



New Jersey Bulletin

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

Elections to be Held

Secretary Brian Morgan has received the following nominations by the nomination deadline of October 16:

President: David Finch
Vice President: Al Drugos
Treasurer: Warren Brown **
Secretary: Neil Gambony
Driving Events: Deborah Kolar
Member at Large: Mark Derienzo **
Member at Large: Vic Lucariello, Sr
Social Events: Joanne Lucariello

Incumbents are marked with **. The elections will take place on December 2nd at the DCC.

Rally on November 23!

Attention Rallyists!! It's time for the annual Whack Your Turkey Rally and this year it will be held on Sunday, November 23rd. The rally is a fun way to spend a day with your fellow club members while competing for valuable club championship points (two adult class only).

The rally will begin at the Crossroads Business Center conveniently located on Burnt Mills Road. The ending will be at an undisclosed restaurant, for those of you who work up a thirst and appetite from rallying. Full directions to the starting location are available on the chapter's website.

Registration will begin at 8:30 a.m. with the drivers meeting at 9am, first car off by 9:15a.m. Please plan to arrive early ready to hit the road.

There will be 2 classes to compete in -- Adult/2 and Family/Crowd. The only special equipment you will need is a clipboard and a pen or pencil. You will receive rally rules and driving instructions that may or may not have question like: Why is the third hand of a clock called the second hand? Who was the only band to get paid for playing at Woodstock (1969) What is Stephanie Mason's favorite condiment?

The cost will be \$20.00 per vehicle. Although pre-registration is not necessary, the rally will be limited to 40 cars. You can RSVP to rallymaster Neil Gambony at 908-735-0244 before 10:00 p.m. daily or email at neilix@earthlink.net When you RSVP, please indicate the class you will compete in and please leave your number or address should I need to contact you.

Pinewood Derby Dec 2

The annual running of the Pinewood Derby will take place on Tuesday, December 2nd at the Deutscher Club of Clark. The Pinewood Derby has been a NJ BMW tradition for many years, and often decides the results of the year-long Champ Series competition.

The NJ Chapter uses the standard Cub Scout Pinewood Derby kit, available at Scout supply stores and most hobby stores. Cars must start with the official block, use official axles and wheels, have 1/8" clearance and weigh no more than exactly 5oz. We typically have 15 to 20 cars entered and would welcome your car.

If you have any questions about the Pinewood Derby contact David McIntyre, the winner of the last three Pinewood events! Contact information on the masthead.



Several NJ Chapter members went to Lime Rock to experience the annual Busch North race. Photo: Ross Karlin

New Editor Needed

Editor David McIntyre will soon be stepping down after over 8 years of editing the New Jersey Bulletin. McIntyre is the chapter's longest-serving editor, eclipsing Jim LaForge at 6 years and Joe Skupien with 5 years service.

If you are interested in becoming Editor of the New Jersey Bulletin please contact McIntyre at the contact information on the masthead. We are particularly interested in those likely to serve for several years.

Champ Series 2003 Coming to Close

The 2003 New Jersey Champ Series competition is coming to a close with at least 15 members within striking distance.

There as many as fifty points still available to a single driver. The November 2nd autocross provides 10 points to a class winner, and the Whack Your Turkey rally will most likely give 20 points to the winning driver and navigator, and the Pinewood will provide another 20 points, assuming that more than 10 cars enter each event. That means that members with more than 19 points (and possibly less) are still easily able to win the Champ Series and have their name engraved on the Chapter's traveling trophy.

The Champ Series is currently led by Steve Kestenbaum and Jonathon Sasportas, each with 48 points. Close behind are last year's Champ David Ngo and Elihu Savad with 42 points each, and Ed Walters with 34 points.

The Champ Series hasn't been this close in several years, and the outcome will no doubt be determined at the final event of the year, the Pinewood Derby to be held on Tuesday, December 2nd at the Deutscher Club of Clark. Please come out and see the excitement!

Current Leaders

Steve Kestenbaum	48
Jonathon Sasportas	48
David Ngo	42
Elihu Savad	42
Ed Walters	34
Jeffrey Meyers	32
Jonathan Trudel	31
Ricardo Venegas	31
Frank DiMatteo	27
Walter Baliko	26
Jared O'Malley	26
Steve Pulvers	21
Ben Farber	20
Hank Farber	20
Nicholas Ferrant	20
Larry Engel	17
Thomas Fitzsimmons	16
Drew Karpinski	16
Cory Korpita	16
Pete Revenidis	16
Nichole Ferrant	15
Michael Mainwald	15
Christine Moore	15
Nathaniel Orens	15
James Kavalieros	14
Steve Weaver	14

Chapter Logo Stickers and Patches Now Available

The New Jersey Chapter of the BMW CCA now has 2" diameter vinyl logo stickers and 3" diameter sew-on logo patches available for purchase by our members.

Stickers (inside and outside mount versions) are \$1 each and patches at \$2 each will be available at most membership meetings and other NJ Chapter events.

If you can't make it to an event but would like to purchase stickers or patches, please send a check or money order, quantity required of each and a self-addressed stamped envelope to:

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Please e-mail Mark with any questions at:

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Random Firings

...Hank Farber

California is an interesting state. One-eighth of the population of the United States lives in California, and many national trends start on the Left Coast. The latest trend may be toward changing governors on an irregular schedule if there is some dissatisfaction with performance. So now you have Arnold Schwarzenegger (aka The Terminator) as Governor of California.

Given that trends start in California, it may only be a matter of time before we begin recalling Governors in New Jersey. Who would we elect? Following the California model, we would elect a New Jersey celebrity, preferably an action movie hero. Well, we have one of those: Bruce Willis (aka John McClane or Die Hard). This raises interesting possibilities. Imagine that New Jersey and California have a dispute. The Terminator and John McClane could fight it out, mano a mano. My experience with the Terminator and Die Hard movies (these are "movies", not "films") is that shooting The Terminator does nothing to slow him down and no one who shoots at John McClane can hit the broad side of a barn. So who wins? I predict that while these guys are fighting it out, John Travolta (from Englewood) jump starts a recall and replaces John McClane as governor of New Jersey. Since Travolta owns a home in Santa Barbara, he also jump starts a recall in California and replaces The Terminator. As Die Hard limps off into the sunset shouting for "Holly", he is heard yelling "Yippee Kai Aye, Mother****er." The Terminator returns to California with a promise of "I'll be beck."

Actually, California does do some things right. Their State Police use BMW motorcycles (R1150RT Police Specials). The R1150RT is a wonderful motorcycle, with great handling and terrific brakes, although the motor is somewhat less appealing. Surely an improvement in practical terms over the Harley Road King Police Special used by many police in New Jersey, although the Beemer does not have nearly as much chrome and weighs a couple of hundred pounds less. As I mentioned in an earlier column, when I was looking for a new(er) motorcycle this Spring to replace (augment actually, since I rarely sell a vehicle) my 1978 BMW R100/7, I came close to buying an R1100RT. However, it did not make me grin, while the Triumph Trophy lit me up. Following the rule that a motorcycle should bring a smile to its owner's face, I bought the Triumph.

The Trophy is a wonderful motorcycle, and I enjoyed the heck out of it on a long trip to Nova Scotia this Summer. It is fairly top heavy though, which makes it a bit of handful at low speeds. I admit, with some embarrassment, that I have dropped it twice at roughly a standstill. The result is the inevitable broken from turn signal, and, in one case, a scratched faring. Being tired of this and knowing that the difference between good and very good riders is low-speed handling ability, I signed up for the New Jersey State Experienced Riders Course developed by the Motorcycle Safety Foundation.

The ERC I attended was held in Sea Girt at the National Guard training facility. There were seven students in my class. Three were municipal police officers with their Harleys. Two folks were riding BMWs (a new R1150RT ridden by a Wall Street type who commutes from Bernardsville to NYC every day on his Beemer and a relatively new rider on an early K100). To round out the group, there was the kid on his crotch rocket (a Suzuki Hayabusa) and me on my Triumph.

The morning was taken up with classroom instruction focused on safety and the mental part of riding (which is most of it). I learned some interesting things, particularly about thinking systematically (the SPA system) about what I am seeing (Scan),

what might happen (Predict), and what to do (Act). I would have preferred a more technical discussion about the dynamics of riding a motorcycle (braking, acceleration, and turning). While there was some discussion of the friction circle, I did not find it as useful as the presentations I have seen as a student at our drivers schools. Still, it was tailored to motorcycles and was quite useful.

After lunch, we got out on the course and did a very useful set of low-speed exercises involving stopping, skidding, and swerving. On the first exercise, one of the cops dropped his Harley, much to the delight of his law enforcement brethren. We heard about that all afternoon. Luckily for him, his buddy from the same municipality, who had sworn to tell Everyone about the drop, lost track of his motorcycle during a break and had to go looking for it. Needless to say, this resulted in considerable razzing in the other direction.

Overall, the course was terrific and some of the skills I learned have automotive analogues. I was able to see the parallels between what we teach at New Jersey Chapter driving schools and what was taught at the ERC in terms of rider/driver awareness, looking ahead, and vehicle dynamics. I also observed the beginners course in progress at Sea Girt. This course uses motorcycles provided by the course organizers (Suzuki 125's) and is extremely effective. My son, Ben took this course last year, and Sue is taking the course next month. I urge any of you who are new riders or thinking of becoming riders to take the Beginners Course and any of you who are experienced riders to consider the Experienced Riders Course (ERC). The url is

<http://njsaferoads.com/motorcycle/>.

The Motorcycle Safety Foundation courses offer a level of safety-oriented instruction for motorcyclists that is far beyond what is generally offered to automobile drivers. It is true that programs like our New Jersey Chapter driving schools and occasional car control clinics are out there, but they can serve only a tiny fraction of drivers. There would be a large payoff in safety and general civility on the road if automotive analogues of the MSF programs were widely available.

This is my last column as President of the New Jersey Chapter of the BMWCCA as I am not running for re-election. I have enjoyed every minute (or at least most minutes :) of my four years as President, and I have learned a lot. I expect to stay involved in club activities, including instructing at driving schools and continuing writing this column. I thank all of those friends who have made my job easy by doing theirs. Finally, keep the shiny side up, whether you are riding a Bimmer or a Beemer.





Philes' Forum

...Vic Lucariello

Hello, bimmerphiles! Incredibly, the driving season is over and yet another year is drawing to a close! This time out I have a couple of maintenance items I hope you will find useful as you dutifully work on your cars during the off season.

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].

Bimmerphiles recently sending inspection data are Bill Beam, Bob Miranda, Joe Preston, and Dan Roy. Bob included a note stating that he really wanted to be famous and be mentioned here! Thanks, guys!

Any of you who read *Philes' Forum* knows that one of my pet peeves concerns the sealing rings found on oil pan drain plugs. I have written many times that the sealing ring should be changed every time the plug is removed, and that the plug should be properly torqued when reinstalled. Dealer-supplied and most aftermarket canister-type oil filters [i.e.: Those where the filter housing is part of the motor and you just change the filter element.] come with a new sealing ring. Some dealers will include a new ring with a spin-on-type filter, but aftermarket spin-ons do not usually come with one. ANY BMW dealer worth patronizing will have plenty sealing rings in stock at about \$0.15 each. Virtually any BMW newer than 1982, with the 12 mm [13 mm hex] drain plug, takes sealing ring 07 11 9 963 151. Older models with the 22 mm [19 mm hex] plug take 07 11 9 963 355. The tightening torque for the 12 mm plugs is 19 lb-ft [25 newton-meters], while the 22s require 45 lb-ft [60 n-m].

I recently had in the shop a nicely [dealer] maintained 1986 E30 3-Series with an engine-oil leak. M20 sixes as they age tend to leak from a few places. One is the oil pan gasket, another is the head gasket [exhaust side], another is the camshaft seal, and yet another is the semi-circular plugs in the cylinder head which seal the bore penetrations of the rocker shafts. This E30 exhibited none of the foregoing, yet it was leaving oil spots wherever it parked. The culprit turned out to be the dang oil drain plug sealing ring, which was the most egregious example of an over-used, overtightened sealing ring I have seen in 23+ years working on Bimmers!

Photo #1 depicts the bad boy, along with a new sealing ring and the 12 mm drain plug. I am thinking that the old sealing ring achieved its debilitated state via innumerable tightenings, each successively increased in torque

as the oil leak worsened. If the NJ Chapter member who owns the car is really, really, really nice to me, I won't divulge her/his identity. No, it is not erstwhile Chapter VP Big Al Drugos. Even *his* drain plug, if he could find it, would have a sealing ring in better shape than this one was.

Here's a disturbingly-interesting statistic from the National Highway Traffic Safety Administration. They say that for the 2001 model-year, 87.4 % of the US passenger-car fleet came equipped with automatic transmissions. For light trucks, it was 93.5%. Now I understand why it was so hard to find my 5-speed-manual-equipped pickup, and why the dealer seemed so anxious to sell it.



Photo 1: The Culprit!

All Photos: Philes Forum

For those of us real Bimmerphiles who have manual transmissions, here is something to check which may save you a tow-truck ride some day. BMW has for many years used a hydraulic clutch-release mechanism. When you step on your clutch pedal, you send hydraulic fluid from the clutch master cylinder to the clutch slave cylinder located on the driver side of the transmission bell housing. When prompted to by the master cylinder, the slave cylinder pushrod extends to disengage the clutch, thereby disconnecting the flywheel from the transmission. The hydraulic fluid used by the clutch is actually brake fluid from the common reservoir for the brakes and clutch.

If the clutch slave cylinder begins to leak, you will deplete the brake/clutch reservoir. Sometimes the leak is so gradual that you won't see any drips under the car. Hopefully, the instrument-panel warning lamp will illuminate to tell you your brake fluid is low and you will take action before the clutch release stops working. Sometimes, however, there is no warning of any kind and the clutch pedal goes to and remains on the floor.

Predicting the life of a clutch slave is not easy. It seems that age, number of shifts, and brake fluid cleanliness [You include the clutch slave in your brake-fluid chang-

Con't on page 8



Autocross Information



Map of the autocross course from the October 12th autocross at our South Plainfield site.

Oct 12 Autocross Results

Thirty-eight optimistic autocrossers showed up on Oct 12 at our Hadley Road site, hoping the weather forecast for rain would not prevail, and they were rewarded with a dry day and a great event. Anticipating a wet day and a slick surface, the course was modified to allow extra runoff room and distance from curbing and light poles. The resulting course was somewhat shorter and challenging in the dry, but still had places you could drive nearly flat out. Everybody got 8 runs, and it felt great!

Most of the drivers learned that a smooth line paid off in lower times, rather than lots of hard braking and bursts of acceleration. Top honors went as follows:

- Class B: Jonathan Sasportas
- Class C: Stu Kestenbaum, Ed Walters and Paul Wooding.
- Class D: Ricardo Venegas, Jeff Meyers, and John Duffy.
- Class E: Elihu Savad, Mo Karamat and George Yates.
- Class F: David Ngo (FTD), Jared O'Malley and James Kavalieros.
- Class X: Geoff Ehrman, Ronald Cirka and Russell Ehrman.

Complete results are posted on the website.

Our thanks to the South Plainfield Rescue Squad members for their presence at our event. The young lady EMTs were treated to a run in David Ngo's car, and they said afterward they wanted to bring their own cars to the next event!

Our next, and last, autocross of the season is on Nov 2. Don't miss it!

- Elihu Savad

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2003 Autocross Schedule

November 2 5000 Hadley Road, South Plainfield

**Keep watching the website for event news!
This schedule WILL be changing!**

Directions to 5000 Hadley Road / South Pfild

5000 Hadley Road, South Plainfield is just off exits 4/5 of Route 287. For great directions please go to the autocross webpage on the NJ Chapter website:

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

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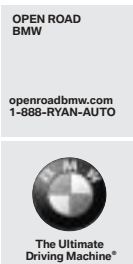
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ing routine, don't you??] are factors in clutch slave life. Moreover, some will argue that a dealer-supplied slave will outlast an aftermarket part from the same manufacturer. If your clutch slave is more than, say, 5 years old, you might

time for replacement. Since inspection of the cylinder requires its removal, it's probably a good idea to have a new one on hand. While replacing a clutch-slave cylinder is easy, getting the air out of the new one is not so easy. I'll address this in an upcoming *Philes' Forum*.



Photo 2: Business end of slave cylinder

want to try inspecting it when you do your yearly brake-fluid flushes. To inspect the slave cylinder, remove it by removing the two 8 mm nuts holding the cylinder to the bellhousing, then withdraw the cylinder to the rear until the pushrod clears. You can access the nuts on most Bimmers with a 13 mm swivel socket and a long extension. Then, let the cylinder hang by its hose and inspect the pushrod end of the cylinder. See Photo #2. [Cylinder removed from car for photo purposes.] Note the innocuous crack in the rubber surrounding the pushrod? Well, this crack led to the failure of the cylinder.

Photo #3 shows the internals of a typical BMW clutch-slave cylinder. The bellows around the pushrod keeps clutch dust from contaminating the interior of the



Photo 3: Internals of slave cylinder

cylinder. The crack shown in Photo #2 is actually a crack in the bellows, as shown in Photo #4. Close examination of the cylinder's bore and piston seal revealed that abrasive particles had destroyed the seal and scored the bore, rendering the cylinder inoperable.

If examination of your clutch slave reveals a cracked bellows or fluid seepage around the pushrod, it is




Photo 4: Slave cylinder pushrod and bellows

That's all for now, Bimmerphiles. Have a safe and healthy holiday season!

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, repair horror stories, emissions inspection sagas, product evaluations, etc.

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Summit Point 2003 Race Photos



NJ Chapter member Bob Beyer leads a pack of cars through Summit Point's carousel. Photo by: Bill Hollinger



E21 racers Ross Karlin and David McIntyre receive last minute instructions from their pit crews. Photo: Fred Skow

Directions to the Deutscher Club

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

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



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Board Meeting Minutes

- Secretary Brian Morgan

September Board Meeting

Minutes of the New Jersey Chapter Board Meeting: September 19, 2003

Members Present: Brown, Coker, Csuri, Derienzo, Farber, Gambony, Karlin, Kolar, McIntyre, Morgan

Members Absent: Mason

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

The meeting was called to order at 8:10 PM on Friday, September 19 at the home of Sue Burrows.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Secretary: Candidates for Chapter office in 2004 were reviewed. As of the time of the meeting, those who had verbally announced their intention to run included David Finch, President, Al Drugos, Vice President, Neil Gambony, Secretary, Warren Brown, Treasurer, Joanne Lucariello, Director of Social Events, Debbie Kolar, Director of Driving Events, and John Csuri, Mark Derienzo, Ross Karlin, and Vic Lucariello, Members at Large. Secretary Brian Morgan reminded candidates to state their intention to run in writing to him by the time of the October monthly meeting (October 16).

Vice President: Vice President Nafi Coker reported that Klaus Schnitzer would do a program on his photos on October 16, the election and Pinewood Derby would be held at the December 2 meeting, and that Brian Morgan would present on BMW motorsport on January 21.

Treasurer: Treasurer Warren Brown reported on the Chapter's financials, noting that as of the meeting date the Chapter was down \$14,000 for the year, while last year at this time the Chapter was ahead \$14,000. Anticipated expenses and revenues for the rest of the year were reviewed.

Social Events: As of the date of the meeting no planning had been done for the 2004 Chapter banquet. Dave Finch indicated that he would contact the Old Mill Inn, site of last year's banquet, to secure a date for the event.

Driving Events: It was noted that the turnout for the August Advanced Driving School and Instructor Training event at Summit Point had been somewhat disappointing. The Board was hopeful that better marketing and positioning of the event for 2004 would improve turnout.

John Csuri indicated that as the new Summit Point Shenandoah circuit would not be completed in time, there would be no Summit Point school in October.

Autocross Chairperson Elihu Savad indicated that the September autocross was canceled because of wet weather. Future autocrosses were scheduled on October 12 (with the Mini Club of New Jersey) and November 2 at the Hadley Road location.

Rallymaster Neil Gambony indicated that preliminary planning was under way for the November 23 Whack Your Turkey rally.

Newsletter: Newsletter Editor David McIntyre indicated that the deadline for the November/December newsletter would be October 15-20, and that the January/February deadline would be December 20. McIntyre indicated that he would be stepping down as Newsletter Editor. Qualifications and tools needed for a new editor were discussed.

Toolbox: Warren Brown noted that the Chapter had purchased a subframe bushing tool that would work on E36s, E30s, E24s, and selected other models.

New Business: The Board discussed the National BMW CCA Crisis Plan, designed for communication regarding incidents that could possibly occur at chapter events. The board agreed that a Chapter coordinator for the plan was needed. Hank Farber said he would discuss the plan with Executive Director Wynne Smith and return to the Board with names of possible nominees.

Future Board Meetings: The next Board meetings were set for October 13 at the home of Deborah Kolar and Dave Allaway, and for November 21 at the home of David McIntyre.

The meeting was adjourned at 9:55 PM.

October Board Meeting

Minutes of the New Jersey Chapter Board Meeting: October 13, 2003

Members Present: Brown, Coker, Csuri, Derienzo, Farber, Gambony, Karlin, Kolar, McIntyre, Morgan

Members Absent: Mason

Others Present: D. Allaway, R. Isbitski, E. Savad, B. Smith

The meeting was called to order at 7:50 PM on Monday, October 13 at the home of Deborah Kolar and Dave Allaway.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Secretary: Candidates for Chapter office in 2004 were reviewed. Those running for office include:

Dave Finch, President; Al Drugos, Vice President; Neil Gambony, Secretary; Warren Brown, Treasurer; Deborah Kolar, Director of Driving Events; Joanne Lucariello, Director of Social Events; Mark Derienzo and Vic Lucariello, Members-at-Large. All of these candidates conveyed their intentions to run to the Chapter Secretary before the October 16 deadline.

Vice President: Vice President Nafi Coker reported that Klaus Schnitzer would do a program on his photos on October 16, the election and Pinewood Derby would be held at the December 2 meeting, and that Brian Morgan would present on BMW motorsport on January 21. No program had been planned for February. Incoming Vice President Al Drugos was contacted regarding planning for that meeting.

Treasurer: Treasurer Warren Brown reported on the Chapter's financials, noting that as of the meeting date the Chapter was down \$7,000 for the year. He anticipated that the number would be down to about \$5,000 by year-end. **Social Events:** No new information on the 2004 Chapter banquet was available at the time of the meeting. Dave Finch was in contact the Old Mill Inn, site of last year's banquet, to secure a date for the event.

Driving Events: John Csuri indicated that he was in discussion with both Summit Point and Lime Rock regarding 2004 driving school dates.

Autocross Chairperson Elihu Savad indicated that 38 cars ran the October 12 event. He also indicated that he was expanding the autocross committee.

The last autocross of the season was scheduled for November 2 at the Hadley Road location.

Rallymaster Neil Gambony indicated that the November 23 Whack Your Turkey rally would start from the Crossroads business Center near the intersection of Routes 78 and 287.

Newsletter: Newsletter Editor David McIntyre indicated that the deadline for the November/December newsletter would be October 18.

The next Board meeting was set for November 21 at the home of David McIntyre.

The meeting was adjourned at 8:45 PM.



Classified Ads

Classified Editor Chet Marfatia

BMW's For Sale:

1972 BMW 2002ti VIN: 2760873 Verona (red) w/Tan interior. Recent restoration. 5-speed overdrive. New nose and fenders. Engine rebuilt. New Michelins on ATS rims. 320 rear brakes. Many new parts. No air, no sunroof. \$7,500. Pics on request. Ed at 201-288-1546. (9/2003)

1999 BMW M3 VIN: WBSBG9339XEY83147 Techno Violet metallic/mulberry gray leather, 5 speed, 33k miles, CPO warranty to 100k miles, power seats, sunroof, OBC, cruise, HK sound/6 disc CD, rear wing, Contour II wheels, non-smoker, garaged, never tracked, all records, immaculate condition. \$29,000. Jeff at 908-256-6007 or jwhite325ix@att.net. (9/2003)

1999 BMW 740Li VIN: WBAGH8336XDPO2142 Deep Red/Tan Leather, 18K miles, BMW phone, integral front & rear radar, heated seats front & rear, lumbar air, premium sound, extended AAA warranty, "MY WIFE'S CAR", \$34,000. 908-526-0030 weekdays or somersetwp@aol.com. (9/2003)

1974 BMW 2002 VIN: 4281098 Automatic transmission, 67,810 original miles. Lime green with light brown upholstery, black dash board, and a cream colored interior. AM/FM Boman stereo radio with Pioneer speakers in the doors. 1996 had the exterior stripped and refinished with a 2 stage auto base and clear coat. The front and rear windshield gaskets were replaced. Recent oil and filter change, replaced the master cylinder, and had the rear brakes done. It also has a car cover and two BMW repair manuals. Garaged all the time. 908-722-9108, preferable early mornings before 10am or around dinner time. Asking price for this vehicle is \$7,900. Roberta B. Tehan. (9/2003)

BMW's For Sale **1988 M3**, henna red/black, 30k miles, mint cond \$22,500, or best offer, **1995 M3**, techno violet/gray, 28k miles, mint \$20,500 B/O, **1989 M3**, 68k miles, white/black, \$15,500 obo, buying bigger house must sell toys. Call Bob at 973-316-0495. (9/2003)

1988 BMW 635Ci VIN: WBAEC8419J3266452 176k miles, Blk. w/ Pearl leather interior, TRX tires/wheels, 25k on rebuilt trans., many new parts, very good exterior, fair front seats, orig. BMW radio/cass., great auto for restoration. \$3,000 neg. Bob at 201-833-0242 or bbryantjr@aol.com. (9/2003)

1972 BMW 3.0CS Coupe Blue with blue leather interior. Excellent original condition. Great looks and performance. 4-speed, a/c, power windows. New springs, exhaust, tires and more. I'm the second owner and have owned car since 1988. The same mechanic has worked on the car since it was new. Car was painted in Dec. 1991. 141K miles, just 14K since 1988. Always garaged, driven only on clear, sunny days. Car can be seen in New Jersey. \$12,900; call Bob at 845-254-6690 or e-mail: adwriter@catskill.net. (9/2003)

2002 BMW M3 VIN: WBSL93492JR17902 Topaz blue metallic w/black cloth. Garage queen with only 3300 miles. Asking \$45,500. George at 973-543-7659 or g.laubenstein@verizon.net. (9/2003)

1999 BMW M3 Convertible Titanium silver w/gray leather & black top. Auto, 33k, CPO warranty thru March '05. Many options/accessories incl. HK w/6 disc changer, alarm, keyless entry, wind deflector, heated seats & OBC. Mint \$31,900 obo. Call at 973-697-5847 or e-mail at kenhawk@optonline.com. (10/2003)

1989 BMW 325i VIN: WBAAA2308KEC49208 Alpine white II, blue cloth interior, auto, 140k. Sport "is" basket weave wheels, rear deck and front spoiler extension. Maintained by the BMW fanatic w/Mobil 1 every 3k miles. New catalytic converter and muffler @ 120k. New Bilstein Heavy Duty shocks and oem bushings @ 120k. All new brake pads and rotors @ 135k. Timing belt changed @ 55k and 110k. Includes Hakkapelita snow tires on oem steel wheels. In very good shape. Working air cond. \$4,500 or best offer. Pictures can be seen at website: www.bmwtools.com/public/cme/325i/. Call Chet @ 917-539-7672 or e-mail at cmarfatia@ambac.com. (11/2003)

1989 BMW 325ix VIN: WBAAZ0309K8139059 Black w/tan interior, 177k miles. 4 door, auto, heated seats, ac. One dent (small) on roof, some dings, good shape & mechanically sound. \$5,500. Contact Anthony 973-701-9301. (10/2003)

BMW 1985 735i, New exhaust, new head, new brakes; \$3000 or b/o. Call 862-368-2513 for more information.

1987 BMW 325 4 door, 5-speed, S/R, rear spoiler, front window wind deflectors, Dunlop D60s, alloys, met. Gray. 152k. Timing belt, water pump, crank and camshaft seals, thermostat (cooling system flushed and bled) at 151k. The clutch is low - parts supplied. Hole in lower left fender (replacement fender supplied). Needs replacement rack and pinion. \$1,699. Bill Kane at 518-377-1722. (10/2003)

1986 BMW 535i VIN: WBADC740XG0963622 Black/black

leather, 145k, 5-spd, 16" alloy wheels, includes the following new/uninstalled Metric Mechanic parts: 270hp engine kit with bored and prepped block, performance chip, HiFlo exhaust, lightened flywheel, short shift kit, sway bars, perfect used dash. \$7,000 obo. Jim 732-237-2865, or JAMAL3@aol.com. (10/2003)

1991 BMW 318is With front end damage parting out. Still available is: sunroof, white doors with power windows, driveshaft, new SS exhaust, several engine components, various exterior trim pieces, six BBS wheels with 195/60-14 Goodyear Eagle GA tires still containing lots of tread life. Call or email for parts availability and prices. Howie Kohn 518-346-0960 (E); 518-385-7945 (D); or email at hkohn@nycap.rr.com. (10/2003)

1998 BMW 750i Silver/black, 54k miles, Mint Cond. V12, GPS/nav, sport and winter package, premium sound system, 6 cd changer, heated seats/steering wheel, custom wheels, factory tinted windows, built in radar detector and more. \$33,500. 973-326-8000. (10/2003)

2000 BMW M-roadster VIN: WBSCK934XYLC93356 Dakar Yellow/Black, 5k miles, 5-speed. Excellent show room condition, must see (pictures available), garaged, low mileage, never in salt, only in rain half-dozen times, non-smoker, original owner. Includes yellow hardtop (\$1,900 option) and BMW ceiling-mounted lift assembly (\$511). In-dash CD. \$32,750. 973-618-0270 or mitchda@aol.com. (10/2003)

1999 BMW M-Roadster VIN: WBSCK9332XLC89291 Silver w/Black Leather, 20K miles, Showroom Mint condition, Harmon-Kardon sound, 6-disc CD changer, Never seen rain/snow, Garaged (average 23 hrs per day), Adult owned, Never smoked in, All Maintenance records, Located in NJ, \$28K. Scott 973-768-4139 or jsyeomans@yahoo.com. See pics at http://bmw.eaph3.com/viewalbum.cgi. (10/2003)

2003 BMW 330xi VIN: WBAEW53463PG21027 Alpine White/Sand leather, Steptronic Auto, cold weather & premium package, H/K, non-smoker, full warranty, 16k miles, \$35,000 Rich: 732-968-8289 cimor@optonline.net. (10/2003)

1994 BMW 740Li 104k miles, new factory engine at 19k. Oxford green/parchment lthr, auto, traction control, heated seats, sunroof, 6-CD changer, Non-smoker, always garaged, BMW maintained, Inspection 2 at 102k mi. Exc. condition w/original paint. \$10,750. Contact Shell at 973-838-6189 or shellbon@optonline.net. (10/2003)

1999 BMW 528i Auto, Titanium Silver/Black, 90K Miles, Harman Kardonn 6 CD Changer, clean in and out, well maintained, must sell fast, for various personal reasons, E-mail at www.sepsilva@yahoo.com. Asking \$21,000, call eves-732-247-1297. (10/2003)

1988 BMW M5 This is a daily driver with tons of new parts including ECU, Radiator, Tires, Muffler, Water pump, Hoses, 4 Wheel Brakes (10k old), Drivers seat, Windshield, Driveshaft, Battery, Synthetics throughout, CD player, Conforti chip, Dinan cam gear. Priced to sell. Wade at 973-772-3429 ctrickle@optonline.net. (10/2003)

1991 BMW 525i Alpine White II, Indigo leather, non-smoker, rare 5 speed, sunroof, power heated seats. Jim C Chip, Remus exhaust, 2nd Owner, no bodywork, a/c, alarm, cd, NJ Inspection until April 2005, 165k miles, includes four mounted Blizzak snows on factory alloy wheels, recent clutch. \$4,900. Call Charlie (eves) 908 439-3837 or email charlierr@mindspring.com. (10/2003)

1995 BMW 540i VIN: WBAHE5322SGA64338 Orient blue/parchment, 105k miles, 6-speed, Sport pkg, ASC+T, At 92k: Alusil block, Bilsteins, Eibach springs, strut bar. M3 mirrors, spoiler w/top, clears, 18" M-Parallels (5) w/Dunlop SP9000s + originals w/Michelins, Sony in-dash + 10 CD changer, Mobil 1, never tracked, meticulously maintained. \$22,000. Jack: 609-203-1508; Jricher13@aol.com. (10/2003)

1981 BMW 733i VIN: WBAFF3303B7350980 Sapphire Blue/Parchment. Rare 6-Speed. Meticulous ground up body/mechanical restoration by top BMW professionals. No expense spared to achieve perfection. Over \$45,000 invested in past 3 years. Like new, fast, tight and stunning. The finest 733i available. E-mail Russ for photos and extensive restoration list. \$25,000 Firm. Call 908-782-2557: hoover1@rcn.com. (10/2003)

2000 BMW 528i VIN: WBADM5342YBY19932 Sports Premium, 5-speed, M-Multifunction steering wheel and shifter, Navigation System, 6-CD Changer, Universal Transmitter, Biarritz Blue. Includes (4) ContiSport 235/45R17 tires on factory BMW Cross Spoke Composite wheels and (4) Blizzak WS-50 225/60R15 on Tire Rack winter wheels. No smoke, no races, dealer serviced. \$25,500 973-296-3333 russelljalbert@msn.com. (10/2003)

1997 BMW M3 Sedan VIN: WBSKD9324VEE06808 Techno Violet / Gray leather. 56K miles, 5-speed, sunroof, cruise, heated seats, on-board computer, CD changer. H&R springs, Bilstein shocks, RD swaybars, camber plates, K&N filter. Original parts avail. \$20,500. 973-951-0500 or e-mail at

AndrewWellington@Yahoo.com. (10/2003)

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

Parts For Sale:

Parts For Sale 1) E-39, 530i Racing Dynamics Power Flow Kit \$150.00 replaces factory air box, new. 2) M5 style rear lip spoiler \$75.00 needs install tape, professionally painted Titanium Silver. 3) Wheels fit E39 '97-on BMW Radial Spokes Style 32. 2-8x17 on Yokohama 235/45R17 2- 9x17 on Yokohama 255/40R17. About 10km on the set, with clean wheels, good condition. Tires and wheels free for pickup in the Montvale, NJ area. Andrew 203-969-4203 or e-mail: andy.dietterle@glencore-us.com. (9/2003)

E32 Parts For Sale Whole set of parts for brake change over for E32 7 series. 2 front and 2 rear rotors (ATE), 2 sets of Pagid brake Pads (front and rear), 2 qtrs of BMW dot 4 brake fluid, 2 sets (4 pieces) of brake disc screws. All brand new in unopened boxes. \$270 for whole set + shipping, may also consider selling separately. Or come over to pick it up, I am in New Providence. Also I have a brand new MetallMaster and Pagid brake pads sets for E36 3er that I do not need. Call Yuri at 646-734-1661 or e-mail ymekhanik@marketaxess.com. (9/2003)

5 Series Parts For Sale 4 oem alloy wheels - 5 bolt - 6Jx14 H2 (early 5 series). \$100. Bill at 518-377-1722. (10/2003)

Wheels and tires for E36 Four Kuhmo Victoracer tires on 15" alloy factory wheels, used for about six driving schools. Four Haapakalita snow tires, two on 15" tire rack steel wheels, two unmounted. Two additional 15" steel wheels. One Factory steel wheel from spare. Howie Kohn 518-346-0960 (E); 518-385-7945 (D); email hkohn@nycap.rr.com. (10/2003)

Parts For Sale Harness bar for E30, allows use of stock seatbelts, paid \$100, will sell for \$50. 4 O.Z. racing wheels for E36 (fair shape, but round) with decent Bridgestone RE71 tires, \$150. Inquire to david.hellman@db.com. (10/2003)

Wheels & Tires for X5 Set of 4 OEM BMW Star Spoke Wheels style #58 (8.5x18) with Michelin Energy 255/55/18 tires with over 50% of the tread left. Great set of wheels to put snows on and save the Michelins for the summer. \$750 takes the package. Shipping extra if necessary. Call 973-326-2112 (9-5) or email - tбетlow@att.com. (10/2003)

Tires For Sale Four Pirelli MS Winter 190 tires (195/65 R14) for sale. Three are in very good condition with plenty of tread remaining. The fourth had a puncture but was repaired with a plug. Tires located in Queens. \$30 for all four. Paul 212-592-7507 (days). (10/2003)

Instructions (READ THESE):

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

November, 2003

Sunday, November 2

Autocross #7 at 5000 Hadley Road in South Plainfield. Full directions and more info on the website.

Sunday, November 23

Annual Whack-Your-Turkey Rally! More information in the Nov/Dec Bulletin, but save the date for this fun, family-oriented and very popular event.

December, 2003

Tuesday, December 2

Annual combined November and December meeting. Officer elections for 2004 and the annual running of the Pinewood Derby. The Champ Series will be determined by the outcome of this exciting event. This meeting is on a Tuesday, and we will be in the large main room of the DCC. Free German food!

January, 2004

Wednesday, January 21

January monthly meeting at the Deutscher Club of Clark. Speaker Brian Morgan, racing Editor of the Roundel, will speak about BMW racing both pro and amateur, both past and future. This will be a great event. As always, Free German Food.

February, 2004

Saturday, February 21

We are 99% sure that this will be the date of the annual winter banquet, and we are 99% sure that it will be held at the Olde Mill Inn in Basking Ridge, site of last year's very successful banquet. More details in the next newsletter, on the Yahoo Egroups and on the website as we figure it out. Save the date!

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

Newletter of the NJ Chapter
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