



New Jersey Bulletin

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



NJ Chapter Champ Series 2002 winners (L to R) David Ngo (second), Elihu Savad (first) and Walter Baliko (third). Photo: Dave McIntyre

Banquet Big Success

The Annual Chapter Banquet was held on Saturday, February 15th at the Olde Mill Inn in Bernardsville. Over 80 chapter members had a great time socializing, dining, dancing and winning prizes.

Chapter member Tom Curnin assisted Social Chairwoman Stephanie Mason in producing one of the best banquets in recent memory. Nearly every member received a door prize, donated by many chapter sponsors, including: BMW NA, VAC Motorworks, Paul Miller BMW, Camptown Automotive, Turner Motorsports, Rennsport Motorworks, Race-Stuff Dot Com, BMW CCA, the NJ Chapter and Stephanie Mason herself.

Chapter President Hank Farber served as MC, and along with 2003 Driving Events Chairwoman Deborah Kolar presented the 2002 NJ Chapter Champ Series trophies. Third place Walter Baliko, second place David Ngo and first place Elihu Savad were all present to receive their beautiful crystal trophies. Additionally, Elihu Savad received the silver Champ Series trophy freshly engraved (again) with his name, which will be his to display for the next year.

Our next major social event will be the summer picnic, to be held again at the Finch Farm in Asbury, NJ. More details will be published in the next Bulletin and on the web as soon as possible.



Tony Salloum of VAC Motorsports discussed how to upgrade your BMW, how to build a race car, and more at the February Membership meeting.

Archive Project

The New Jersey Chapter has begun a project to produce an archive of all Chapter Bulletins since the chapter started in 1970. The product will be a CD-ROM containing PDF versions of every newsletter. This CD will be available for purchase by chapter members for a small fee.

We have collected nearly every issue, and have started the process of photocopying them onto individual sheets of paper so that they may be processed by the bulk PDF-scanning machine. A friend of the chapter owns a business which scans medical documents for FDA approval processing, and he has graciously agreed to allow us access to his machines.

We are missing only a very few of the earliest issues. If you have them, or know someone who might, please contact David McIntyre. We will treat them with care, and return them as soon as we have copied them.

The missing issues are those before Vol. 1 No. 6, those from Vol. 1 No. 8 to the end of Vol. 1, all of Vol. 2, Vol. 4 No. 1 (1/73), Vol. 4 No. 5 (5/73), 12/73, 1/74, 5/74, 6/82 and 8/82. All the other (approx. 340) issues are currently being processed.

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Full Page.....\$300	Half Page.....\$160
Quarter Page...\$80	Business Card...\$55

For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, David McIntyre. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes should be sent to:

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$35.00.

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

Please do not send applications, renewals and address changes to the newsletter, the PO Box or any of the club's officers; contact the national office! Members of other BMW CCA local chapters may additionally join the NJ Chapter by sending \$12.50 to the National BMW CCA Office.

NEWSLETTER CONTRIBUTIONS

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

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

or email your contribution to the Editor at mcintyre@njbmwcca.org.

Upcoming Monthly Meetings & Other Events

Wednesday, March 19 at the Deutscher Club of Clark

Monthly Membership Meeting: NJ State Trooper

A Trooper from the NJ State Police will join us. He will speak briefly on the law enforcement topics most likely to impact our membership (hmmm, what could that be?) and then take our questions on every and all topics. This will be a fascinating chance to hear what the guys on the other side of the radar gun are thinking. Join us! Free delicious German food! Everyone welcome.

Sunday, April 13 at Commerce Bank Ballpark, Bridgewater

Autocross #1 at Bridgewater Commerce Bank Ballpark

This is the first autocross of the season, to be held in the parking lot of the Commerce Bank Ballpark in Bridgewater, very convenient to most of NJ. Autocrosses are a fun and safe way to drive your BMW like it was supposed to be driven, and a great way to learn how to control your car more effectively. Lots more information on the autocross page on our website, and the full season schedule is on page 7. Check the web frequently for updates.

Wednesday, April 16 at the Paul Miller BMW, Wayne

Monthly Membership Meeting: Tech Topics

Join us for a great night of tech topics and inside BMW information as we meet at Paul Miller BMW, on Route 23 in Wayne. The meeting will be hosted by Paul Miller's staff and the NJ Chapter's staff of tech gurus. This meeting will start at 7pm, one hour earlier than the usual meeting time. This will be a great night for you members in the Wayne area to come on out and see what the Chapter is all about!

Monday, April 21

Application Period for the June Lime Rock Driver School opens!



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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
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Random Firings

...Hank Farber

A favorite pastime for many of us is to peruse car ads (in print, on line, it doesn't matter), fantasize about the purchase of a new (at least to us) car, and otherwise engage in serious work avoidance behavior. This set of activities generates lots of interesting emails and phone conversations with friends and family. Here are a few examples.

My brother Fred has a long history of impulse shopping for vehicles. The purchases he makes, new and used, are generally fun and interesting, but they are not always carefully considered. Some cars he has owned include a Renault 10, a Humber Super Snipe, a Mercury Capri, a Datsun 240Z, a VW Scirocco, an Alfa Romeo GTV6, a BMW 635csi, a BMW 533i, a BMW 325is, and a BMW 325(?)ti. Most of these cars were without particular problems or at least without problems that were not inherent in their somewhat eccentric design. However, there were exceptions. For example, buying a rust-prone Datsun 240Z in Somerville Massachusetts without benefit of daylight is asking for trouble. But I should not be too hard on Fred as I am prone to similar rashness. Buying a twenty year old Mercedes 280SL without benefit of daylight or knowledge of the intricacies of the marque was not without continuing adverse consequences (how's that for a phrase?). Similarly, buying an E30 325i convertible and ignoring the wrinkled trunk floor was an example of willful blindness that I do not care to repeat. The first evidence of the bent rear subframe was the showing of steel cord on the inside of both rear tires within 2,000 miles. Excessive toe-out is a terrible thing.

As a result of these kinds of experiences, Fred and I have worked out an arrangement whereby when either of us is considering purchasing a new vehicle, the other tries to talk him out of it. Even when we think it is a good idea. While neither ever actually talks the other out of buying a vehicle by sheer force of argument, the process buys some time to allow the madness to pass (if madness it be). This process has worked several times.

Most recently, Fred decided he wanted a Mini Cooper S. I have driven this car and quite like it, and Fred liked what he had read and heard about the car. Small (to say the least), relatively fuel efficient, very sharp handling,

peppy, etc. So Fred spec'd out a car on the Mini website (www.miniusa.com), and sent me the link to "his" car. We had a good bit of fun with it, and Fred was very excited. I pointed out all of the reasons that this was a not a car he "needed". Of course, need has less than nothing to do with it, but a few days later Fred called back and said he decided he wasn't going to buy the Mini. I had done my job well.

At least that's what I thought until I talked to Fred 2 minutes ago when he told me he was thinking of buying the Mini again. Relapses like this are generally bad news. I had to use what I call the distraction strategy. Which goes something like "Don't buy the Mini. Buy an E36 325i, 325is, M3. It's less money. Its more car." This got Fred thinking, and his final thought was that maybe he would not buy the Mini and maybe he would look into an E36 3-series. Boy, that was close. But it ain't over till its over, so stay tuned.

At irregular intervals, I get emails from Dave McIntyre (our stalwart editor) about 2002s and E30 M3s he has found advertised. This is less serious than Fred's correspondence because Dave is passing time more than seriously interested. And he knows that I love both of these cars. Of course, last week Dave had found an E30 M3 in California with a seemingly excellent pedigree at a reasonable price. He basically said that he was going to buy it and wondered if I was interesting in flying out to LA and doing a "Thelma and Louise" from LA to New Jersey. I am a sucker for a cross-country road trip, however accelerated, and I said that I would do it. I heard nothing more from Dave, and, when I asked him a few days later, Dave said he found out that the car was kind of beat and that he was not going to buy it. As I said, Dave (like many of us) likes to pass the time in pursuit of an interesting car at a good price. And sometimes we even find such a car. My son, Ben, plays an interesting twist on this process. He sends me ads for cars that he thinks I "ought" to be interested in for "me". Of course, what he is hoping is that I will buy the car so that he can drive either that car or another car I own that may get bumped down in my personal priority list as a result of the new purchase. I am happy to report that this strategy has not yet worked. Of course, he does send me ads for interesting cars, and I do look at them closely.

2003 NJ Chapter Driver School and Club Race Schedule

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 time out I have some tips on oil filter replacement and some hints for repairing damaged oil pan plug threads.

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 be 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 Chapter Treasurer, Driver School Instructor, and Driver School Tech Worker [Whew!] Warren Brown, Driver School Hot Dog Doug Holcomb, Henry Londono, Mike Mario [2], Edward Schmidt, Larry Smith, and Team DFL Honcho Ed Walters.

Doug sent the following note with his inspection report:

".....Note I barely passed the HC [hydrocarbon] test. They ran the engine for a while before it would pass (nice of them). But it was funny watching them try to set [the car] up on the dyno with the front wheels on the rollers!"

Doug's HC reading was 124 ppm [parts-per-million], with a limit of.....124 ppm!! Doug lucked out. Last year Joanne's 325 failed for carbon monoxide with a reading of 0.51 %, and a limit of.....0.50%! Doug's CO and NOx readings were OK, so I suggested to him that, assuming his ignition system is good, he should consider cleaning his fuel injectors. Dirty injectors tend to squirt, rather than spray, the fuel into the motor's intake ports. The resultant poor atomization can contribute to high HC emissions. The Chapter recently purchased an on-the-car fuel injector cleaning rig which feeds concentrated fuel injector cleaning solvent directly to the injectors while the motor runs at idle. I intend to devote an upcoming column to the use of the new cleaning rig. Maybe even with before- and after-cleaning emissions data!

The BMW DOHC M50-series 6-cylinder motors debuted stateside in the E36 3-series cars and replaced the SOHC M20 motors in the E34 Fivers. The motors came to the USA with 2.5-liter displacement and stayed this size until the '96 model year, when they were enlarged to 2.8 liters.

This oil filter tip applies to the '95 and older 2.5s. The later 2.5, 2.8 and 3.0 motors have a different style filter canister cover.

The oil filter element is located in an aluminum canister on the left-front of the motor. To remove the oil filter element, you must remove the canister cover, which is secured by a long bolt with a 13 mm hex head. See Photo #1. The problem with this simple job is that you can make quite a mess if you don't follow this sequence of operations when you change the filter.



Photo 1: M50 Oil Filter Canister.

Photo: Philes Forum

After driving the car to thoroughly warm the oil, remove the oil pan drain plug. I recommend you wear disposable nitrile gloves to keep the hot, dirty oil off your hands. Also, ensure you retrieve the old sealing ring from the pan plug. Sometimes the old ring remains stuck to the oil pan and ends up under the new sealing ring you will install on the plug prior to reinstallation.

After the draining oil slows to a dribble, remove the filter canister bolt *without disturbing the canister cover*. What you are doing here is venting the canister so it can drain into the oil pan, thence into your drain pan. If you simply loosen the canister bolt and then try to remove the cover, the oil trapped in the canister will spill out all over the outside of the canister and make a mess on your motor and garage floor.

When the draining oil again slows to a dribble, remove the filter canister cover and old oil filter element. You should drain the filter element for several days if you intend to dispose of it with your domestic trash. A more responsible method of disposing of it would be to pay whoever accepts your drain oil to take the old filter too and dis-

con't on page 6

Philes' Forum con't

con't from page 5

pose of it via a waste hauler.

Did you notice that the new oil filter element came with a bag of o-rings and sealing washers? [If it didn't, you should switch to a different filter supplier.] Did you think the manufacturer would have included all this stuff if he didn't think it necessary to ensure the proper installation of the new filter element? Al Drugos told me he thought the bag of stuff was a prize like in a Cracker-Jack box! Wrong, Big Al! [And this guy is an inveterate driver school tech worker!]

You can use Photo #2 as a guide to where all the sealing rings and o-rings are supposed to go. Note that one metal seal ring is for the oil pan drain plug and the other is for the canister through bolt. When replacing the small o-ring on the bottom of the bolt, you can remove the old one with a pencil point and avoid scratching the bolt's sealing surface.

We're almost done. Next reinstall the oil pan drain plug with the new sealing washer and torque to 25 newton-meters [18.5 lb.-ft.]. I'm not kidding, use a torque wrench. Too loose and you can get a leak. Too tight and you can strip the threads in that expensive aluminum oil pan. More on this below.

OK, now install the new oil filter element and pre fill the canister with some oil before you reinstall the cover and through bolt. Most of the pre-fill oil will end up in the oil pan on these motors, but I still like to pre fill the canister. The canister bolt gets torqued to 33 newton-meters [24.5 lb.-ft.]. This applies to the 10 and 12 mm bolts [13 mm hex head]. If you have the 8mm bolt [13 mm hex head], torque to 22 n-m [16.5 lb.-ft.].

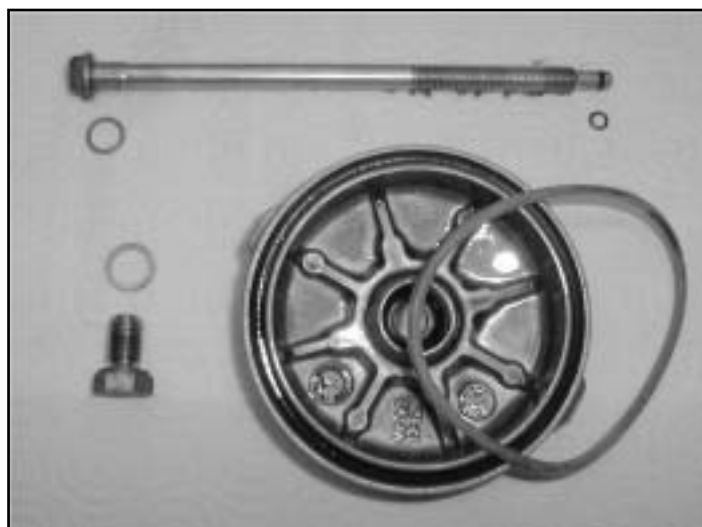


Photo 2: All the Little Pieces

Photo: Philes Forum

Now pour in the rest of the 6.5-liter oil capacity and you are ready to restart and check for leaks. No leaks? Congratulations. Now shut off the motor and let things sit for 5 minutes, then double-check the oil level and you are done. Easy.

But wait, what do you do if the pan plug threads have been damaged by some *ciucione* who either cross-

threaded or overtorqued and stripped them?



Photo 3: Drilling out the Damaged Threads

Photo: Philes Forum

There are a few options for restoring damaged pan plug threads. I'll cover the more popular and effective ones and you can decide which is best for you. I should also mention that these options apply to the 12 mm oil pan plugs on modern Bimmers with aluminum oil pans. The 22 mm oil pan plugs on the older steel pans rarely, if ever, stripped out.

Probably the cheapest, least effective option is to



Photo 4: Preparing the Pan for the Helicoil

Photo: Philes Forum

install a so-called 'stretch bung', which is specifically designed to [temporarily, in my opinion] replace a leaking oil pan plug. The bung is made of soft rubber and is installed by stretching it into the pan hole with a special tool which comes with the bung. After installation, the tool is removed and the bung relaxes and seals the opening in the pan. Although they can be a godsend in an emergency, I feel these bungs and other such 'Pep Boys' fixes are strictly 'get-

me-home' or 'get-me-to-the-weekend' deals.

In the 'brute force' category we have the self-threading oversize pan plugs which you simply thread into your pan with brute force and hope for the best. These babies were developed for the relatively short threads found in steel oil pans, and any chips resulting from their installa-



Photo 5: Installing the Heli-Coil with Special Tool

Photo: Philes Forum

tion end up inside the pan unless you do something special to try and prevent it. Some tricks to capture the chips are 1. coat the plug threads with grease prior to installing the plug and 2. fishing around the bottom of the pan with a pipe cleaner coated with grease after you've done the deed. I consider self-threading pan plugs to be temporary measures.

A permanent fix can be made by drilling out the damaged threads and rethreading with a 14 mm tap. Then



Photo 6: Finished Product - Stronger than New

Photo: Philes Forum

install a Mercedes oil pan plug and you are done. This is probably the simplest of the permanent fixes, but you still end up with threads in the aluminum pan material, and the Mercedes pan plugs I have seen have shorter, hence weaker, threads than do the original BMW plugs. Since this fix requires drilling and tapping the pan, I recommend you remove the oil pan to effect it. I could probably have your oil pan off in the time it takes you to try and clean out all the drilling/tapping debris.

A really permanent, if somewhat more expensive, fix can be had by installing a Heli-Coil or other thread repair insert. The resulting, original size, 12 mm threads are considerably stronger than new because the Heli-Coil is made of stainless steel, while the original threads were aluminum. I think the best way to visualize a Heli-Coil is to think of a small coil spring with very closely spaced coils. The Heli-Coil is 'wound' into a specially-threaded hole, and once locked in place, becomes a permanent fix. The disadvantage of the Heli-Coil is that it requires a special tap and installation tool, usually furnished in a kit with a supply of repair inserts.

To install a Heli-Coil, begin by drilling the damaged threads out as shown in Photo #3. I use a drill press for installing Heli-Coils, but it is not absolutely necessary if you have a steady hand and a variable-speed electric drill. I also remove the oil pan, but that, too, is not absolutely necessary.

Next run the Heli-Coil tap into the pan hole to prepare it for installation of the thread insert. See Photo #4

Finally, install the thread insert with the special tool as shown in Photo #5. Photo #6 depicts the stronger-than-new finished product.

If you have occasion to remove your aluminum oil pan for any reason, I recommend you install a Heli-Coil as preventive maintenance. While you're at it, spend another buck or so and get a new oil pan plug to complement those trick new stainless steel threads you just made.

That's all for now, Bimmerphiles, hope to see you at the March Lime Rock school!

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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2003 Autocross Schedule

April 13	Bridgewater Commerce Bank Stadium
May 25	Bridgewater Commerce Bank Stadium
June 15	Bridgewater Commerce Bank Stadium
July 20	Bridgewater Commerce Bank Stadium
August 3	Bridgewater Commerce Bank Stadium

Keep watching the website for event news!

Directions to Bridgewater Autocross Site

The Commerce Bank Ballpark is in Bridgewater, close to exit 13/13B on Rt 287. For great directions please go to the autocross webpage on the NJ Chapter website:

<http://www.njbmwcca.org/autocross.htm>



...with Elihu Savad

It's All in Your Head

The recent passing of actor James Coburn made me think again of the movie "The President's Analyst", in which the Phone Company plotted to install microchips that would act as telephones into the brains of all Americans. This movie was a classic in paranoia, but the advances in communication technology since 1967, when the movie was released, should make you stop and reflect. Back then, the rotary-dial phone in Maxwell Smart's shoe was considered science fiction.

The Phone Company, back then, was limited, for the most part, to one person calling another. Two phones in use, one billed call. Should a third party try and reach the other two, they got a busy signal, which profited the phone company not at all. Three phones in use, still only one billed call. So the Phone Company thought about what to do; they knew that people usually answer a ringing phone. The problem was how to get it to ring more often. Maybe if they got rid of the free busy signal.....

So they introduce "call waiting", so that the phone already in use would know there was a caller getting a ring, and would be compelled to answer it. Now, there are three phones in use, and TWO billed calls. Pretty clever, huh? Never mind that the original call was interrupted, and cannot be completed properly, and will have to be repeated later. They also promoted the idea, through advertising, that we wanted this convenience, as well as the myriad devices that followed: answering machines, call forwarding, etc. A busy signal became a rarity. The call is almost always completed to someone, or something. The mind-molding public relations campaign that inundated us was a more important money-maker for the phone company

than the devices themselves.

The net result of the advertising blitz of new technology is to have us relinquish our privacy in the cause of "being in touch". If having a zone of "personal space" around you includes the idea of deliberately being unreachable, and then the phone company has all but destroyed one of the necessities of mental health. Indeed, we have become willing partners in this growing collective consciousness. If the brain implant telephone were available today, people would probably clamor to have one installed! That is how thoroughly the phone company has done its public relations.

Just recently, a British firm has developed a tooth-implanted device that allows you to hear your phone conversation through bone-conducted sound. It seems the dental module might be bonded to, or placed within natural teeth. An external receiver is carried in a pocket or worn on a belt, and the sound is transmitted to the intraoral device. As a dentist, I have become intrigued. It appears that the phone company will need to hire dentists as installers! The strange thing is that while people may be willing to have a brain-implant installed, the thought of going to the dentist may give them pause. "A phone in my head, and I need brain surgery? Mmmmm....OK. But go the dentist? Gee, I don't know!"

My hope is that the Phone Company, with its mighty engine of mind-molding, can convince people to go to the dentist to have a phone installed. The Phone Company may become one of the best business partners we ever had, motivating people to come to our offices.

And while they are there, think of what else could be accomplished to improve their oral health!



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Chapter E-Groups

The New Jersey Chapter moderates two Yahoo E-Groups to meet the needs of our chapter members. Yahoo Groups are an exciting new way for members to share and receive information about chapter activities.

The first Yahoo Group named “**njbmwcca**” is designed for official chapter communications and information dissemination. Most messages will be from chapter officials giving you breaking information on chapter activities. This Yahoo Groups webpage can be found at: <http://autos.groups.yahoo.com/group/njbmwcca/>. As of press time we had over 250 members. This group is modified, meaning that posts have to be approved by chapter officers before they are posted to all members.

The newest Yahoo Group is named “**njbmwcca_chat**” and is designed for general purpose chatting about a variety of issues affecting chapter members. This newsgroup will be un-moderated, meaning that any group member can post a message, but chapter officers will keep any eye on the discussions and remove any completely off-topic posts.

The creation of this second group will allow members who want to be kept informed of official chapter information to join without getting too many chatty, off-topic messages. The ‘chat group will be perfect for those members who want to discuss various NJ and BMW related issues, such as garage recommendations, dealer discussions, etc.

You must create a Yahoo account for yourself, but this is free and mostly painless. The webpage above will take you through the process. You can use their privacy page to edit your preferences to prevent any email spam. Once you have created a Yahoo account, request membership in the njbmwcca and/or njbmwcca_chat groups. Membership must be approved by the chapter, and will only be open to NJ Chapter members. Chapter membership will be confirmed against the national membership roles. To speed the confirmation process email Dave McIntyre with your membership number and full name after you apply.

Make sure you check the privacy settings on your Yahoo membership so that you don’t receive any spam email. If you want to only receive a single email “digest” each day make sure you choose that option, otherwise you will receive an email each time a message is posted.

Hopefully, these egroups will join the website and the hotline as valuable information conduits for our membership.

Please contact David McIntyre (mcintyre@njbmwcca.org) with any questions. If you are freaking out about the number of emails, please try to breathe slowly before sending emails to the moderator which are too vitriolic.

Errata

In the Jan/Feb, 2003 issue we mistakenly identified the chapter member who was a Managing Partner at the Olde Mill in as “Tom Cumin.” His name is actually **Tom Curnin**, and we thank him again for the great banquet we had at the Olde Mill. The food and facility was great!

Editorial

Fix The Problem, Not Your Budget (National Stop on Red Week)

National Stop On Red Week should be renamed “get a ticket camera and make money.” This is a public relations device used to promote the use of red light cameras and raise revenue for unethical cities, while ignoring proven solutions that reduce accidents.

Actual experience has shown that the most likely solution to intersections with high rates of violations is a simple increase in the yellow light duration. Yet, ticket camera merchants and revenue-strapped cities refuse to apply this inexpensive engineering solution. They prefer to apply cameras that reward the city for poor engineering practices.

Every study that supports red light cameras has been discredited. It has been shown in each instance where red light cameras were credited to have decreased accidents, that the real cause was an engineering improvement to the intersection. Even the AAA has stated that engineering solutions should be the preferred method of decreasing violations.

But something as simple as increasing the yellow light duration has continually been rebuffed in favor of profit.

Ticket cameras greatest practical harm is that they reward and perpetuate improper installation, maintenance and operation of traffic lights. Motorists should not be penalized and cities rewarded because cities have failed their responsibility to provide safe, properly engineered intersections. Ticket cameras cannot correct traffic signal flaws and they do not eliminate intersection accidents.

If you would like to find more detailed information on ticket cameras versus real solutions to intersection violations and accidents, please visit:

<http://www.motorists.org/pressreleases/cameras/index.html>

[This editorial courtesy of the National Motorists Assoc.]



Will NJ Chapter member Ben Farber really leave Columbia to work as a donut fry-boy, or is this just another attempt at a modelling career?

Photo: Annie Lebowitz

Photos from the Daytona 24 Hours (and more...)



Bulletin roving photographer Ben Farber caught this exciting scene in Manhattan near Columbia Univ. The E46 M3 on the right was stolen from a mall in NJ, and was proceeding uptown at over 80mph when it struck the Acura on the left from behind, flipping the Acura into the air and onto the hood of the BMW. The Acura driver was unhurt, and the BMW thief was caught fleeing from the scene.

Photo: Ben Farber



NJ Chapter members attending the Rolex 24 Hours of Daytona included (from L to R) Neil Gambony, Ross Karlin, Ben Farber, David McIntyre, Alfredo Galossi, Bob Isbitski, Walter Farber, Hank Farber and Alan Gambony. Other members attending included Tony Salloum, Scott Smith, Brian Morgan, Klaus Schnitzer, Don Salama and several others.



Chapter member Don Salama welcomes two famous race car drivers to the Grand Am paddock.

Photo: Ross Karlin



The new Z4 race cars being run in the Grand Am series by the TCKline team. Chapter member Don Salama will be driving one this year in the full series. The car was so new they didn't have time to install a fuel cell, and raced with the stock fuel tank!

Photo: David McIntyre



The #8 Red Bull BMW Picchio team of Boris Said, Dieter Quester, Luca Riccitelli and Darren Law faced many teething issues throughout the entire weekend. Most of the cars running in the new Daytona Prototype class had trouble with reliability, but they should improve as the season continues.

Photo: David McIntyre



Chapter member and Roundel Chief Photographer Klaus Schnitzer plying his trade behind the Armco at turn 6.

January, 2003 Board Meeting Minutes

- Secretary Brian Morgan

Minutes of the New Jersey Chapter Board Meeting: January 10, 2003

Members Present: Brown, Coker, Csur, DiRienzo, Farber, Karlin, Kolar, Mason, Morgan, McIntyre

Members Absent: Gambony

Others Present: D. Finch, E. Savad, B. Smith

The meeting was called to order at 8:10 PM on Friday, January 10 at the home of Stephanie Mason.

Reading of the minutes of the previous meeting was waived.

The board reappointed Dave McIntyre as Newsletter Editor, reappointed Neil Gambony as Member At Large, and appointed Mark DiRienzo as Member At Large.

Reports From Officers:

Vice President: Vice President Nafi Coker reported that a speaker from Hella Lighting was confirmed for the January 15 meeting, and that Tony Salloum, proprietor of VAC Motorsports in Philadelphia would speak on February 19. A talk by a representative of the NJ State Police was planned for March, and there were plans to hold the meeting at a dealership to be specified in April.

Treasurer: Treasurer Warren Brown indicated that the Chapter closed 2002 with a balance of approximately \$20,000. Event budgets for 2003 were discussed.

Social Events: Director of Social Events Stephanie Mason reported on plans for the Chapter's banquet, to be held on February 15 at the Olde Mill Inn in Basking Ridge, NJ.

Driving Events: Member at Large Ross Karlin reported on the recent national Driving Events Committee Meeting in Houston. Karlin, Debbie Kolar, and Richmond Shreve were scheduled to attend the Driving Events Conference in Atlanta in late February.

Chief Instructor Blake Smith indicated that he, Richmond Shreve, and Trip Lee would do a roundtable on issues in instructing at the Chapter's annual instructors' seminar, scheduled for the Deutscher Club in Clark on March 1.

Autocross Chairperson Elihu Savad indicated that 2003 autocrosses had been scheduled on April 13, May 25, June 15, July 20, and August 4 at Commerce Bank Ballpark in Bridgewater. He indicated that construction at the stadium may make autocross dates there unavailable after August. Entry fees will be \$30 in 2003. Savad was waiting to hear about the availability of three other sites.

Debbie Kolar said that she would work on identifying a site for a car control clinic.

Tool Box: The Board approved the purchase of an aluminum ramp system for use with the Chapter's scales and a new case for the scales. The total amount approved was \$613.

New Members: New Member Committee Chairperson Dave Finch indicated that he continued to get about 10-15

calls per month from new members.

Old Business: Chapter President Hank Farber has asked Member At Large Mark DiRienzo to manage the process of getting new Chapter patches and decals.

New Business: The Board voted to donate \$100 to the BMW CCA Foundation in memory of the late Club President Michel Potheau.

Future Board Meetings: The next Board Meeting was scheduled for February 16 at the home of Dave and Margaret McIntyre. The meeting was later cancelled. Another meeting was scheduled for March 14 at a location to be determined.

The meeting was adjourned at 9:45 PM.



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	<p>6th ANNUAL MID-ATLANTIC REGIONAL DRIVER SCHOOL AT JEFF/SUMMIT POINT</p> <p>JOINTLY SPONSORED BY THE DELAWARE VALLEY & NEW JERSEY CHAPTERS, BMW CCA</p> <p>Sat/Sun May 10-11 @ Jefferson Circuit Monday May 12 @ Summit Point All 3 days \$375.00 (Jefferson Circuit & 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 Lime Rock 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"> Participants must be at least 18 years old with a valid drivers license. 	<ul style="list-style-type: none"> No SUV's, open cars or removable hardtops. (with or without a roll bar)
<ul style="list-style-type: none"> Snell 95 (or later) approved helmet is required. 	<ul style="list-style-type: none"> All cars must be muffled.
<ul style="list-style-type: none"> Equal driver / passenger seats and seat belts, and passenger-side mirror are required. 	<ul style="list-style-type: none"> After-market window tinting is not allowed unless inspected and approved prior to the event. Please call for details.



Classified Ads

Classified Editor Chet Marfatia

BMW's For Sale

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

2001 BMW 330Ci convertible VIN: WBABS 53421 JU82770 Bright red/black, 14,575 miles, automatic, non-smoker, well cared for, new condition, sport+ premium+ cold weather packages, xenon, navigation, hardtop available, warranty, e-pics available, \$40,000, forsale@flexicon.com. (4/2003)

1998 BMW 528i VIN: WBADD 5329W BV56785 Oxford green metallic, 5-speed, Premium Pkg, single non-smoking owner, garaged, 67k miles, Tan leather, Moonroof, Digital sound processor, 6-disk CD changer, on low mileage P225/60ZR15 Firestone Firehawk tires, \$17,500. Larry 908-770-0780, or LSKatz53@hotmail.com. (4/2003)

1987 BMW 528e 179k miles, auto trans. Alpine White with black leatherette interior. ABS. Limited slip differential. Hella H4s. New Dunlop SP Sport A2s on 14" euro factory Alpina-style wheels. 185/75/14 Michelin Arctic Alpin snows mounted on stock wheels. Good maintenance history, including

recent front end and brake parts. NJ inspection through 9/03. Not pretty, but dependable. Asking \$1,650/obo. Drew call at 908-272-6351 or apzjd@aol.com. (4/2003)

2000 BMW M Roadster VIN: WBSCK 9348Y LC93937 Silver/black, 15,900 miles, in-dash cd, keyless entry/alarm, non-smoker, zymol, excellent condition. \$29,100 includes 4 Pirelli H rated snow tires. Bob at 973-759-5914. (4/2003)

1971 BMW Bavaria 4dr VIN: W4328 29774 07545 Blue. 75k miles on speedometer. Complete, some rust, good interior. \$1,200 firm. Richard Roy 973-948-3400 (w), 973-948-4862 (eve). (4/2003)

1979 BMW 733i VIN: 5775263 Red. 96k miles on speedometer. Complete, some rust, good interior. \$1,200 firm. Richard Roy 973-948-3400 (w), 973-948-4862 (eve). (4/2003)

1986 BMW 735 VIN: WBAFH 8403G 09750188 Maroon. 70k on speedometer. Excellent interior. \$6,500. Richard Roy 973-948-3400 (w), 973-948-4862 (eve). (4/2003)

1986 BMW 735 VIN: WBAFH 84090 0976796 12.5k on speedometer. Call for details. \$6,500. Richard Roy 973-948-3400 (w), 973-948-4862 (eve). (4/2003)

BMW E21 Race Car. Very fast car, but never driven to its full potential. One owner. Needs new paint and minor



Classified Ads

Classified Editor Chet Marfatia

bodywork. Contact Ross Karlin
email: ross@rosskarlin.com.

Parts For Sale

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
gwjld@comcast.net. (2/2003)

ALPINE CD Changer

For Sale 6 CD changer for
prewired E-39. Includes all
mounting brackets and installa-
tion 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@micropow-
ders.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 mas-
ters3@optonline.net. (2/2003)

Hard Top 3 series E46

2000 year and up, Bright
red/black interior, perfect condi-
tion, barely used, includes stor-
age cover and support rack on
wheels, \$2,000. forsale@flexi-
con.com. (4/2003)

Wheels For Sale 5 - 17"x

8" OZ Racing wheels with 4
Kumho 235/40/17 Ecsta V700 R
compound tires for E36. Tires
used only at 2 schools by slow
driver. \$875. Dave 908-334-
1965 or totallywired@enter.net.
(4/2003)

BMW Fiche Reader

Orange. Old but functional.
\$250. David 908-419-6740 (cell)
or dhoerl@mac.com. (4/2003)

RECARO Seats For Sale

I have 3 black fabric seats. Old
but in good condition. No fabric
wear or tears. \$100 each. Walter
at 732-246-7033 or e-mail at
Wmazuryk@aol.com. (4/2003)

E30 M3 Wheels/Tires

For Sale OEM BBS 15x7 cross-
spoke wheels finished in Nogaro
silver (Evo3 color). Comes with
Dunlop Sport 8000 225/50-zr15
tires. Wheels and tires are in
excellent shape. Less than 3k
miles on tires - never tracked or
auto-crossed. \$750 obo. Call
Chet 212-208-3237 (days) or
cmarfatia@hotmail.com.

(4/2003)

Parts or Cars Wanted

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

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)

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Any current BMW CCA member
may place a non-com-mercial
classified in The New Jersey
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length to Classifieds Editor Chet
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addresses listed on the mast-
head). Please include a dollar
amount for automobiles or auto-
mobile parts listed. Classifieds
will run for two issues unless
renewed or canceled.

NJ Chapter Calendar

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!

Wednesday, March 19

Monthly membership meeting at the Deutscher Club of Clark. The speaker will be a NJ State Trooper, talking about law enforcement and BMW drivers. Sure to be an interesting evening. Ask a Trooper your questions! As always, new members are warmly welcomed and provided with Free German Food. Meeting starts at 8pm.

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. Del Val Chapter will have a Driver School on Thursday, too!

April, 2003

Sunday, April 13

Autocross #1 at the Commerce Bank Ballpark in Bridgewater. The Autox season opens at this great and convenient location. Contact members of the Autocross Committee with any questions.

Wednesday, April 16

Monthly Membership Meeting at Paul Miller BMW, on Route 23 in Wayne. Free food, probably, and lots of interesting tech talk and BMW chatter. Meeting will start at 7pm (one hour earlier than usual).

Monday, April 21

Application period for the June Lime Rock Driver School and Club race opens for NJ Chapter members. Members of other chapters may apply on 4/22. You must have previous NJ Chapter Driver School experience to apply for this school. The application is within this issue of the *Bulletin*.

May, 2003

Sat-Mon, May 10-12

Three-day Driver School at Summit Point. Saturday and Sunday on the Jefferson Circuit (different directions each day) and Monday on the famous Summit Point track. Although in West Virginia, this track is only slightly more than 3 hours from Central NJ! Three days in a row will give you a lot of track experience! Application in this issue of the Bulletin.

Wednesday, May 21

Monthly Membership Meeting at the Deutscher Club of Clark. Topic TBA. Directions to the DCC are in this issue. New members are always welcome, and Free German food is always available. Contact VP Nafi Coker with any questions.

Sunday, May 25

Autocross #2 at the Commerce Bank Ballpark in Bridgewater. Contact any member of the Autocross Committee with any questions.

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

