting the half-shaft and my trip to install it, I had time to reflect on outdoor winter car repair in the Northeast. Rule number one is that anything that can be put off until Spring should be put off. That is the only rule of which I am aware. It is especially important to follow this rule if the job cannot be done while wearing Mechanix gloves.

My introduction to winter car repair dates to the late 1960s when I had the lack of sense to consider an MGB daily transportation in Troy, New York while I was attending Rensselaer Polytechnic Institute. This car was marginal (at best) as daily transportation even in warm weather. In the winter in a place where the temperature often fell below zero, it was a cruel joke.

In order to start the car in very cold weather, several tools were essential. First was a heavy set of jumper cables. These were not easy to use on the MGB because the batteries (two six-volters wired in series) were below the shelf behind the seats, one on each side of the driveshaft. The cables were hooked up before even thinking about trying to start the car. Second was a large spray can of starting ether, which was sprayed into the air cleaners (two, one on each SU carburetor) before even thinking about trying to start the car. Third, was a spark plug wrench, which would be needed when the car would not start. With the jumpers in place, lots of ether sprayed, and the chokes on full (actu-

ally not chokes, but mixture enrichers), it was time to crank it over. When it did not start on the first go, it was often necessary to remove the spark plugs which were likely to have become fouled by excess fuel (which apparently loses much of its volatility inside the motors of English sports cars). Eventually, the car would start and I would make it for whatever time was left in whatever activity I was trying to reach.

I did many street repairs on this car, ranging from replacing the rear leaf springs to replacing the head gasket to changing (several times) the U-joints. As I mentioned in an earlier column, I finally sold the MGB after changing the u-joint for the nth time in the snow. It was replaced by a Datsun 510 (a copy of a BMW 1600 but even more rust-prone, if that is possible).

Back to Providence in November 2002. The more things change the more they stay the same. I brought a floor jack and other tools I would need to replace the half-shaft, but I did not bring jackstands as my daughter told me she had a set. We found a reasonably level part of the parking lot without too much snow or ice, and we considered ourself lucky because the temperature was a balmy 25 degrees F. Of course, the jackstands were nowhere to be found, so we would putting the car down on (too small) pieces of wood under the tires. I should note that, for safety, I removed the BIG nut on the end of the half-shaft BEFORE I raised the car. Removal of the nut required use of the four-foot jack handle as an extension on my breaker bar, and Elaine had to stand on it! The rest of the job (which entailed lying under the car removing and replacing six allen-head bolts holding the half-shaft to the differential) went smoothly, and I was able to do the entire job with my Mechanix gloves on. The noise (ka-tick, ka-tszik, ker-bunk) was gone, and I was feeling good with only minor frost-bite.

The lessons I learned are 1) it is good to be an adult with the resources of an adult and 2) a good garage is a privilege, and 3) try to follow the first rule of winter car repair.

A note on last month's column: When I showed Walter, my youngest, my column on "what car would you buy if you won the lottery," he had a very amusing answer that I thought I would share. He said he would buy a DeLorean and equip it with a flux capacitor and a Mr. Fusion. I pointed out that these are likely to be expensive and to require a purchase of plutonium from Iraq or North Korea. He said that, as far as he could tell, the flux capacitor was just a bunch of wires and old vacuum tubes. As for the plutonium, he was saving up.

Lime Rock Park	Event	NJ Chapter Registration	Open Registration
3/21/03	Driver School	2/3/03	2/4/03
6/16-17/03	Club Race / Driver School	4/21/03	4/22/03
9/5/03	Driver School	7/7/03	7/8/03
Summit Point Raceway			
5/10-12/03	Joint School w/ DelVal	3/1/03	3/1/03
7/21-22/03	Instructor Training / Adv School	<i>See website for details</i>	
8/16-17/03	Club Race / Driver School	6/9/03	6/10/03
10/13-14/03	Shenandoah Track / Driver School	8/4/03	8/5/03



# Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This issue marks the beginning of Philes' Forum's 17th year! This time out I have a follow-up to last issue's automotive batteries column.

I still wish to receive copies of your DMV emissions inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and get mentioned in Philes' Forum!] If you e-mail, please include both the test results and the pass/fail criteria for each pollutant along with your model and year, transmission type, and mileage. 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, which provides for a 2500 rpm unloaded test in lieu of the dynamometer test, with no hassles.

Bimmerphiles recently sending inspection data are Anonymous [2], Camptown Automotive proprietor Gary Bossert, Rick Cambron, Chapter VP Nafi Coker [2], Jeff Flamme, Ken Hilliers, venerable instructor and driver school hot dog Tex Meltzer, Tom Mueller, Dave Oldham, Doug Raichle, Greg Santacroce [2], and Anthony Tabler. Thanks, folks!

My Nov.- Dec. 2002 column on automotive batteries proved to be quite popular, eliciting quite a few comments and questions. Bimmerphile Pedro Reyes sent in a couple interesting ones:

*Perhaps you can dispel this myth. Can you recharge a slightly drained battery by adding an aspirin to one of the cells?*

I think the short answer to this one is "I don't think so.". I say this for two reasons. Firstly, a battery is simply an energy storage device, which will store a portion of the energy it receives via charging current as chemical energy. Even when a battery is 'born' and its cell plates are immersed in a sulfuric acid solution for the first time, I believe the battery is usually charged a bit prior to initial service. I know I always charged 'dry-charge' batteries [see below] when activating them. Secondly, the six separate, series-connected cells in a 12-volt lead-acid battery do not share electrolyte, so doing anything to only one cell does not affect the other five. Since aspirin forms a weak acid when dissolved in water [which is pretty much what you will find in the cells of a completely discharged battery], it is conceivable that the ionizing effect of adding the aspirin may apparently temporarily revive a weak cell, but it cannot affect the others. For years, J.C. Whitney has been advertising a battery additive called 'VX-6'. JC's ad states that

adding some of this stuff to all the cells of an old, sulfated battery will rejuvenate it by dissolving the lead sulfate crystals on the plates so that they might again participate in the charge-discharge cycle. Has anyone ever tried VX-6? Can you offer other than anecdotal evidence that it works? I think the next time I order from JC I'll pop for an additional \$7.99 and give VX-6 a try. Who knows? Maybe it is really just ground-up aspirin tablets!

*You also mentioned that the battery [changes] the water in the cells to sulfuric acid. I once installed a new battery which needed the cells to be filled. I filled them with distilled water and charged the battery, yet it would not accept a charge. I had to replace the water with sulfuric acid in order for the battery to charge. Why did this happen?*

My statement re changing water to sulfuric acid was an oversimplification of the process. What actually happens when a battery discharges is that the percentage of H<sub>2</sub>SO<sub>4</sub> [sulfuric acid] in the electrolyte decreases. According to data published by the Permutit Company, the electrolyte in a fully-charged lead-acid battery is a 36% aqueous solution of H<sub>2</sub>SO<sub>4</sub>. The percentage decreases to about 20 when the battery is nearly depleted.

Pedro refers to a so-called 'dry-charge' battery, which is shipped without electrolyte in its cells. The cell-plate material is such that, in order to activate the battery, it must be filled with a sulfuric acid solution and then charged. Distilled water does not contain any sulfur, which is required by the battery's chemical reaction. Interestingly, Exide Battery Corp. told me that they no longer ship automotive batteries without electrolyte. This because of the complications of shipping the electrolyte separately and the dangers associated with the activation process.

*I once was charging a battery and I placed it on the floor and it would not charge. An old-timer [I hope it wasn't Big Al Drugos!] told me that I would have to place the battery on a piece of wood - that the battery would not charge if left on the floor.*

This is a really old one! The way I am used to hearing it is that you shouldn't leave a battery on a concrete floor because the battery will self-discharge much more quickly. [I have neither heard nor observed that a good battery on a concrete floor will not accept a charge.] I think there is some truth to this, but it applies to the hard-rubber-cased batteries of yore. [I believe modern automobile batteries are almost exclusively plastic-cased.] The explanation I have most often read is that rubber-cased batteries are said to be more prone to self-discharge via leakage current traveling across the surface of the battery between the positive and negative terminals. The [damp, bare] concrete under the battery reputedly provides additional surface for this leakage current to flow through. Note that Bosch's Technical Instruction "Storage Batteries" dated 1972 mentions hard-rubber-cased batteries but is silent on the con-

con't on page 6

# Philes' Forum con't

con't from page 5

crete-floor phenomenon. Moreover, an Exide Battery Corp. spokesperson referred to this phenomenon as an "Old-Wives' Tale" when I asked about it while preparing this column.

*How can I prevent the battery in my non-daily-driver from discharging while the car is idle? I have experienced short battery life with this type of service, even though I periodically recharge the battery.*

Whew, finally an easy one, Pedro! I have addressed this issue in prior columns. According to Bosch, a disconnected battery will self discharge at the rate of 1/2 to 1 % per day depending upon battery age, condition, and temperature. Add to this the parasitic current draw of the car [My stock E30 M3 draws 26 milliamps (0.026 ampere), and newer Bimmers draw more, even without aftermarket accessories.] and the fact that most auto batteries are not maintained at full charge by the charging system [75-80% is more like it depending upon battery age and type of vehicle use], and it is not surprising that the batteries in idle modern Bimmers become discharged. The solution I like best is to use a battery maintainer to keep the battery at full charge while the car sleeps.

The reason that periodic recharging does not help as much as one might think is because lead-acid batteries do not like to sit in a partially-charged state. What happens is that some of the lead sulfate [PbSO<sub>4</sub>], which you recall forms on the cell plates as part of the discharge process, becomes 'hardened', or crystallizes, and becomes resistant to recharging. The net effect is a gradual reduction in battery capacity as the battery becomes increasingly 'sulfated'.



Photo 1: Battery Maintainers - One Modified With Cigar-Lighter Plug  
Photo: Philes Forum

Battery maintainers can be described as smart trickle chargers. Indeed, some maintainers [See photo #1] look just like trickle chargers, so be aware of this when you shop for a maintainer. A regular trickle charger will pump a fairly constant current of typically 1/2 ampere through a battery, even after it becomes overcharged and begins to 'boil' away its electrolyte. A maintainer senses the battery terminal voltage and curtails charging when the battery reaches full charge. When the battery charge decreases below full, charging is resumed. A maintainer can be left connected for

extended periods without damaging the battery or vehicle electrical system. While most maintainers require external electrical power, there are solar-powered versions for vehicles stored away from a source of electricity. Northern Tools [www.northerntool.com] sells a solar-powered battery maintainer, Catalog # 33431, for around \$60. J.C.Whitney [www.jcwhitney.com] offers one as well, Catalog # 81ZX1135N, for around \$30.

There are several sources for 115-volt powered battery maintainers. My favorite is Northern Tools, which offers a 'SureCare' battery maintainer for about \$20. This device is imported by VDC Electronics, a New Jersey firm, and it carries a five-year warranty. A more widely available maintainer is the 'Battery Tender', which has a good reputation and costs about \$45. Griot's Garage offers their 'Battery Manager II', a charger/maintainer which features a lifetime warranty, for about \$60. Schumacher offers a charger/maintainer for around \$40. One typical difference between maintainers is that the more expensive units can usually



Photo 2: Maintainer Connections To Aux. Fuse Box In E30 M3  
Photo: Philes Forum

recharge a battery, then automatically shift to a 'maintenance mode' while the cheaper units should be connected to a nearly-fully-charged battery.

While connecting a battery maintainer is easy, it can be made easier with a simple modification. Photo #1 depicts an aforementioned 'SureCare' maintainer together with a discontinued J.C. Whitney maintainer. The SureCare is shown with its OEM battery terminal clips while I have modified the Whitney maintainer by replacing its terminal clips with a cigar-lighter adapter from Radio Shack. Prior to using any battery maintainer, ensure that all lights, accessories, etc. are turned off. To connect the SureCare, attach its clips to your battery's positive and negative terminals - being sure to observe the correct polarity. Of course, you have on eye protection whenever you work near a battery, RIGHT!?! Then plug the maintainer into a 115-volt outlet and you are done. If you can locate a constant 12-volt source in your engine compartment [See photo #2, which depicts the auxiliary fuse box in an E30 M3 engine compartment.], you can connect there, and avoid having to remove the battery cover and work near the battery. Photo #3 shows a maintainer connected to the underhood battery junction post on an E36 3-series. Still too much work?

Simply plug the adapter shown on the J.C. maintainer into the lighter socket, then plug the maintainer into the wall. Heck, you didn't even have to open the hood or trunk! Note that this trick will not work on vehicles where the cigar-lighter socket is not powered with the ignition off. On BMWs it works just fine.



Photo 3: Maintainer Connections To Underhood Battery Junction In E36 325is  
Photo: Philes Forum

I have become such a fan of battery maintainers that I have one for each of our vehicles. I connect a maintainer even when a vehicle will only be idle for a day or so. Perhaps the best testament I can offer for battery maintainers is the battery in my M3, which is more than TEN years old.

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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### Banquet Info, con't from page 1

And for all of you men who called me when your wives wanted to know what they should wear I offer the same disappointing response as last year. It is all over the map!!! Yes, I understand your wife wants better information than that, but honestly there will be women there in dress pants, many in cocktail attire, and others in long dresses. Don't worry Hank, our president, always wears a tux so they can stand next to him if they feel overdressed. For the few men that asked, most of the guys wear suits or a sport jacket and a tie. You may also wear your Nomex racing suit.

Yes, pre-registration is necessary as is pre-payment. It makes my job significantly easier and prevents unwanted expenses for the club as a whole. This year space is limited so a timely RSVP is most appreciated. February 7th is the deadline. If you have a special circumstance that prevents your ability to do so, please email me and I will do my best to accommodate you. No, this year I will not accommodate you on the day of the event.

No, we don't accept credit cards. Cash or check only. Checks should be made payable to "New Jersey Chapter BMW CCA."

-Stephanie Mason



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January/February 2003 ■ New Jersey Chapter Bulletin

# 11/3 Autox Results Banquet RSVP Form

## Cone Harvest Festival in Bridgewater

For the first time in memory, the NJ Chapter hosted a November autocross, and the weather cooperated! We had a dry, although decidedly chilly day, and 46 drivers got 6 runs each.

The course opened into a shoelace that was difficult to do quickly without hitting cones. Once you learned to take it easy at the start, you needed to find the rhythm of the rest of the course and smoothly snake your way through without wasting time in sliding. It was a fun and educational time, and we got in lots of fun runs.

Abraham Garweg got in a clean run in his 73 2002 for a lone finish in class A.

Jonathon Sasportas took class B with Walt Baliko right behind

Class C was led by Tad Kaminski, with a time of 40.835. This notable finish was ahead of Ed Walters and Bill Iacobellis, with 41.877 and 41.981 respectively. Hugo Simoes finished 2 places ahead of dad Ferd in their modified 76 2002, although less than 0.2 seconds apart. Ferd, you can be mighty proud.

Class D was headed by Dominick Wallbank in his 99 Z3 coupe with a fast 40.368. Jonathan Trudel And Robert Steele picked up 2nd and 3rd.

Elihu Savad, yours truly, sweated out a 41.792 in my 88 M3 to finish first in class E just ahead of Denis Budniewski and Chris Liou, each in a 99 M3. (There is a SIG t-shirt that says "real M3s have 4 cylinders!").

David Ngo had an impressive first and FTD in class F with a 39.901. Tom Fitzimmons and Frank DiMatteo took 2nd and 3rd.

The first two places in X class were taken by Michael Leung and Kevin Wong in their 92 Miata. Ricardo Venegas was 3rd with his new Mini Cooper S, at 42.406.

Next season, we will group the Minis with BMWs. According to the Rocky Mountain Chapter, they run the Mini S in the same class as E30 M3s, our class E. We shall see. They are very good for autocrossing, and their finish times would be competitive in D or E.

In addition to his award for first and FTD, David Ngo was presented with an "M Power Vest", a neat BMW garment donated by JMK BMW dealership. I would like to thank them for their generous interest in our autocross program, as our participants look forward to next season's events.

As usual, there was no shortage of eager volunteers to help run every aspect of the event, Without this, the event could not exist, and I am thankful to everyone for helping, especially those who helped cart off our equipment, as our trailer could not be there. I hope that sometime at the next meeting or so, our trailer can be present so the equipment can be transferred.

Until next season, remember: It isn't the miles in you life, but the life in your miles.

-Elihu Savad

The NJ Chapter of the BMW CCA

Cordially I nvides You to the  
2003 Annual Winter Banquet

on

Saturday, February 15, 2003

6:00 pm - 11:00 pm

at

The Grain House Restaurant  
at The Olde Mill Inn

225 Route 202

Basking Ridge, NJ 07920  
(908) 221-1100

[www.oldemillinn.com](http://www.oldemillinn.com)

Yes, please count me in as I would not want to miss such a fabulous evening and run the risk of not winning a cool door prize like some of my friends.

Member Name: \_\_\_\_\_

Guest Names: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

\$55/pp @ \_\_\_\_\_ = Total Enclosed: \_\_\_\_\_

Please mail your RSVP and check made out to the New Jersey Chapter BMW CCA to:

Stephanie S. Mason  
1207 Pond Road  
Spring Lake, NJ 07762

Questions? Email Stephanie at [mason@njbmwcca.org](mailto:mason@njbmwcca.org)  
or call 732-859-7535

Please RSVP before February 7, 2003



# Savad Wins 2002 Champ Series

Elihu Savad has once again won the NJ Chapter Champ Series Championship! Savad finished the year with a seventh place finish at the Pinewood Derby (see related article) giving him a 5-point lead over second place finisher David Ngo.

Savad demonstrated once again that a solid record of participation in a number of events is more important than winning events. Savad had two first place wins, three second place finishes, a third place, a fourth place, and his seventh place at the Pinewood. Since he did not participate in all the events the "drop-one" rule did not come into effect.

David Ngo had five first place and one second place finish, but the extra autocross and the 20-point autocross event gave Savad the edge.

But the true demonstration that participation is fundamental to the Champ Series win is third place Walt Baliko. Baliko finished the year only 5 points behind Ngo, and 10 behind Savad, which means that a better Pinewood finish could have put him over the top. Baliko had four second places, two third places, a 12th place, a 15th place and a 17th.

The engraved travelling cup, along with permanent trophies will be awarded to these chapter stalwarts at the Annual Banquet. Find all the information on the front page and RSVP by February 7th.



## McIntyre Wins Pinewood Derby

For the third year in a row, the man running the scoring software at the Chapters Annual Pinewood Derby won it all. David McIntyre won first place with a convincing fast car, untouched for 12 months.

Gil Hoffman, who took second place in 2000, returned to the Pinewood to take back his position, and last year's second place finalist Nafi Coker dropped to third place. The only controversy occurred when the scoring program reported that Coker had lost one preliminary heat; he was sure he had not lost. This resulted in a run-off with Hoffman.

Once again Elihu Savad produced a stunning wooden replica, this time of his own E30 M3 (which, coincidentally, once belonged to McIntyre) with working white LED headlights! Savad's seventh place position was good enough to secure his Champ Series win (see related article).

See the website for the full results.

Place	Driver	Points
1	Elihu Savad	63
2	David Ngo	58
3	Walter Baliko	53
4	Dave Allaway	48
5	Larry Engel	47
6	David McIntyre	47
7	Deborah Kolar	46
8	Dominick Wallbank	43
9	Bill Iacobellis	43
10	Tad Kaminski	40
11	Ed Walters	40
12	Frank DiMatteo	39
13	Robert Steele	36
14	Mo Karamat	34
15	Denis Budniewski	33
16	Jonathon Sasportas	32
17	Pete Revenidis	32
18	Jon Trudel	30
19	Gil Hoffman	28
20	Thomas Fitzsimmons	24
20	Jared O'Malley	24



# October Board Meeting Minutes

- Secretary Brian Morgan

New Jersey Chapter Board Meeting: October 25, 2002

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

**Members Absent:** Mason,

**Others Present:** M. DeRienzo, E. Savad, B. Smith

The meeting was called to order at 8:25PM on Friday, October 25 at the home of Dave and Margaret McIntyre.

**Reading of the minutes** of the previous meeting was waived.

## Reports From Officers:

**Vice President:** Vice President Nafi Coker reported that the November/December pinewood derby/election meeting was scheduled for December 3. The Board affirmed that the Chapter's no smoking policy would be enforced at the meeting, which was to be held downstairs in the bar area of the Deutscher Club. Coker also announced that a speaker from Hella Lighting would present at the January 15 meeting, and that on February 19, Tony Salloum, proprietor of VAC Motorsports in Philadelphia would speak. VAC is a BMW Race shop, full-service BMW repair shop, and Club Racing sponsor.

**Treasurer:** Treasurer Warren Brown indicated that the Chapter's financial performance was well ahead of last year, with ample cash on hand in checking and savings. The Board discussed the need to ensure that 85% of participants in Chapter events are in fact NJ Chapter members, as this participation level has tax implications.

**Newsletter:** Newsletter Editor Dave McIntyre indicated that he wants to continue to produce seven issues per year. He discussed newsletter deadlines and advertisers.

**Driving Events:** Autocross Chairperson Elihu Savad noted that the 30 participants in the rainy-day autocross on October 13 each got ten runs. Another autocross was scheduled for November 3 at Bridgewater. Site selection for 2003 is under way.

John Csuri reported that Lime Rock dates offered to the Chapter for 2003 were Friday March 21, Monday and Tuesday June 16-17 (Club Race and Driving School), and September 5. After discussion of the weather risks associated with the March date, the board voted to refuse the contract for the March event unless the Chapter was guaranteed a total rebate of its deposit in the event that the track cancelled because of weather. The vote was 5 for, 1 against, and 2 abstentions. John Csuri was to talk to the track about the date and the contract.

The Board declined an offer to participate in a Memorial Day weekend event at Summit Point.

**Tool Box:** Possible additions to the Chapter's tool box were discussed. The board voted to give Vic Lucariello \$1,000 to

purchase tools. Specific tools authorized for purchase by the board were an on-car fuel injector cleaner setup, a wheel bearing tool for use with independent suspension, and an E30-E36 front control arm bushing tool. A rear sub-frame bushing R&R tool was also considered, but tabled pending review by a new subcommittee consisting of Trip Lee, Warren Brown and Vic Lucariello. The subcommittee was to make a list of tools and make recommendations for future purchases

**Social Events.** The Board agreed to authorize Stephanie Mason to select a 2003 banquet date.

## New Business:

1) After discussion it was agreed that President Hank Farber would nominate Ross Karlin for another term on the Club's National Driving Events Committee.

2) Neil Gambony has agreed to take over the library from Vic Lucariello, who has run it for a number of years.

3) President Hank Farber indicated that he had been asked for feedback from National on two changes to the Club's By-Laws proposed by Bailey Taylor. One would restrict to two the number of terms a board member could hold in a single position, while the other would limit the board's ability to do business via e-mail between meetings. Farber was to circulate the exact wording of the proposed amendments to board members for their comments.

4) The Board authorized a donation of up to \$100 in memory of long-time Chapter member Joe Andreaggi. Elihu Savad was to follow up to find out what type of donation was preferred by the family.

**Future Board Meetings:** The next Board meeting was set for November 22 at the home of Debbie Kolar.

**The meeting was adjourned at 10:20 PM.**

# November Board Meeting Minutes

- Secretary Brian Morgan

New Jersey Chapter Board Meeting: November 22, 2002

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

**Members Absent:** Mason, Karlin, Lee

**Others Present:** D. Allaway, M. DeRienzo, D. Finch, D. Kolar, E. Savad, B. Smith

The meeting was called to order at 8:10 PM on Friday, November 22 at the home of Dave Allaway and Deborah Kolar.

**Reading of the minutes** of the previous meeting was waived.

## Reports From Officers:

**Vice President:** Vice President Nafi Coker reported on arrangements for the November/December pinewood derby/election meeting. Secretary Brian Morgan reviewed procedures for the election. Coker indicated the speaker from Hella Lighting for January 15 was still tentative (later confirmed), and that on February 19, Tony Salloum, proprietor of VAC Motorsports in Philadelphia would speak. The possibility of a talk by the NJ State Police in March was noted, as were tentative plans to hold the meeting at a dealership (to be specified) in April.

**Treasurer:** Treasurer Warren Brown distributed a P&L statement, and noted that the Chapter continued to do well financially. He also reminded board members that it was time to plan budgets for 2003.

The possible tax implications of ensuring that at least 85% of participants in Chapter events are NJ Chapter members, an issue raised at the October board meeting, was still being investigated.

**Newsletter:** Newsletter Editor Dave McIntyre noted newsletter deadlines and indicated that the newsletter with its seven-issue-per-year schedule was now profitable.

**Driving Events:** Autocross Chairperson Elihu Savad indicated that there were 46 participants in the November 3 autocross at Bridgewater. He indicated that an increase in entry fees to \$30 was being considered for 2003, and that while Bridgewater was likely to be a site for next season other venues were under consideration as well.

Treasurer Warren Brown indicated that National might reinstitute insurance rebates on some driving events.

John Csuri reported that the Chapter now had firm dates at Summit Point, including May 10-11-12 (10 and 11 on the Jefferson Circuit and 12 on the main circuit), July 21-22 (instructor training and advanced driving school), August 16-17 (Club Race and Driving School) and October 13-14 (Driving School on the new circuit).

Csuri also reports that Lime Rock dates were Friday March 21, Monday and Tuesday June 16-17 (Club Race and

Driving School), and September 5. Some board members had expressed reservations about the March date because of past weather cancellations, but the board agreed to accept the date and to assess students \$25 in the event of a cancellation. The vote was 6 in favor, 1 against, and 1 abstaining.

Rallymaster Dave McIntyre indicated that there were twenty advance registrants for the November 24 Whack Your Turkey Rally (24 cars actually ran the rally).

**Social Events.** President Hank Farber indicated that he had no updates from director of Social Events Stephanie Mason, and said that he would contact her regarding the banquet.

**Tool Box:** Vic Lucariello indicated that Rod Scott had already purchased a wheel bearing puller, and that the board needed to reimburse him for it from the funds authorized in October. He also indicated that a fuel injector cleaner had been purchased, and that an E30-E36 control arm bushing tool would be purchased.

**Library.** Management of the Chapter Library is scheduled to move from Vic Lucariello to Neil Gambony, but the transition has not yet taken place.

**New Members.** New Member Committee Chairperson Dave Finch indicated that he continues to respond to the approximately 7-10 inquiries per month that come from new members.

**Old Business.** The board agreed to discuss NJ Chapter paraphernalia in January.

## New Business:

Dave McIntyre indicated that he would distribute forms from National that need to be completed by Chapter officers.

The Board discussed the issue of having an open bar at the banquet. No decision was reached. Chapter President Hank Farber was to review the issue with Social Events Director Stephanie Mason and with the Chapter's attorney.

**Future Board Meetings:** The next Board meeting was set for January 10 at a location to be determined.

**The meeting was adjourned at 9:50 PM.**

	<p align="center"><b>6<sup>th</sup> ANNUAL MID-ATLANTIC REGIONAL DRIVER SCHOOL AT JEFF/SUMMIT POINT</b></p> <p align="center">JOINTLY SPONSORED BY THE DELAWARE VALLEY &amp; NEW JERSEY CHAPTERS, BMW CCA</p> <p align="center">Sat/Sun May 10-11 @ Jefferson Circuit Monday May 12 @ Summit Point All 3 days \$375.00 (Jefferson Circuit &amp; Summit) Two days at Jeff \$225.00 Single day at Summit \$175.00</p>	
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Registration opens March 1, 2003. Applications postmarked earlier will not be honored, acknowledged or returned.

**DRIVER INFORMATION:** \*BMW CCA membership number is required—please include copy of your member card or Roundel label for verification.

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_

Phone # day: \_\_\_\_\_ evening \_\_\_\_\_ fax \_\_\_\_\_

Email: \_\_\_\_\_ BMW CCA Membership # \_\_\_\_\_

**PREVIOUS DRIVER SCHOOL EXPERIENCE:**

In the past two years, how many driver schools have you attended at Jefferson Circuit? \_\_\_\_\_

In the past two years, how many driver schools have you attended at Summit Point? \_\_\_\_\_

In the past two years, how many driver schools have you attended at other tracks? \_\_\_\_\_

Please list all track experience, including professional schools. If known, include track, date, club affiliation, and level (novice, intermediate, advanced, instructor). Please use a separate sheet if required. \_\_\_\_\_

Car Year, Make & Model: \_\_\_\_\_ Color: \_\_\_\_\_

List extraordinary modifications, if any, (ie: "M" motor in 318): \_\_\_\_\_

A separate application is required for each student if the car is being shared. If applicable, please list the other student's name here: \_\_\_\_\_

- Long sleeve commemorative event T-Shirts are available at a pre-purchase price of \$20.00 each. Mail your remittance with this application and your registration fee. Indicate size shirt: M L XL 2XL (Circle)

Please mail this form, proof of BMW CCA Membership (copy of membership card or Roundel label), a stamped self-addressed business-size envelope, and your check payable to: DELAWARE VALLEY CHAPTER BMW CCA to:

Deborah Kolar (Event Registrar)  
853 Princeton Ct.  
Neshanic Station, NJ 08853-4101  
dkolar@copper.net  
908-642-2500

all other inquiries to: John Csuri (Event Co-Chairman)  
csuri@njbmwcca.org  
732-957-1575

**(NOTE IMPORTANT INFORMATION)**

• Snell 95 Helmet (or later) is required	• Cars must be muffled
• Equal passenger restraint (minimum 3 point)	• No open cars or SUV's
• Participants must be 18 yrs old or more	• Participants must have a valid Driver License
• After market window tinting – See Below	• Proof of BMW CCA Membership required

"After-market window tinting is not allowed unless inspected and approved prior to the event. Call for details"  
Cancellations on or after May 2, 2003 will not be allowed. Any cancellation prior to May 2, 2003 will be charged a \$25.00 handling fee. All cancellations must be communicated through the registrar.



## New Jersey Chapter BMW CCA Lime Rock Driver School 2003 Registration Form



**Friday March 21**  
Open to all students  
NJ member registration opens 2/3  
Non-NJ registration opens 2/4  
**\$175 per student**

**Monday & Tuesday, June 16-17**  
Open to students with NJ chapter experience  
NJ member registration opens 4/21  
Non-NJ registration opens 4/22  
**\$325 per student - includes Monday evening dinner at the track!**

**Friday, September 5**  
Open to all students  
NJ member registration opens 7/7  
Non-NJ registration opens 7/8  
**\$175 per student**

**DRIVER INFORMATION (please print legibly)**

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone # Day \_\_\_\_\_ Evening \_\_\_\_\_ Cell \_\_\_\_\_  
 E-mail \_\_\_\_\_ BMW CCA Membership # \_\_\_\_\_  
 Emergency Contact Name \_\_\_\_\_ Daytime Phone # \_\_\_\_\_

**PREVIOUS DRIVER SCHOOL EXPERIENCE**

In the past two years, how many driver schools have you attended at Lime Rock Park? \_\_\_\_\_

In the past two years, how many driver schools have you attended at other tracks? \_\_\_\_\_

Please list all track experience, including professional schools. If known, include track, date, club affiliation, and level (novice, intermediate, advanced, instructor). Please use a separate sheet if required.

\_\_\_\_\_  
 \_\_\_\_\_

Car Year, Make & Model \_\_\_\_\_ Color \_\_\_\_\_

List major modifications (if any) \_\_\_\_\_

**A separate application is required for each student.** Please note that it is not possible for two novice students to share the same car. If you are planning on sharing a car, please list the other student's name here

\_\_\_\_\_

Please mail this form, proof of BMW CCA Membership (copy of membership card or Roundel label), a stamped self-addressed business-size envelope, and your check payable to **NEW JERSEY CHAPTER BMW CCA** to

**Deborah Kolar (Event Registrar)**  
853 Princeton Ct.  
Neshanic Station, NJ 08853-4101  
908-642-2500

all other inquiries to

**John Csuri (Event Chair)**  
csuri@njbmwcca.org  
732-957-1575

Submit a separate application for each school, postmarked no earlier than the opening date (above), using regular first-class mail. No metered mail, express mail, registered mail, FedEx, etc. Cancellations must be made at least one week prior to the event, and are subject to a \$25 charge. Cancellation of an event due to extraordinary weather conditions will result in a \$25 charge, deducted from your refund. Thank you.

**IMPORTANT INFORMATION**

<ul style="list-style-type: none"> <li>Participants must be at least 18 years old with a valid drivers license.</li> </ul>	<ul style="list-style-type: none"> <li>No SUV's, open cars or removable hardtops, (with or without a roll bar)</li> </ul>
<ul style="list-style-type: none"> <li>Snell 95 (or later) approved helmet is required.</li> </ul>	<ul style="list-style-type: none"> <li>All cars must be muffled.</li> </ul>
<ul style="list-style-type: none"> <li>Equal driver / passenger seats and seat belts, and passenger-side mirror are required.</li> </ul>	<ul style="list-style-type: none"> <li>After-market window tinting is not allowed unless inspected and approved prior to the event. Please call for details.</li> </ul>



# Classified Ads

Classified Editor Chet Marfatia

## BMW's For Sale:

**1997 BMW 328i** Black Exterior/Gray Interior. Excellent condition, garage kept, non-smoker. 5-speed with Sports package and sunroof. 65,000 miles. All service maintenance done at dealer and have all records. 12 CD disc changer mounted in trunk. 2 brand new tires on back. All 4 tires match and are Turanza's. Asking \$16,500 obo. Kathy 201-755-3490 or kathleenmarchese@yahoo.com (12/2002)

**1999 BMW 328ia E46**, dark green/sand, auto, premium and sport packages, plus HK sound, CD, xenon, park distance. Listed over \$41k, garaged, with window sticker, 39k miles, well pampered beautiful car, \$25,300. Tom 732-560-0337 evenings or e-mail at tom.tsai@expresspersonnel.com (12/2002)

**1993 BMW 525i** VIN: WBAHD 6318P BJ83240 White/gray leather interior, 80k miles, ABS, auto, sunroof, power windows/locks, pwr/heated seats, 6-cd in trunk, many new parts, recent tune-up. Car is stock, everything works. Great commuter car. No rust, accidents, or damage. Good condition. Asking \$10,800 obo; Mario 973-460-3805 or Styckybunz@aol.com (12/2002)

**1974 BMW 2002tii** #1928 of 2900 made. rare black exterior tan interior, sun roof, foglights, built in radar, 128k miles. new clutch, guibo, center bearings,

front and rear brakes with wheel cylinders, limited slip rear, red-line synthetic fluids trans/rear, rebuilt shifter. Original English mini lite mags + extra set of auto cross mags and tires. Runs very strong \$4,800. Call Don at 201-615-0483. (12/2002)

**1995 BMW 540i** Excellent condition, dark blue, light gray leather, 6sp, 17" M5 wheels, front/rear sway bars, Dinan chip, stainless exhaust, 10 disk CD, 2 set extra wheels, snows, garaged, no track, accidents or driving schools, non smoker; 78k miles. \$19,500 obo. Tom at 732-758-0585 or rizzobike@aol.com. (12/2002)

**1988 BMW M5** 288HP, Black, Beige leather interior, 2nd owner maintained by Motor Works West, 125k, Current inspection thru 12/03, New AC, Brakes Rotors, Cat Back Exhaust, Very Clean Inside & Out. Stored in Garage w/cover \$9k obo. Tom 201-960-7806 or tfastert@hotmail.com. (12/2002)

**2000 BMW M Roadster** VIN: WBSCK 9348Y LC93937 Silver/black, 14.9k miles, in-dash cd, keyless entry/alarm, non-smoker, zymol, excellent condition. \$30,500 includes 4 Dunlop H rated snow tires. Bob 973-759-5914. (12/2002)

**1988 BMW M6** Only 33,000 original miles. Never been in an accident nor had significant repairs. Black with black leather interior. 5-speed standard transmission. Very clean, no rust, excellent running condition.

Must sell. Asking \$20,000 or best offer. Call 514-489-1325.(1/2003)

**1974 BMW 2002tii** Amazon Green/tan, sunroof, correctly restored, no rust, runs perfectly. All original except for Campagnola wheels, Eibach springs and sport exhaust, asking \$9,200. Call Rich 973-660-5028 or feldher@wyeth.com. (2/2003)

**1988 BMW 325is** \$1,200. Accident. Right side suspension damaged. Have no place to "part car out". Must sell in one piece. Sale price is for the two newest parts: Stock BMW exhaust system (just over a year old), and a stock automatic transmission with under 3,000 (break in) miles (bought new and installed by dealer). Car may be fixable. For pictures and more info. Peter peter92550@aol.com. (2/2003)

**1988 BMW M3** VIN: WBSAK 0304J 2197361 Diamond Black exterior and Grey interior. 95K miles. 5 speed transmission, 2-door, a/c, cruise control, tape player, power windows, sunroof and alarm system. Never raced, all stock, and in pristine condition. \$12,000 obo. In possession of all original manuals and service records. Pictures can be view at: <http://mywebpages.comcast.net/kyin98/m3.html>. Ken 732-673-0782; ydm05@yahoo.com. (2/2003)

**1997 BMW 328is** Dark green / Tan Leather, Sports Package, 16" 5 spoke alloys. \$15,000.



# Classified Ads

Classified Editor Chet Marfatia

Mike 975-885-9668. (2/2003)

## Parts For Sale:

**Wheels for Sale** 4 BBS RZ (cross spoke) 16x7.5 with roundel cap fits E-34 & E-38 \$450. 4 Original BMW 20 spoke (style 33) 16x7 fits E-39 \$400. Both sets in excellent condition. Contact Pete or Vicki at 609-921-2333 prudy@alpinecapital.com (12/2002)

**Winter Tires For Sale** Winter wheels / tires - Set of 4 mounted new Pirelli Winter 210 P snows 235/60 R by 16 on BMW original factory 8J x 16 light alloy wheels. Fits E-38/39. \$1,000 Call Tony @ 908-464-1276. (12/2002)

**Winter Tires For Sale** Set of 4 Mille Miglia S-Ferra 17x7.5 wheels on Bridgestone Blizzaks MZ-01 225/45-17. Used 8,000 miles. Wheels and tires in excellent condition. \$750+ shipping. Also 4 Firestone Steeltex Radials LT245-75x16. \$200. Call Vince 908-788-3774 after 6pm. (2/2003)

**Tires For Sale** E34 snow tires/wheels; Blizzaks (4) WS-50 205/65/R15 mounted on MSW (OZ) Saturn 6 spoked alloys. Tires with very little wear. Rims unbent with no curb rash. \$200. Amnon at 973-992-4528 or gwjd@comcast.net. (2/2003)

**ALPINE CD Changer For Sale** 6 CD changer for prewired E-39. Includes all mounting brackets and installation instructions. (Really easy.) Model# 82 11 0 028 760. \$225. Pick up in Glen Rock or I'll bring it over locally.

Also have tow bar and bed mat and cover for Ram 1500. Cheap. Warren 201-670-8063 or wpushaw@micropowders.com. (2/2003)

**Tires For Sale** Need new 740i sport tire? I have one new with labels still on it, 255/45/zr18 rear. Just purchased & two fronts 235/50/zr18 w/7/32nd tread. Good for return leased car. \$150 you pay shipping for all three. Len 973-912-0471. (2/2003)

**Wheels/Tires For Sale** 4) 1/2 pattern studded snow tires on BMW alloys 195/75-14 Great for E-24, E-28 etc. \$250. 2) 15x7 wheels for E-36 IS -47 style VGC \$100. ea. 1) 14x6.5 wheel for E-30 E-22 style VGC \$75. Tim 973-257-9490 or masters3@optonline.net. (2/2003)

## Parts or Cars Wanted:

**BMW CCA Historical Items:** Preserving the CCA history The Club Archive is looking for Oktoberfest or Chapter events trophies, shirts, pins, posters, wine glasses, dash plaques, grill badges, programs, or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Michael 864-250-0022 or e-mail at mmitchell@roundel.org

## Other Cars For Sale:

**1995 Ferrari 355** Ser#100586 berlinetta red w/tan, 8k mi, no accidents, paint work or dings all original and perfect with perfect leather interior. Factory car &

seat covers, pZeros and wheels as new, new red speedline bra, all tools & case, records, manual & 355 repair manual, in dash cd, alarm, 2 sets of keys, never tracked, many extra parts. \$106,000 serious inquiries only. Len 973-912-0471. (12/2002)

**2000 Dodge Durango 4x4 SLT+** Black with tan leather. 43k miles on 100k mile ext. warranty thru 7/2004. 5.9l engine. Tow package with electric brake controller. Fresh tune up. Excellent condition. Asking \$20,000. Bill Zick 609-466-5338 or bozicks@aol.com (12/2002)

**1970 Porsche 914-6** Original, black on black, 2.8 litre conversion, front-mounted oil cooler with stainless steel lines, SC front calipers, Bilsteins, hard bushings, lowered, side shifter, headers, Tilton brake bias, 3-inch stainless exhaust, Fuchs 7's and 8's, OMP seats, five-point belts. Excellent driver, beautiful car, needs nothing. Asking \$16,500. Call: Rich 973-660-5028 or feldher@wyeth.com. (2/2003)

**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

## January, 2003

### Wednesday, January 15

Monthly membership meeting at the Deutscher Club of Clark. Speaker will be a representative from Hella, speaking on automotive lighting and other automotive electric topics. Meeting starts at 8pm with free food. Please join us.

## February, 2003

### Monday, February 3

Application period for our March Lime Rock Driver School opens for members. Application is inside this issue and on the website. Non-members can apply starting 2/4.

### Saturday, February 15

Annual Chapter Banquet at the Grain Mill Restaurant at the Olde Mill Inn in Basking Ridge. RSVP by February 7th is mandatory. Use the coupon inside or on the website. Read the article on the front page!

### Wednesday, February 19

Monthly membership meeting at the Deutscher Club of Clark. Speaker: Tony Salloum of VAC Motorsports will speak on automotive performance enhancements and the spectre of the law of diminishing returns. Meeting starts at 8pm with free food.

## March, 2003

### Saturday, March 1

Application period for our joint Summit Point 3-day Driver School opens. Application in this issue and on the website. Two days on the Jefferson Circuit, one day on the big track. Less than an hour further away from NJ than Lime Rock, less for many members!

### Friday, March 21

First Lime Rock Driver School of the 2003 season. Send your application in on February 3rd. It will be cold, but a lot of fun. Read the summary of our 2003 driving season on page 1.

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

