



New Jersey Bulletin

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

<http://www.njbmwcca.org>

From Our 1st School
See Inside for 2nd School Photos



Teen Survival School by David Finch

What a beautiful day! I left the farm with the trailer in tow around 6:15 in the morning and arrived at the NJ Expo Center site around 7:15. The autocross team was already busy at work, planning the day and organizing the cones. Pam Conway, chairman of this year's school, did an outstanding job with the assistance of David Ngo, Elihu Savad, Ed Walters, Mo Karamat, and the rest of the NJ autocross team.

The school was divided into two components: a class room session and a driving session. Bob Conway, Pam's father, conducted the classroom. Students were informed of how weight, balance, and weight transfer affect the driver's ability to control the car under different scenarios. While the students were in class, I couldn't help but wonder how the sounds of tires screaming from the autocross team and a few instructors testing the exercises (Continued on page 6)

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MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

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

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

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

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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 fbr2002@optonline.net.

President's Column

It's time for Elections. I've really enjoyed working with the 2004-2005 Board but it's time for me to move over and make way for fresh leadership and new ideas. We accomplished all our stated objectives both years. I'm proud of the accomplishments of my fellow Board members and the amount of time they contribute to the Club. We have two Saints that dedicate a tremendous amount of their time so the rest of us so we can have fun at the track, Deborah Kolar and Blake Smith. Deb spends a lot of time as Registrar for the Schools, stuffing envelopes, car numbers, and maintaining the data base. Blake carefully matches students to instructors, deals with last minute cancellations, runs the Instructor Candidate Program and often doesn't get to drive on track due to issues that come up that he has to deal with. I hope the new Web Registration Program will save these two folks a lot of time, which is in a Beta phase now.

I would like to thank Rich Brekus at BMW NA for all the help he has been to me this year and for all they do for us. I quickly learned you had better watch what you put in print or you may get an email from Rich.

I was disappointed that we did not develop our Dealer Liaison Chairman position to its full potential. Penny started off with a lot of great ideas but was not able to implement them due to a job change. I think the Dealers are our future for building the membership. Working closely together, the Dealers and the Club can accomplish a lot together for our mutual benefit. I feel having one person as our contact for all the Dealers will aid us in Sponsorship across a wider market and aid us in Newsletter advertising and articles.

The one thing I've learned is we are a "driving club". Efforts to open up activities to 5-Series and 7-Series owners didn't pan out. If you are an owner of a 5 or 7 and are interested in organizing a drive to a winery contact the new Board and share your ideas.

Many of us in elected positions are seen in the lime light, however, there are many members in the background that set up cones at autocrosses, tech cars at events, haul stuff to events and contribute in many ways. Your contributions make our events "stellar" and I thank you for your hard work.

The one thing I would recommend to the 2006 Board is not to donate money for charities at the track until all the revenue and expenses are accounted for. Two years in a row Ross, Warren, and I attempted our best effort at the track to come up with the contribution amount to the West Lake School and missed it based on anticipated revenue, rather than actual. We should first meet the revenue goals of the event before we give money away that we don't have.

The one thing I would like to leave with you is that the Board works for you the members. The Board needs your input in all that we do. With the new Web Site it's easy to post ideas or comments on the Forums or go to a Board meeting.

It's been a blast working with all of you the last two years, see you at the track!

David Finch

New Members, Welcome!

Kevin Galuska
Jagdeep Tahlani
Bill Murray
Michael Stone
Maureen Abate
Carmine Guerriero
Yagmur Coker
Richard Forcellati
A Siddiqui
Jacqueline Ford
James Susko
Chris Holmes
Jocelyn Rineer
Sean Webster
Joseph Brubaker
Jill Brubaker
Sean Davis
Steven Van Blarcom
Glenn Neuenhaus
Andy Zangle

Miriam Zangle
Drew Zangle
Xiao Wang
Jody Serra
Samuel Raia
Jay Freireich
John Bartsch
Chris Skyers
Darrel Funkus
Michael Perrino
Nilgun Nancy Alemdar
Brenda Arzu
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Nyman Aydin
John Morrison
Andrew Poster
Jeremy Poster
Carolyn Stracco
Christopher Stracco
Michael De Cou

Janice Choi
Shelly Wu
Chris Fong
Thomas Ackerman
Kaitlin Reiman
Kyle Avantagiato
Kay Csuri
Trisha Conway
Llia Gorelov
Brynn Schobel
Lauren Salerno
Robert Johnson
Johanna Hansen
Matthew Parkinson



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Amazingly, fall is upon us and yet another driving season is behind us. More amazingly, at least to me, is that *Philes' Forum* is nearing its **twentieth** anniversary [January]! Anyhow, this time out I have some tips for folks with M20 motors, and a quick check which all of you who keep your Bimmer outdoors should do.

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 criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include them as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series].

The venerable M20 BMW single-overhead-cam, 6-cylinder gasoline motors, which were offered in the U.S. in 2.5- and 2.7-liter capacity in both E30 3-Series and 5-Series [E28 and E34] cars, require periodic valve-clearance adjustments. With a couple exceptions, later motors feature hydraulic valve lifters, which automatically maintain zero valve lash [clearance], compensating for wear, temperature changes, etc. Valve adjustment has been addressed in *Philes' Forum* a number of times over the years [Indeed, we did some demo tech sessions years ago.], so I won't rehash that subject unless some of you would like me to.



Photo #1 - M20 Motor

Photo by: Vic Lucariello, Sr.

Photo #1 depicts an M20 motor in a 1989 E34 525i. [Later E34s were fitted with the double-overhead-cam M50 six.] Note the breather hose connecting to the cam cover just above and to the rear of the letters "BMW". Photo #2 is a close-up view of the hose connecting to the cover, while Photo #3 shows where the other end of the hose connects to the throttle body. The hose must be disconnected from

the cam cover in order to remove it and access the valves for adjustment. On most M20 valve adjustments over the last few years, I found the breather hose to be cracked and brittle. In every case, I ended up replacing the hose. [Tip:



Photo #2 - Breather Hose

Photo by: Vic Lucariello, Sr.

When replacing the hose, do it with the cam cover removed, then attach the hose to the cam cover after you reinstall it.]

A deteriorated breather hose can cause starting and idling problems. This is because any air that leaks into the intake tract bypasses the airflow meter and tends to make the motor run lean. Especially after a cold start.



Photo #3 - Breather Hose, Again

Photo by: Vic Lucariello, Sr.

So if you are going to adjust your M20 valves or have them done, I suggest you have on hand, in addition to a new cam-cover gasket, a new breather hose. Two part numbers pretty much cover M20-motor breather hoses. 11 15 1 278 804 covers up to near the end of 1986 production, while 11 15 1 798 801 covers anything newer. Both hoses list for around \$10. For cars manufactured in the last quarter of 1986, I suggest you give your supplier your Bimmer's manufacture date when ordering the hose. The date should be indicated on the VIN sticker found on the driver-door pillar. Actually,

November Elections

All members in good standing are eligible to hold office, to nominate candidates for office, and to vote for candidates for office.

Elected positions are President, Vice President, Director of Driving Events, Director of Social events, Secretary, Treasurer, and two Members at Large.

Written notice of candidacy must be provided to the secretary by the date of the Chapter Executive Board Meeting preceding the election. (October)

Autocross Update

The last 2 autocrosses presented the NJ Chapter with unusual challenges.

On Aug 14, we were required to finish the event and be off site by 3 pm due to the need for the parking lot for a Motley Crewe concert. Not only did we finish on time, we all got 7 runs and ran a great event on what was one of the hottest days of the summer.

The Aug 28 autocross had us taking a chance on the weather, and 44 autocrossers had a great time before the rains came.

If you have photos of these events you would like to share,

post them on the gallery. Send them to Colin: [colin /at/ availabledark -d0t- com](mailto:colin/at/availabledark-d0t-com)

Event results are posted, and official champ series standings should be posted soon.

We have one autocross remaining this season on Oct 23. We continue to see new faces at chapter autocrosses, as members discover for themselves the rush that autocrossing can provide. We hope to see you there.

Elihu Savad

it's a good idea to have the manufacture date, together with the last 7 characters of your VIN, whenever you order parts.

With the onset of cooler weather, much welcomed by us after that brutal summer, many fauna are seeking a comfortable 'crib' for the winter. Well, it's probably a good idea to discourage these little folk from residing in your Bimmer!



Photo #4 - Yikes

Photo by: Vic Lucariello, Sr.

Photo #4 depicts the air-filter housing [air filter removed] from an E39 528i. You can see that someone was intending to spend a cozy winter in there! After vacuuming out the

housing, I installed a new air filter. I also placed a couple mothballs underneath the filter. It is said that the camphor in mothballs dissuades rodents from nesting. I'll let you know what I find the next time I see this particular Bimmer. I'll bet you'll be checking yours as well!

On most late-model Bimmer accessing the air filter is pretty easy. The filter fits into a 'drawer', which slides into the filter housing. The 'drawer' is held closed by two latches, which can be unlocked with finger pressure. Once you've done it a couple times, inspecting the filter will be as easy as checking your tire pressures. If you are unfamiliar with your underhood components, come to a membership meeting and folks will be glad to show where the underhood maintenance points are.

That's all for now, Bimmerphiles! See you next time.

Anyone wishing to contribute to Philes' Forum should contact me at vic.sr@njbmwcca.org. 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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Teen Survival School

(Continued from page 1) would affect the psyche of the students. Perhaps it was better that they didn't see the billowing smoke from the wheel wells and only envisioned what was going on outside.

When the class was over, the students walked from the Expo building to their cars and waiting instructors, where they were asked to translate this new knowledge onto the driving course. It was interesting to read the expressions on the twenty young faces as they walked to take the wheel of their cars. The student cars ranged from 325's to a Jeep Cherokee; E46 M3s to a Porsche Cayenne. It was obvious from the students' expressions that some of the teens would have rather been doing something else on such a gorgeous day, but this was soon to change.

There was a glitch with the water arrangements to wet the course at the Expo Center from a nearby fire hydrant. However, Susan Conway acquired 1500 feet of three-quarter inch garden hose and approximately ten gallons of Tide detergent. It didn't take long for the students to get the hang of it, and the expressions of "what am I doing here?" were replaced with the biggest smiles I have ever seen!

The teens, instructors, corner workers, parents, and guests worked up a good appetite during the morning session. Big Al manned one grill, while I manned the other one. Eighty hamburgers, ninety hot dogs, and a big bowl of chili were consumed. Two hundred small bottles of water didn't satisfy the group's thirst, so more bottles were bought at the local Hess station. I'd also like to thank my friend Michele Murray

for cutting up the onions for the burgers and dogs.

The only incident of the day was a large whirlwind, caused by the Porsche Cayenne that moved across the lot and proceeded to topple the 12 X 20 foot tent with me, Big Al, Blake Smith, John Csuri, and Colin Vozech under it.

The lot was expensive this year, and we were at risk for losing quite a bit of money for this worthwhile event if it hadn't been for some generous contributions. Special thanks go to Unity Bank, Flemington BMW, Hunterdon BMW, and OK Auto & 4 Wheel Drive, for their unselfish contributions that allowed us to stay close to budget.

I believe this is one of the best events the Club offers to its members and the public. The objective is to instill skills in these young drivers that hopefully will help them avoid accidents, save lives, personal injury, and property damage during their early driving years and beyond.

One of the parents rode with his son in his 325 through the last exercise at the end of the day. Dad's smile was as big as his son's when they got out of the car. He remarked, "This is a different driver than the one I rode over here with this morning."

Special thanks go to all members who assisted in organizing and participating in the school and to Colin Vozech for spending the day with us photographing the event. Check out the web site for his pictures.



Photos by: Colin Vozech



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Board Meeting Minutes

August 25, 2005

Members Present: David Finch, Al Drugos, Warren Brown, Neil Gambony, John Csuri, Mark Derienzo, Ross Karlin, Penny Galossi, Bob Conway, Deborah Kolar Others Present: Brian Corrigan, Elihu Savad, Blake Smith, Brian Morgan, Dave Allaway, Barry Stevens, Pamela Conway Members Absent: Jerry Faber

At 7:43 pm the meeting was called to order by President David Finch at the Café Cucina. Reading of the minutes of the previous board meeting was waived.

Officers' Reports

President David Finch The 2006 election nominees need to be included in the NJ Bulletin October issue. We have a new photographer for newsletter. Advanced students at Summit Point complained about the extensive time gaps between their run group sessions. The driver school committee will look at options such as a later drivers meeting on Sunday. It is suggested that next year we plan to have one Enduro at Summit Point.

Vice President Al Drugos reported that the September 21st Monthly Membership Meeting will be at DiFeo BMW.

NJ Bulletin Editor Jerry Faber was not present but provided an update that there will be a combined August/September newsletter.

Treasurer Warren Brown reported that we are running a deficit for this year's drivers schools. Brian Morgan informed us that there are a large number of people coming into club racing, which may increase the number of racers at next year's June LRP Club Race. Ross reported that we should be getting money from National for the ITS school and Instructor Pre-season Seminar.

Warren is continuing the search for affordable stationary. John Csuri will send the letterhead artwork to Penny Galossi who will get competitive bids from additional printers.

Member-at-Large and Driving School Chair John Csuri The August Summit Point Drivers School and Club Race was a successful event. The next drivers school is at LRP on September 17 - there are still openings. (Update - as of August 31, the school is full) We need to decide on next year's driving school schedule. Brian Morgan reported that SPR is trying to do a better job coordinating club events. Ross will contact the Boston chapter to find out the date for their club race next year at Mt Tremblant. There is an open question on whether we should have a Shenandoah school next year. Suggestions to promote driving schools include having a novice student present at a membership meeting during the winter and advertising in Grassroots Motorsports. John plans to get together with other chapters to construct a master drivers school calendar that could be emailed to all members.

Social Events Penny Galossi There will not be a club picnic this year.

Driving Events Chair Neil Gambony Insurance is required for the Street Survival School - Neil will follow-up. Pamela Conway gave a Street Survival update. There are currently 10 instructors and 12 students signed up. The plan is to have 2 students per instructor. Since the Edison fire department does not participate at such events, Pamela is working on getting the Whitehouse Station Fire Department to come. She will make sure they have a place to fill/refill the truck. Dave Ngo is handling cones, etc. Deborah gave Pamela the notes, schedule and classroom materials from last year's Street Survival School. David Finch will again do a bar-b-q (Update - Dave, you better be planning on bringing another batch of your famous chili!). David Finch secured \$1000 in sponsorship from Hunterdon BMW and Flemington BMW.

Autocross Chair Elihu Savad There are two more autocrosses this season - August 28th and October 23rd.

Toolbox and Website Editor Bob Conway Toolbox activity has been increasing. The beta web application was ready July 31. Bob suggested we do a dummy school to test the system. He will do a media kit on the website in the near future. He also needs new poll questions.

If you have any legal issues, call Brian Corrigan. His number is in the Bulletin.

Announcements

David welcomed Pamela, Brian and Barry to the meeting. Congratulations to Barry Stevens on becoming a NJ Chapter Driving School Instructor.

Future Board Meetings

The September Board Meeting will be at the Café Cucina on Wednesday, September 28th at 7:30 PM.

Ross motioned to adjourn, Penny seconded. The meeting was adjourned at 9:45 pm. Submitted by Deborah Kolar Secretary

September 28, 2005

Members Present: David Finch, Al Drugos, Neil Gambony, John Csuri, Jerry Faber, Ross Karlin Others Present: Blake Smith, Bob Isbitski, Dave Allaway (acting as secretary) Members Absent: Warren Brown, Mark Derienzo, Penny Galossi, Bob Conway, Deborah Kolar.

At 7:45 pm the meeting was called to order by President David Finch at the Café Cucina. There were no corrections to the minutes of the previous meeting, and reading of the minutes was waived.

Officers' Reports:

President David Finch reported on his very positive meeting with Open Road BMW representatives, based on their response to our letter to all dealerships. Open Road has committed to back-page color advertising in all Bulletin issues for 2006, and tentative sponsorship of the Teen Survival School and June Club Race/School. They also discussed the possibility of a joint dealership-club event, and distribution of NJ Chapter material to new owners. Open Road also offered to host a tech meeting which would include a maintenance demo on one of their cars.

Vice President Al Drugos reported that he is having difficulty confirming Will Turner's availability for the scheduled October meeting program. A fall-back will be a Winter-prep program at Open Road BMW. The combined November/December meeting, including elections and Pinewood Derby was scheduled for December 7th. Al proposed a Drivers School Prep program for the January 18th meeting, to be held at the new Flemington BMW. Ross Karlin offered a Targa Newfoundland presentation for the February meeting.

NJ Bulletin Editor Jerry Faber noted that there are two issues remaining this year, with the deadline for the next issue being Friday September 30th. All future issues will feature outside-cover color. Inside-cover color, at nominal additional cost, will also be used whenever suitable material is available. He asked that everyone keep the articles and photos coming.

Treasurer Warren Brown was not present but submitted a current P&L statement and event financial reports with comments. It was noted by Warren that the year-to-date net loss is \$2,097. This does not include the \$3500 past-due advertising revenue owed us. Ross will also follow-up on the \$2000 owed by national for the Instructor Training School, for which he previously filed. The board reviewed the financials for the Lime Rock race/school, the Summit Point race/school, the Lime Rock 9/17 school and the Teen Survival School. According to Warren, the BMW Foundation will reimburse our financial loss on the Teen Survival School.

Member-at-Large and Driving School Chair John Csuri reported that the driving school season had ended on a high note with the 9/17 Lime Rock event. There was a discussion of the one student incident, and it was reported that damage was covered by the student's insurance. There was a discussion of helmet standards and fitment, and a suggestion by Ross Karlin of a possible meeting presentation on this topic by Stable Technologies. Before next season the Driving Events committee will reevaluate our policy on Spec Miata, Lotus Elise and Corvette, with bolt-on hardtops or removable roof panels.

Driving Events Chair Neil Gambony reported that Jeff White will be Rallymaster for the Whack-Your-Turkey Rally on Sunday November 11th. The tentative starting point will be Barnes & Noble on Route 10 in Morris Plains. Nick Declario has given permission to use his excellent article on the 9/17 Lime Rock Drivers School on our website. The next Teen Survival School has been tentatively scheduled for May 21st at the same location (Edison, NJ), but we are considering alternate sites. Al Drugos suggested insurance companies as possible sponsors for the Teen Survival School. David Finch moved to authorize Elihu Savad to book the Edison site now, if we do not receive a commitment on another site by the end of the week. The motion was carried with no opposition. The efforts of the autocross instructors were commended, and it was noted that they gave up an autocross date for the Teen Survival School. There was agreement that Dave Dallas would retain the water hose purchased for the event; and that a \$20 payment would be made to the fireman who was unable to open the fire hydrant due to town ownership.

New Member Chair Bob Isbitski reported that new member letters will go out next week. He also successfully contacted, or left messages, for all first-time students at the 9/17 Lime Rock Drivers School.

Announcements: John Csuri presented two samples of NJ Chapter logos he had created which were compliant with the national specification. No action was taken by the board. He also noted that proofs of the new letterhead had been approved, and it was now order. David Finch announced that he would not be running for re-election as President, and expressed his thanks to the board for their efforts over the past two years. He also indicated that he wished to continue to lead the dealership contact program. Al Drugos announced that he would not be running for reelection as VP.

Future Board Meetings: The November Board Meeting will be at the Café Cucina on November 16th at 7:30 PM. Ross motioned to adjourn, Al seconded. The meeting was adjourned at 9:45 pm. Submitted by Dave Allaway (for Deborah Kolar, Secretary)

It Wasn't Peggy's Fault

Recently, Peggy has come under some criticism for abusing the M3 Light Weight. This mild mannered CPA was the subject at several conversations around dinner with fellow Club members for her over aggressive driving on the track. The last three times we went to the track, the LTW which Peggy was driving, came home on a trailer. Each time a clutch component failed. I replaced the complete clutch assembly after it failed at Watkins Glen in May. The engine was replaced about three years ago with a 3.2 Stickley found after we dropped a valve in #6 cylinder at Summit. I didn't remember buying a different clutch, maybe it came bolted on the back of the motor.

It appears the clutch assembly I purchased in May was for a 3.0. It finally dawned on me after pulling the gear box off four times in four months to check my parts disk. Sure enough, the throw-out bearing and the disk are the same for a 3.0 and a 3.2. However, the pressure plate and fork have different catalogue numbers. The fork looked similar but the fingers on the pressure plate are definitely different. The debacle was finally solved after replacing the entire assembly in May, the throw-out bearing in June, the throw-out bearing in July, the clutch master and slave and the 3.2 assembly in September.

Incidentally, about the bug & the windshield. I loaded the LTW on the open trailer to run over to Master Mechanic Rick Kicenuik, to ask some advice on replacing the clutch master, which now I know wasn't the problem. I use J hooks in the body of the car to strap it down. I cruised down I-78 and exited at 31 S. I stopped at the first light. The light changes and I take off, I hear a bo-boom! I thought someone had hit me. I look in the mirror and the Light Weight is behind the trailer. This poor woman in a Honda stopped behind has eyes as big as saucers! All four J hooks had come out of the body. Fortunate for me I had the hitch on the truck for the box trailer which put the back of the open trailer about 6" off the ground. The brake on the car was up so it didn't roll when it came off. Unbelievably, there was no damage. I collected myself, pulled the truck onto a side street, pulled the ramps out, got into the car, with traffic zooming all around me and drove the car up on the trailer. I immediately saw the problem. When I re-strapped the car, I did not cross the straps the first time. I now know how the Dad in the movie felt when he said "Honey I Shrank the kids". Honey I lost the car!

When I got to Rick's he says "what took you so long"?

David Finch

NJ Instructors Go To VIR

Chief Instructor, Blake Smith, David Finch, and Barry Stevens returned from LRP to head for Danville, Va. early the next morning to instruct at VIR for O Fest. We left at 7:00 AM and arrived at the track around 5:00. We were met by Barry's cousin Bob Marley, a Tarheel CCA member and Club Racer. Unfortunately Bob blew his engine in his 95 LTW in the Race Sunday.

We had a full schedule, with two to three students per day and four run groups. VIR is a terrific track, it has lots of run off space and the asphalt is as smooth as a baby's bottom.

Of course, everyone knew Blake, and said "Hello Blake" when they walked by. Blake ask me who was that? I don't know Blake!

The students, who were at O Fest were diverse, some

wanted to do a parade lap, to say they had driven VIR, others wanted to set the track record. We had great weather for the three day event. Unfortunately two of us had a D student on Wednesday so we couldn't leave until the last run group at 5:00 PM.

I had some great students that were a blast to ride with. My last student offered me a tip! That's a first! No kidding, those southern boys are OK.

We left the track around 5:30 PM and got back to the farm at 1:20 AM. The price of fuel is definitely going to influence the number of schools I can do next year, my diesel bill was \$387.00 for the trip! If you have a chance to do a Tarheel CCA event at VIR, do it!

David Finch



Summit Point

Photos by:
Colin Vozeh





Classified Ads

Classified Editor Chet Marfatia

Ads Now Online

BMW's For Sale:

1989 BMW 635csi

Mint fully loaded, black original paint, tan leather rear a/c and cooler, a/c blows ice cold, memory heated seats, sunroof, everything works as it should. New trx tires, exhaust, slotted rotors front end suspension, cooling, etc. All BMW servicing current. Mobile 1 always, 89,600 miles. \$11,900. Call Peter 732-492-5891 Cell 732-922-1000x241 Work. E-mail: michele@ansellzaro.com. (9/2005)

1997 BMW 540i

VIN: WBADE5324VB90578

Don't let this one get away. Oxford Green, Close to mint condition, with biscuit leather. 6-speed, 57k original miles, Lovingly maintained, never smoked or eaten in. Grandkids take off shoes to get a ride! Garaged in over 55 community. \$25,000. Call Tony 609-448-0065 or e-mail at: lisa@kalmedia.com. (9/2005)

1999 BMW 328is

Red with tan leather interior. 4-door, auto, 6-cylinder, 75.5k miles. Original owner. All records available thru JMK BMW in Springfield, NJ. Car in excellent condition. Recent full service incl. all new rims and tires - cost \$2,800. Heated seats, power seats, p/w, and sunroof. \$15,000. Nancy Ward 908-232-2627 or e-mail at: nancywardesq@aol.com. (9/2005)

1981 BMW 733i

VIN: WBAFF3303B7350980

Sapphire Blue/Parchment. Rare 5-Speed. The finest 733i available from private collector. Beautiful, complete ground up body/mechanical restoration by top BMW professionals. Custom \$5,000 Sound System. No expense spared to achieve perfection. Over \$45,000 invested. Looks and drives like new. E-Mail for photos and extensive restoration list. Call 908-782-2557 or 908-423-7833 or e-mail at hoover1@patmedia.net. (9/2005)

2001 BMW Z3 M-Coupe

VIN: WBSCN934X1LK60044

Silver with Blue/Black interior, 315 hp, 41K miles, 5-speed, moon roof, AM/FM/CD, A/C, heated seats, additional Blizzak Snows on AT Italia alloys. Original owner, non-smoker, always garaged, all maintenance records. \$32,000. Call: 908-236-2987. (11/2005)

1994 BMW 530i

Mechanically perfect, interior excellent. Exterior very good except for some small acorn dings on trunk, roof, hood. V-8, automatic with sport mode. Heated seats, sunroof, CD changer. Green, tan interior. 80,000 miles. All original/stock. \$13,500. Morristown area. 973-216-3052 or tomc@coyne-net.com. (11/2005)

Parts For Sale:

Seat Covers For Sale

Factory Sheepskin Seat Covers for 3 Series ('01-'04). Set for Front Seats including Head Rests. Black. Slightly faded from sunlight but can be touched up with black shoe die. \$199 (includes shipping to continental US) Call or e-mail. 973-209-7227 or rbagni@compuserve.com. (9/2005)

Tires For Sale

Snow tires for sale Pirelli 210 size-235-45r17-94h For a 5 series, used for 2k miles with alloy wheels. First \$600 takes them. Call Frank at 973-731-9045. (9/2005)

Misc. For Sale

1992-1998 3 Series Service Manual Package. A New Bentleys and used once Haynes plus some condensed Roundel Tech Talk notes. \$50.00. Bob Gibbons, 610-923-0664 gibbygoodguy@yahoo.com. (9/2005)

Misc. For Sale

1992 to 1999 E36 New OEM Brake Parts: German made and still in the original sealed package: Set of four BALO Motortex brake rotors. Set of TEXTAR front pads. Set of two brake Sensors (f & r). Selling as a package for \$170.00. Bob Gibbons, 610-923-0664 or e-mail at gibbygoodguy@yahoo.com. (9/2005)

Wheels For Sale

Set of four BBS RC wheels with mounted balanced new BG Goodrich g-force T/A R1 245/40Z R17 race tires. \$1,000. Call for full details 908-230-0466 or tomcurnin@yahoo.com. (11/2005)

Other Cars For Sale:

1972 Elan Sprint DHC

167 hp engine built by MWE w/dyno sheets, Webers, newly painted white, full Spyder conversion: Chassis, suspension, roll cage, rear axles. Completely rebuilt,

car is my reliable daily driver. New dash, new w/s, +2 front brakes: car is v. fast & needs them. Modern ignition, K/O Panasperts, new A032Rs. Car will do 100 mph in ¼ mile, handles great, stops quickly. Needs nothing. 1 of best, most highly developed in US; not cheap. Best of both worlds: vintage look, modern performance. As fast as my Elise. Divorce forces sale, heartbroken (over car, not wife). Gilbert at 973-401-1593, essentialbusiness@patmedia.net. (9/2005)

2002 Chevrolet Suburban

Z-71 Edition. Green metallic with tan. Mechanically perfect. Body nice, interior just typical family wear. Entertainment system (VHS with two monitors and wireless headphones) Just less than 80,000 miles. Original owner, never towed, always Mobil 1. \$16,500. Morristown area. 973-216-3052 or e-mail tomc@coyne-net.com. (11/2005)

To Place a Classified Ad: Any current BMW CCA member may place a non-commercial classified with NJBMWCCA. There is no charge for this service, and your ad will be printed in The New Jersey Bulletin and posted on our website (www.njbmwcca.org) for two months unless renewed or canceled. Note that we will remove names and phone numbers such that only an email address will be used for contact information on ads posted on our website. If an ad does not include an email address, it will not be posted and will be printed in the Bulletin only. To place an ad, please 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. Thank you!



Whack Your Turkey Rally

2005 Championship Series

The penultimate event in this year's championship series is the Whack Your Turkey Rally. Co-Rallymasters Jeff White and Trisha Camp have announced that the date for the rally will be Sunday, **November 20th**, and will be starting from the parking lot of the Barnes and Noble Bookstore located on Route 10 West in Morris Plains. The only equipment you will need is a clipboard and pen or pencil.

There will be two classes for participants – Family/Crowd and Adult/2 for those seeking points for the Series Championship. The cost is just \$20 dollars per vehicle. Please check the website for up to the minute information regarding starting time and directions to the starting location. Although pre-registration is not necessary, the rally will be limited to 40 vehicles. You can reserve a spot for the rally by contacting Jeff at his address listed on the Website under the Whack Your Turkey rally. Just let him know what class you will be participating in.

Neil Gambony

Summit Point



Photo by: Colin Vozeh

With three more events still left in the Championship Series, an autocross, the Whack Your Turkey rally and the Pinewood Derby, the competition is still wide open. This is a list of the top 20 in the points standing for the championship.

<u>Place</u>	<u>Name</u>	<u>Points</u>
1	James Kavalieros	56
2	Walt Baliko	53
3	Larry Engel	51
4	Mike Marvuglio	50
5	Jon Trudel	45
6	Elihu Savad	43
7	Ivan LaGrand	40
8	Steve Pulvers	39
9	Dave Ngo	35
10	Ed Walters	32
11	Ricardo Venegas	31
12	Brent Jerolimic	30
12	Jim LaForge	30
12	T.J. Pierson	30
13	Brian Henry	26
14	Kai Xing	25
15	Robert Tran	22
16	Frank Dimatteo	21
17	Ross Karlin	20
18	Dave McIntyre	20

NJ Chapter Calendar

October, 2005

Wednesday, October 19

Monthly membership meeting at Open Road BMW. Address is 731 Route 1S Edison, NJ - 8pm. This will be a Social and more. Directions to dealership are at: www.openroadbmw.com.

Sunday, October 23

Autocross at PNC Art Center.

December, 2005

Wednesday, December 6

Combined November/December membership meeting at the Deutscher club - 8pm. Elections.

January, 2006

Wednesday, January 18

Monthly membership meeting at the new Flemington BMW dealership. Rt.31/202N. - 8pm. Preparation for driver schools and more...

February, 2006

Wednesday, February 15

Monthly membership meeting at the Deutscher club - 8pm. Hear the exploits and see the movies of Ross Karlin's and David McIntyre's adventure at the **2005 Targa Newfoundland Rally**.

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

Hotline: 908-322-2758

Summit Point



Summit Point Club Race

Photo by: Colin Vozech



Summit Point Driver School

Photo by: Colin Vozech

Tech Night



Tech Night at DiFeo BMW

Photo by: Colin Vozech

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

