



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
October 2006

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## Venerable 6-Cylinder



## Venomous 6-Cylinder



Photos by  
Colin Vozech

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Newsletter of the NJ Chapter  
BMW Car Club of America  
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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.

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 \$15.30 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 [fbr2002@optonline.net](mailto:fbr2002@optonline.net).

# President's Line

It's October and we are now done with our driving schools for the year. Monday September 25th at Lime Rock Park was the last event of the season, it seems like it was just last month when we began the driving school season at the Shenandoah Circuit in West Virginia. For those of you who were able to take advantage of the LRP School, it turned into an exceptional day.

The Lime Rock Park School was as usual a great event but still had plenty of spaces in each of the run groups. This is really discerning to me, it's cause for us to re-evaluate the continued use of Lime Rock Park for driving schools. The current on-line poll from our website lists Lime Rock as the preferred first event of 2007, yet there are not enough responses in the total poll to fill a school there. When you get a chance, please go to the site and cast your vote as to your favorite track.

I know I've thanked many of the people responsible for the success of our driving school events such as our school chairman, registrar, and driving instructors but seemed to keep overlooking some of the un-sung heroes of our driving schools, our "Tech" workers. The guys who volunteer for tech give up sleeping late so they can be at the track at 6:30 am. They're also always hungry due to the fact that there aren't any restaurants open that early.

I enjoy working Tech; it gives me the chance to meet NJ Club members along with the opportunity to meet students and instructors who attend our schools from other chapters.

What's involved with Tech? Basically it's a spot check on the vehicles that are attending the school to be sure there isn't anything glaringly wrong with the vehicle. We check helmets, brake lights, seat restraints, window tinting, mirrors, and a thorough inspection under the hood for fan belts, hoses, motor mounts, steering joints, wheel bearings, fluid leaks, loose exhaust systems, etc.

The Tech team works under the watchful eye of our Chief Technical adviser, Vic Lucariello Sr. Vic who writes the "Philes' Forum", a column with timely technical advice in the Bulletin. Vic has been organizing Tech ever since the club has been holding driving schools. While I'm speaking of Vic, I'd like to congratulate him on his recent retirement from his job at PSE&G. Vic has been there since the early 70's, back when his 2002 was new.

The other event for drivers was the Autocross that was held Sept. 10 at the PNC South lot. Fifty people were in attendance that took advantage of the turnout to get nine runs apiece. It took the PNC maintenance crew a while to get all the glass picked up from the lot, which was the cause of cancellation for the Autocross back in August.

Flemington BMW once again hosted the Club meeting in September. They had arranged for some engineers from

BMW to speak about some of the upcoming navigational and traffic warning features that will be available in the 2007 model year cars. The last time we were at Flemington BMW I was admiring the stainless steel exhaust system of a 645 convertible on the lift in the service area that reminded me I needed to clean my oven at home.

The meeting in October will feature our Vice-President Brian Morgan who will regale us with tales and pictures from the Goodwood Festival of Speed in England that took place in July. The Goodwood Festival is a who's who of the Vintage car circuit that not only draws some of the world's finest classic racing machines, but also some of the world's finest drivers who raced them when they were new. Brian was covering the event for the Roundel; you'll get to hear about it firsthand. This meeting will be on October 18 at the Deutscher Club in Clark.

In their third attempt in running the Targa Newfoundland, Ross Karlin and Dave McIntyre finally won their class. Dave and Ross have been using Dave's 1995 BMW M3 that's been modified for both performance and safety. I will look forward to them speaking about their victory at a Club meeting sometime in the future.

For November there is an Autocross at the Commerce Bank Ball Park in Bridgewater on the 5th. This year the Whack Your Turkey Rally will be on the 12th. Club member and Club Racer Thom Rossi and his wife Kathy will be the Rallymasters for the event. There is information elsewhere in the Bulletin about the event.

The combined Nov/Dec meeting in December will once again be our annual Pinewood Derby and Club Elections. If anyone has any interest in running for any of the Board positions, please let Secretary Deborah Kolar know.

Neil Gambony



Mmm-mmm-good. Z4 M Roadster

Photo by Colin Vozeh



# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Sorry to have been absent from these august pages since April. Although personal circumstances precluded any quality time with the 'ol keyboard, I have been busy collecting photos of good stuff going on in the shop. So without further ado let's talk about fuel-filter replacement on later-model Bimmers.

I still wish to receive copies of your NJMVC 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 [eg: 328i, not 3-Series].

For many years, the fuel filter on a fuel-injected Bimmer was located either near the starter motor or near the fuel tank. [An exception to this is the 2002 tii, with filter located up front next to the battery. Yes, you read that correctly.] In all cases, the filter is visible, albeit not particularly accessible when located near the starter.

In the '90s, BMW began relocating the fuel filters to a concealed location under the car, approximately under the driver seat. I believe this was done to accommodate a filter with more filter-media area, hence longer service life. Photo #1 depicts the older and newer filters side by side. The older filter [13 32 1 270 038, or Mahle # KL-9] is on the bottom. This filter fits models from '78 to '96. The newer filter is BMW # 13 32 1 740 985 [Mahle # KL-66], which fits many



Photo #1 Fuel Filters

Photo by: Vic Lucariello, Sr.

'92-'03 models. I estimate that the newer filter provides about 50% more filter-media area. Photo #2 shows the

underbody panel, this one on a '99 528i, that must be removed to access the filter. [Be sure to place the jack stands so they don't impede panel removal.]



Photo #2 Under body panel

Photo by: Vic Lucariello, Sr.

Replacement of the later filters is almost as straightforward as replacing the older style. [This has been covered in several previous Philes' Forums.] Begin by putting the car up on ramps or jack stands. Do this job outdoors and have your fire extinguisher handy. Ensure the ignition key is removed, and keep in mind that until you depressurize the fuel system, the gasoline in it is under about 30 pounds per square inch pressure. Before starting the job you should have on hand the new filter, 4 BMW hose clamps #07 12 9 952 104, three 8 cm lengths of BMW 8 mm ID fuel hose [13 31 1 469 781], and one 8mm [13 mm hex] bolt about 25 mm long, which you should insert into one of the lengths of hose.

Next remove the access panel and place your drain pan under the fuel filter. Follow the metal fuel line forward from

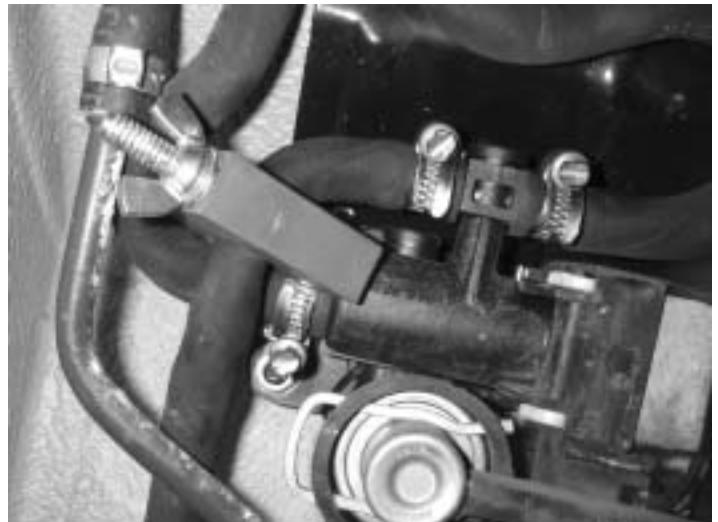


Photo #3 Hose clamp

Photo by: Vic Lucariello, Sr.

the filter and put a hose clamp on a (Continued on page 7)

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# Board Meeting Minutes

New Jersey Chapter of the BMW CCA  
August 24, 2006

Board members present: Neil Gambony, Warren Brown, John Csuri, Al Drugos, Ross Karlin, Brian Morgan, Mark Derienzo, Bob Conway and Deborah Kolar. Board Members absent: Jerry Farber, Bob Isbitski. Others present: David Finch, Vic Lucariello, Sr., Blake Smith and Jeff White.

Neil Gambony called the meeting to order at 7:39 PM at Café Cucina.

Brian Morgan provided a correction to the July minutes: The July meeting was held at Café Cucina, not the Grand Colonial.

Mark Derienzo waived the reading of the minutes and Bob Conway seconded - motion passed.

## Vice President

Brian Morgan reported that there was a good turnout for the August monthly membership meeting. Next month we will be back at Flemington BMW. The meeting will probably start at 7pm. October will feature Brian's experiences at Goodwood. The November/December meeting will be the election and Pinewood Derby at the Deutcher Club. Brian will contact the Deutcher Club to make arrangements. Ideas for future programs were discussed including a safety meeting addressing autocross, driver school and racing issues. Possible speakers are Joe Marco on seat belt installation or Kurt Weiss. Brian will post a query on the club website asking what meeting topics people would like. At the next monthly membership meeting we should ask how many people have attended a driver school or intend to?

## Treasurer

Warren Brown is working on the August Summit Point Driver School and Club Race accounting.

## Newsletter

September 1 is the deadline for Bulletin articles.

## Social Events

Al Drugos reported that the 2007 banquet will tentatively be on Saturday February 10th at the Grand Colonial.

## Driving Events

Neil is looking into the possibility of a lot in Mercer County for a Teen Street Survival School. We are still looking for a rally master for the Whack Your Turkey Rally. Bob Isbitski sent a message that the new membership letters went out. Bob is planning to attend the BMW CCA National Board meeting September 16 & 17 in Massachusetts and will follow-up on the zip code issue. Bob also asked if anyone else would like to attend.

## Driver Schools

We have 39 students registered for the September Lime Rock Park Drivers School. Skip Barber is providing a classroom instructor for this school. Warren suggested that we ask PDA to send out an email to their students informing them of openings in our school. Mark suggested that we advertise in Grassroots Motorsports and emphasize all marques welcome. David Hirschhorn should be contacted to see if he is still interested in developing a marketing approach for the Drivers School program. Bob Conway suggested we look at car control clinics as an entry to Drivers Schools. Ross will query the regional representatives on what's happening in the rest of the country regarding drivers school applications. In setting up next year's schedule, we need to make sure that our Drivers Schools are more than a week apart. Vic suggested that we may want to allow X3's on the track. Brian will follow-up on the problems we've experienced with Driver School listings in the Roundel.

## Club Race

The Summit Point Club Race went well. Any issues with the event were handled and should not be problems in the future. There were two formal protests. Ross formed a committee with Dave Allaway and Bob Balls to resolve the protests.

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## Autocross

Elihu Savad sent a message that we are getting a refund from the PNC for the autocross that had to be cancelled due to the condition of the parking lot.

## Website

Bob Conway reported that the Summit Point Drivers School was the first to be run on the new online registration system. Greg Conway will be making some improvements based on input from Jeff White and Blake Smith. Toolbox usage averages about one request per week.

## Dealer Liaison

David Finch requested that a new leader be found for this position.

The next meeting was set for Thursday September 21st at Café Cucina. Ross motioned to adjourn at 9:03, Mark seconded.

Respectfully submitted, Deborah Kolar (Secretary)



(Philes' Forum - continued from page 4) hose section of the line. [See Photo #3.] With a sharp knife or awl, slightly pierce the short hose on the filter inlet [the end of the filter towards the rear of the car] and catch the resulting tiny stream of fuel in your pan. An alternative to this is to remove the fuel-pump fuse and crank the motor over to depressurize the fuel system. I find it faster and easier simply to pierce the hose. When the fuel stream stops, make the piercing a little larger to ensure the fuel line has been depressurized, then remove the 4 hose clamps securing the inlet- and outlet-hose sections to the filter.

Next slit the short hose on the filter inlet [See Photo #4], and, after removing the filter-retaining screw, pull the slit hose off the nipple on the filter and replace it with the piece of hose with the bolt inserted. [You have now plugged the filter inlet so that the gasoline in the filter doesn't drain out when you remove the filter.] Remove the filter, keeping the



Photo #4 Slit short hose

Photo by: Vic Lucariello, Sr.

plugged end down. Since you have clamped the fuel line, very little fuel should spill when you remove the filter. Photo #5 depicts the old filter with its inlet nipple plugged. You can see that very little fuel was spilled during the entire procedure.



Photo #5 Inlet nipple plugged

Photo by: Vic Lucariello, Sr.

Now transfer the filter mounting bracket to the new filter and install it using the two new pieces of hose and four new clamps. Photo #6 shows the inlet of the new filter with the new hose section and two new hose clamps. These clamps are to be tightened until their heads shear off. Note the direction-of-flow arrow on the filter is pointing forward.

Start the motor and verify there are no leaks before you replace the access panel and let the car down. Oh yeah, remember to remove the hose clamp before you try to start the motor! Sometimes the motor will run a bit roughly until



Photo #6 Inlet of new filter

Photo by: Vic Lucariello, Sr.

the air in the new filter is displaced.

Finally, remove the plug from the inlet of the old filter and drain it into a clean container. If you see a bunch of shiny shavings, you are due for a new fuel pump. Please remember to dispose of the drained gasoline in a responsible manner. I strain it and use it in the lawn mower.

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](mailto: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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# Welcome New Members

Ahmed, Shirin  
Al-Daqa, Mohamed  
Ansari, Furquan  
Bashtarz, Thomas  
Burdge, Alan  
Burdge, Patricia  
Cohen, Stanley  
Cohen, Marion  
Connolly, Steven  
Drugos, Alex  
Dunkley, Bennet  
Erhamza, Kara

Erhamza, Levent  
Evseev, Kirill  
Finley, Doug  
Finley, Marilyn  
Fitch, Michael  
Fries, John  
Gross, Alexander  
Guinto, Glenn  
Gyma, Nicolas  
Harris, Rip  
Hasenfus, Gregg  
Holding, Darcy

Kelly, John  
Knaggs, Kieran  
Koontz, Richard  
Liristis, Harry  
Longfield, Bruce  
Messerli, Jonathan  
Nostrand, Chris  
Parikh, Nirav  
Parikh, Nehal  
Patel, Chetan  
Pocelinko, Mike  
Putney, John

Rader, Daniel  
Reagan, Mark  
Ries, William  
Rubinstein, Amanda  
Ruiz, Ada  
Santiago, Jose  
Settyvari, Ashok  
Silverman, Steven  
Stahman, Frederick  
Waterhouse, Russ

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## Club Meets at Flemington BMW

Photos by Paul Ngai



Hmmm, friendly discussion.



Question by Vic, Sr. (aka Sage)



Intense listening.



BMW NA: Paul LaBrie, Product Engineer, Timothy McDermott, After Sales Market Manager, and Frank Gallacher, Product Engineer  
Photo by: Colin Vozeh



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# Whack Your Turkey Rally - November 12th

Bring your car and your friends to our chapter's fun rally. Take a scenic Fall drive through New Jersey's Hunterdon County and rack up some points in our club's annual championship series! Pre-register by sending an e-mail to: [Rallymaster@njbmwcca.org](mailto:Rallymaster@njbmwcca.org) and identify the driver and number of passengers. The first 40 entrants are guaranteed to be accepted. Fee payable on day of event is \$20 cash or check accepted.

9:00am. First car departs at 9:30am. You will receive route instructions and clues at the registration. Follow the route, fill in your answers and turn them in for judging at our lunch and destination point. Lunch must be purchased separately. You can compete in the family fun class with as many passengers in your car as you like, or in the adult championship series with a driver and navigator.

Thom Rossi

Registration is at 8:30am at Dilts Field in Delaware Township (directions available). Driver's meeting at

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## NJ BMW CCA Board Elections

### Run for the NJ BMW CCA Board

Nominations for the 2007 Board are now open. If you are interested in running for any of the Board positions, or would like to nominate a willing candidate, send me an email at [deborahkolar@yahoo.com](mailto:deborahkolar@yahoo.com) by October 24th.

Positions include: President, Vice President, Social Events Chair, Treasurer, Driving Events Chair, Secretary, and two Members-at-Large. If you'd like any details on what each job entails, go to [www.njbmwcca.org/about/officers.php](http://www.njbmwcca.org/about/officers.php) and send an email to the appropriate incumbent.

The Board is always looking for new ideas and fresh viewpoints. I look forward to hearing from you!

Deborah Kolar  
Secretary

### Candidate Statements

In the November newsletter, candidate statements will be published. Candidates for the Board may submit up to a 250 word candidate statement to let our members know who you are, why you are running for office, and other information you feel appropriate.



Driving Events Chair Bob Isbitski and President Neil Gambony at Lime Rock Park

Photo by Deborah Kolar

# A Fist Full of Dollars

By Thom Rossi

A loud bang; a puff of smoke; the ricochet whine of high velocity metal and, suddenly, something lies dead on the side of the road in old Virginia. No, I'm not talking about an old Clint Eastwood Western movie. I'm talking about my weekend at Virginia International Raceway (VIR).

I'd love to race at VIR next season. So when fellow chapter member and performance driving enthusiast Dennis Krug sent out an e-mail looking for parties interested in heading down to a Tarheel Chapter driving school, it didn't take long for me to decide it was a good idea. The long haul down there, about 450 miles, with a car in tow is well worth it in my book. This track is fantastic. And though I had been there before, I'd never received any in-car instruction on the driving line. So, before heading down next season for a race, I knew I could derive great benefit from a BMW CCA driving school.

My instructor, Stan Taylor of the Tarheel Chapter, is also a club racer. The quality of instruction I received was great. I knew there were certain sections of the track I would have to concentrate on to bring my lap times down and Stan was able to point the way very quickly to a much improved line. This long track is too complicated to describe in detail here, but it does have several "signature" features that I'd like to tell you about. I found the most improvement in lap times by focusing on the uphill esses. These can be taken much faster than I had imagined but demand patience in finding late apexes. At the top of the esses, one encounters turn 10, a blind left hand high speed turn. This turn is not for the timid of heart and once mastered is one of the most enjoyable parts of the track. It's one of those areas where you don't ever want to lift off the throttle once you are committed to the turn because if you do you will lose grip in the back end. The Friday before we students got on the track, I believe three instructors lost it there and ended up in pretty sad shape on the left side of the track.

Which is probably why Stan got a little nervous when we found a deposit of antifreeze (not mine!) on the track surface coming out of turn 10. Try as I might, I couldn't get the car straight once we started skating. We eventually came to a safe stop on the grass on the right and after a couple of other cars tried to follow us, the session was black flagged to get the surface cleaned up.

Two other parts of the track I have to mention are Oak Tree (a hairpin right hand turn leading onto a LONG back straight) and Hog Pen, a double apex, down hill right hand turn leading onto the LONG front straight. The line through Hog Pen felt very natural to me in the e30, but it is another "no lift" section that deserves respect. Oak Tree is important because it is a turn with a huge velocity change leading onto a very long straight, so exit speed is important here and it looked like there were as many lines into the turn as there

were cars on the track. Stan had some good pointers for me and I do believe I was starting to get it sort of right, almost, maybe, at least some times.

In the meantime, Dennis Krug was deciding he had a "new favorite track" and the other students in his run group were learning what the back of a Camaro looks like. If you've ever shared a track with Dennis, you know what I mean.

If you're interested in more detail about VIR and how to drive that track, check out the Tarheel Chapter web site. Peter Krause has posted an interesting turn-by-turn description of a full lap around the track and there's a nice video link, too.

My car had undergone a major transformation since its last outing at Summit Point for the club race. Steve Vicari has, thankfully, taken an interest in this old wanna-be race car and has been working his magic on the suspension and other aspects of car set up. In the process of working on replacing the driver's seat, he discovered that my throttle had been broken and so I had only been able to use about 2/3 throttle application! Talk about cheap horsepower improvements. The car felt GREAT at VIR and I could feel a huge difference in both handling and power. I was a happy camper.

Come Sunday morning in my first run I started to hear a tapping noise coming from the engine bay as I entered Nascar Bend. That's odd, I thought. I wonder what that is? By the time I got to the uphill esses, I noticed a significant loss of power, louder tapping and I knew I'd have to pit out at the next chance (about another 2 miles of track to go). I got through Oak Tree and onto the back straight before my engine performed it's grand finale. That's when the cheap Western sound effects came into play. Except that ricochet wasn't from a 15 cent hunk of .45 caliber lead, it was from a fistful of my dollars in the form of a fist-sized chunk of engine block. That was it. Game over. One too many connecting rods had decided not to live in my engine anymore. And the dead thing on the side of the road was my e30. Nothing left to do but get off line as quickly as possible and wait to be towed. By the time I got back to the paddock, I was prepared for the two questions all the car "guys" around would naturally ask: what happened and what were you going to put in there next?

Hmmmm.... Let the off-season fun begin!



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Classified Editor Chet Marfatia

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Biarritz Blue, Tan leather interior, Only 85K miles, 6 CD player, ABS, xenon, alarm, sunroof, fog lights, memory/power seats, garaged, clean, priced to sell. \$14,900. Union County, NJ area 908-247-0324 or email at ob-2000@comcast.net. (10/2006)

### 2000 BMW M5

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### 1995 BMW M540i

VIN: WBAHE5234SGA65507

Oxford green/tan leather, 128.2k miles, 6-speed, "M" pkg., 17" alloys, one of 135, 6-disc CD, ASC+T, alusil at 50K, dealer serviced, new struts, water pump, Bridgestone SO3 Tires, garaged, no accidents, non-smoker, excellent condition, pic avail, \$15,500. Dick: 609-896-1665 (d); 609-896-4236 (n); 609-462-7693: jsmith2389@aol.com. (10/2006)

### 1993 BMW 325i

4-dr auto 120,000 miles runs well, has some body dings but is in solid running order \$2000. Cell 908-764-1927; home 908-351-4421. (10/2006)

### 1994 BMW 325i convertible

Mint, Black with Tan leather, 5-spd, 62K Mi, \$11,500. 201-768-1440. (10/2006)

## Parts For Sale:

### BMW Style 47 Wheels & Tires

Four 16"x7", 46mm offset, no curb rash, dents, blemishes or scratches. Very nice finish. Wheels have Pirelli P7000 tires, 225/50 ZR 16 92W. No tears, bubbles, blemishes or splits. Tread is 6mm on two tires and 4mm on the other two. Photos : <http://mydrive.roadfly.com/photos/pic.php?u=12210dL63s&i=4227>. Prefer pickup in northern NJ. Will travel to meet halfway. \$550obo. Tom: 973-300-0956; e-mail tcaines@mindspring.com. (10/2006)

### Wheels for Sale

4 Conti Contacts on E39 OEM wheels. Perfect for E28 or E39. Tires like new, wheels true. \$500 for set. Joe @ 973 989-5500 or joem52002@hotmail.com. (10/2006)

Alloy Wheels for MINI Cooper S. Three 17 X 7-inch "S Lite" wheels with very light curb rash. Ideal for winter tires, autocrossing or track. \$100 each. Rob @ 201-825-7611 (eve) or rdm14@optonline.net. (11/2006)

### Tires for Sale

\$250 or b.o. 4 Michelin Arctic Alpin Tires (205/55 R16) mounted on steel wheels. Purchased from Tire Rack. Less than 1000 miles of wear. Sold the 2001 323Ci after the first winter. Pick up at 308 Blackpoint Road Neshanic Station, NJ 08853. Call Larry at 908-770-0780 or lskatz53@hotmail.com. (11/2006)

### Winter Tires for Sale

Dunlop Winter Sport M2, 205/55-HR16. Used only 1 winter for less than 2k miles. Perfect condition. Sold car so tires no rims are available. \$225 plus shipping from NY. Chet at cmarfatia@hotmail.com. (11/2006)

## Other Cars For Sale:

### 1987 Porsche 911 Targa

Venetian blue/black, 73K miles, garaged, restored top, 16inch Fuchs, 6 CD changer, heated sport seats, limited slip, engine stock, new rotors, new tires, lowered, rolled fenders, improved suspension, Cool Brake Kit, harness bar, belts, fire extinguisher, well sorted for DE, autocross, detailed, photos available, \$24,500. John Lamont, Chatham, NJ, 201-213-6031, or e-mail: johnlamont@optonline.net. (10/2006)

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## Autocrossing

Sept 10 autocross big hit - according to our forum postings, the last autocross ranks high on the fun meter.

We have two more autocrosses:

October 15 at Commerce Bank Ballpark blue lot.

November 5 at Commerce Bank Ballpark blue lot.

According to autocross results alone, the points leader is Brent Jerolomic, there is a tie for second between T.J. Pierson and Jim Kavalieros, and Mike Marvuglio is third. Larry Engel is close in 4th. The summer rally results may have Larry and Jim tied for first in the champ series, but I would wait for official results to be posted.

## NJ Chapter Calendar

### October, 2006

#### Sunday, October 15

Autocross at Commerce Ball Park in Bridgewater. See website for details.

#### Wednesday, October 18

Monthly membership meeting at the Deutscher club. Chapter VP and Roundel Motorsports Editor Brian Morgan will report on his visit to the 2006 Goodwood Festival of Speed in the UK. The festival is one of the world's largest vintage motorsport events. Meeting starts at 8pm.

### November, 2006

#### Sunday, November 5

Autocross at Commerce Ball Park in Bridgewater. See website for details.

### December, 2006

#### TBD

Combined Nov-Dec membership meeting at the Deutscher club. Board elections and Pinewood Derby.

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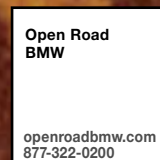


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