



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

<http://www.njbmwcca.org>

November 2006

Volume 37 Number 11

Whack Your Turkey Rally



The Cars and the Rallyists



Photos by
Jerry Faber

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

NJ BULLETIN STAFF

EDITOR JERRY FABER
fbr2002@optonline.net

CLASSIFIEDS EDITOR CHET MARFATIA
ckmarfatia@hotmail.com

TECH EDITOR VIC LUCARIELLO
vic.sr@njbmwcca.org

BUSINESS MANAGER PAUL NGAI
pknagai@yahoo.com

2006 CHAPTER OFFICERS

PRESIDENT NEIL GAMBONY
neilix@earthlink.net

VICE PRESIDENT BRIAN MORGAN
briansmorgan@comcast.net

DRIVING EVENTS BOB ISBITSKI
bisbitsk@benco.com

SOCIAL EVENTS AL DRUGOS
glaad1auto@netzero.net

TREASURER WARREN BROWN
whbrown1@optonline.net

SECRETARY DEBORAH KOLAR
deborahkolar@yahoo.com

MEMBER AT LARGE JOHN CSURI
csuri@njbmwcca.org

MEMBER AT LARGE ROSS KARLIN
rosskarlin@njbmwcca.org

MEMBER AT LARGE MARK DERIENZO
mderienzo@njbmwcca.org

MEMBER AT LARGE ROBERT CONWAY
rgconway@njbmwcca.org

CHAPTER TOOL BOX ROBERT CONWAY
rgconway@njbmwcca.org

MEMBERSHIP BOB ISBITSKI
bisbitsk@benco.com

DEALER LIAISON DAVID FINCH
davidfinch@njbmwcca.org

LEGAL COUNSEL BRIAN CORRIGAN
briancm3racer@aol.com

CHAPTER LIBRARY NEIL GAMBONY
neilix@earthlink.net

TECH TIPS VIC LUCARIELLO
vic.sr@njbmwcca.org

DRIVER SCHOOL COMMITTEE

Chairman John Csuri
Chief Tech Advisor Vic Lucariello
Chief Instructor Blake Smith
blakesmith@njbmwcca.org

Registrar Jeff White
Member Mark Derienzo
Member Warren Brown
Member David Finch

AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Ed Walters teamdfle28@go.com
Robert Steele steele@whafh.com
David Ngo dngo@commvault.com
Pete Revenidis takibmw7@earthlink.com
Steve Pulvers sbpulvers@msn.com
Walter Baliko balticvid@msn.com
Charlie Meagher charlesmeagher@msn.com
Larry Engel lengel@pclient.ml.com
Brent Jerolomic bjerolomic@comcast.net
Jim Kavalieros jimkavo@optonline.net
Mike Marvuglio mmarv@patmedia.net
Mo Karamat karamatm@optonline.net

CLUB RACING COMMITTEE

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Scrub David McIntyre
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4th Asst Scrub Justin DaSilva



HOTLINE : 908-322-2758
<http://www.njbmwcca.org>



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

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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 Line

Every month I write this column assuming that everyone is aware of all the events that the chapter does all year long. Since I've been a member for quite a while, I've overlooked the reality that new members join the Club every month. If you are a new member who may have joined the Club in the past few months, I would like to say welcome and hello.

Some of the things the Club organizes during the year for your benefit or enjoyment are monthly meetings, a banquet, and a picnic. If you enjoy driving your car we have rallies, autocrosses, and driving schools. And for your teenage driver, our goal is to hold several Street Survival Schools next year. We publish all of our events in our Bulletin; you can also find information about our events on the Club's website, www.njbmwcca.org

Some of the benefits that you are privileged with as a member is the Roundel Magazine, the official magazine of the BMW Car Club of America, the Bulletin, the newsletter of the NJ Chapter, and our website forum to post items for sale, ask questions, technical or otherwise. There are BMW Dealerships offering discounts for parts. There also is a rebate program from BMW North America on the purchase of a new BMW. The only catch is you need to be member for 1 year beforehand.

The NJ Chapter has a Toolbox in case you are a DIY'er who likes to work on your own car. There are some specialty tools for some of the models of BMW. We also have a Library with books on service and maintenance, improving driving skills, and books on the history of the marquee. There are even books authored by racing drivers, either biographical or educational.

On the National Club level, besides the Roundel, which I've already mentioned, there is an Oktoberfest every year, where members gather from around the country. Next year it is in Fort Worth, Texas. There's also Techfest, which sounds pretty much like it is, it will be in Tacoma, Washington in March 2007. Information on events from the National organization can be found on www.bmwcca.org.

BMW CCA once again will be holding a membership drive starting in December. It should be similar to the one held last year. Our Membership Chairman should have information about it in the next Bulletin.

On an unrelated subject, I've just had my every other year check-up. No, not me, my car. Yes, I've been to the New Jersey State Motor Vehicle Inspection Station. This time the "patient" was my 1988 325 IX. It was near the end of the month and I wasn't sure what to expect, so I made sure I had plenty of reading material and a fully charged cell phone, a sure fire way to a short waiting time. It worked. When I pulled up at 8 am, there were no other cars in line and was motioned to pull up. I was pleasantly greeted by the Inspector, who after verifying my license, registration, and insurance card asked me to step out of the car and walk behind the red line to the waiting area. I made sure to tell him that the car was all wheel drive so they wouldn't try to dyno test it AGAIN.

While standing in the waiting area, I noticed a sign that wasn't also written in Spanish. It was a warning sign for owners of BMW 7-series, 1996 and newer. Does the MVC (Motor Vehicle Commission) believe that Spanish-speaking people don't own a 7 Series?

Apparently since they are using the OBD (on board diagnostic) connection, which is located in the console of the dashboard, they want you to have the panel covering it removed before you arrive at the station. This is because the employees of Parson's, the company that former Governor Christie Whitman hired to inspect our cars in a no-bid contract, are breaking the clips that hold the cover on and does not want to be responsible anymore for replacing them. This notice is asking you to have the cover removed either by your Service Technician when you are servicing the car before you plan to have it inspected or having you remove it yourself before arriving.

Now I don't have problem with them not wanting to be responsible for damaging your car, but I think the notice would be better served if it were posted BEFORE you enter the inspection lane with your car.

By the time I finished reading the warning, I was being summoned that my car was ready. Yes, it passed again and I'll be sending a copy of the inspection report to the Club's Technical Adviser, Vic Lucariello Sr, who collects these reports for his database. The last time I sent a report to Vic for his review, he had suggested getting my injectors cleaned, even though the car had passed NJ inspection. Lucky for me, the Club's Toolbox has the equipment in its complement of tools. This is quite a pleasant benefit of being a Club member.

The customary meeting for November and December is our combined meeting that features our Pinewood Derby Race and the Club Elections. This event is being held December 5th at the Deutscher Club in Clark; directions are available on the website. The Pinewood Derby uses the same car kits and rules that the Boy Scouts use. This event is always a lot of fun and you are more than welcome to bring your children along either to compete or be a spectator. You should be able to find kits at the Boy Scout Shops in Mountainside and in Florham Park.

The Elections are for the Club Officers for 2007. There is information in the Bulletin regarding the candidates for next year. There are already a few changes to be expected for next year, the Club needs to keep evolving. I myself will be running again for President. I learned a lot during my first year. I also enjoyed meeting members who took a moment of their time to say hello me at our Club functions. I hope to be better able to serve you during my second year. I'm Neil Gambony and I approve this message.

Neil Gambony

Whack Your Turkey Rally



Rallyists and Rally Master - more on page 7.



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Now that the driver-school season is over, I have a couple tips that might prove useful during the off season.

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].

You gearheads who do motor work on the venerable BMW M20 sixes [2.5 and 2.7 liter, single belt-driven overhead cam; used in E28, E30, and E34 models] have had to deal with the diabolical breather tube. This metal tube, about 25mm in diameter, is found on the driver side of the motor, right in front of the starter. The tube connects the lower portion of the block with the intake manifold. A passage within the manifold connects the tube to the cylinder head, thereby allowing crankcase vapors to be vented to the head where they can be removed by the breather hose that attaches to the cam cover.



Photo #1 Breater Tube

Photo by: Vic Lucariello, Sr.

The breather tube is spring-loaded such that it must be held down into the block whenever the intake manifold or cylinder head is installed. This can be a bit of a pain, and several special tools have been devised over the years to address this problem. A simple, albeit inelegant solution is to hold the spring compressed with a couple small zip ties while the head or manifold is installed. See Photo #1. After installing the head or manifold, simply cut the wire ties and guide the

breather tube into its socket in the intake manifold. There is an o-ring [11 15 1 714 390] at each end of the breather tube. Be sure to renew both whenever the tube is disturbed. Heck, I replace the spring [11 15 1 265 346] as well.

Those of you who trailer your car to schools have probably noticed that your trailer tires succumb to rot [a more precise term may be UV-induced degradation] long before they wear out. My trailer spends most of its time parked such that the left-hand tires are exposed to more sunlight than the rights. Sure enough, the left tires seem to rot much more quickly.

When this season it became time for yet another set of trailer tires, I investigated the availability of some sort of shield to protect my new tires from the sun's damaging UV radiation. The shields needed to be easy to install and reasonably priced. I ended up choosing a set of Snap-Ring Tire Savers made by Covercraft. See Photo #2.



Photo #2 Tire Savers

Photo by: Vic Lucariello, Sr.

These covers are constructed of flannel-backed white vinyl, and are open in back, kinda like a hospital gown. They are secured to the tire via a large snap ring that is sewn into the vinyl. My covers have withstood several pretty severe wind storms without being blown off. From time to time I'll report on how they are holding up to the elements.

Snap-Ring Tire Savers are available from various sources. I ordered mine on the Internet. When ordering, you will need to know the tire diameter, so take a moment to measure your tires beforehand.

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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Board Meeting Minutes

September 21, 2006

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

Neil Gambony called the meeting to order at 7:46 PM at Café Cucina. Ross Karlin waived the reading of the minutes and Al Drugos seconded - motion passed.

Vice President

The October membership meeting will feature Brian Morgan's trip to the Goodwood Festival of Speed. The combined November-December meeting will be the 2007 Board elections and the Pinewood Derby. Brian will arrange the January program with Dave McIntyre and Ross Karlin detailing their class win at the Targa Newfoundland. There have been requests for a program on Driver School preparation prior to the 2007 season.

Secretary

Deborah Kolar will coordinate the 2007 Board elections and will solicit candidates by writing an article for the Bulletin and posting to the website. Note: as of October 24th, declared candidates are Neil Gambony for President, Al Drugos for Social Chair, Warren Brown for Treasurer, Bob Conway for Member-at-Large and Deborah Kolar for Secretary. There are currently no candidates for Vice President, Driving Events and one Member-at-Large.

Treasurer

Warren Brown provided the profit and loss statement. We are awaiting some sponsor monies. There are outstanding questions regarding hotel payments for Summit Point and Autocross accounting.

Newsletter

October 1 is the deadline for Bulletin articles.

Social Events

Al Drugos reported that Saturday night, February 10th is confirmed for the banquet and we can start advertising now. He is trying to negotiate the same cost as last year. If needed, there are ways to set up the room to accommodate more people. Al will organize a committee to obtain door prizes.

Driving Events

Thom Rossi will be the Rally Master for the Whack Your Turkey Rally Sunday November 19th. Note: The Rally was moved to November 12th to accommodate Thom's schedule. As of October 24th, the rally is fully subscribed.

Bob reported on the National Board Meeting he attended.

- There will a new member drive starting in December. National is encouraging Mini and Z owners to join and would like the chapters to support this with activities that include Minis and Zs.
- There is the potential to obtain discretionary funds, if there is a need, via our Regional VP.
- Tech Fest is in March in Tacoma, WA.
- The 2007 Oktoberfest will be in Dallas/Fort Worth, Texas. The e30 will be featured.
- The April Chapter conference will be held in Valley Forge.

Bob is still working on the Zip Code issue. New member letters have not yet gone out. He will send Jerry the Championship Series standings for publication in the Bulletin.

Driver Schools

There was a discussion regarding the drop in driver school applicants and the need to obtain an optimal schedule for 2007. It was suggested that Lime Rock Park driver schools be on Fridays or Saturdays and that one two-day school may be preferable to two one-day schools. It was noted that the Patroon and Connecticut Valley chapters are able to fill their LRP

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schools. Neil will confer with John Csuri regarding the Board's suggestions and the Driving School Committee will work out a 2007 schedule.

Autocross

Elihu Savad sent a message that there were 50 drivers at the September 10th Autocross. The final autocrosses of the season are scheduled for October 15th and November 5th. It was decided that the large cones, no longer used for Autocrosses, should be retained for Street Survival School use and that the old Motorola radios should be kept as back-ups. Neil will inform Elihu of these decisions.

The next meeting is set for Wednesday, October 25 at 7:30pm at Café Cucina. Ross motioned to adjourn at 9:33, Brian seconded.

Respectfully submitted, Deborah Kolar (Secretary)



Whack Your Turkey Rally

By Thom Rossi

It's Sunday afternoon on Nov. 12th and I can now sit down, relax, and think about the fun time we all had at the 2006 Whack Your Turkey Rally.

The popularity of our chapter's rallies is on the rise. This time, we had 28 cars competing with approximately 80 people at lunch. Judging by the comments of both veteran and new participants, I expect that we will see a continuing interest in the rally series for 2007. The competitors this year included perennial teams such as Karlin/McIntyre and novices such as the Connollies (brand new club members!). We even had a few competitors from the Delaware Valley Chapter, including Dave Wollman (the Delaware Valley Chapter President).

The field was divided into two classes: family/fun and championship. In the family fun class the top three finishing teams were: 1) Riecker; 2) Conway; 3) White. It is great to see these fun class participants bringing their families and friends to enjoy the event. I think a special prize should be invented for the Conway clan: most people competing in a single car, or maybe; competitor with the car most likely to blow a head gasket!

The serious championship point hunters were to be found in the championship class. Here, the top finishing order was: 1)Trudel; 2) Allaway; 3) Engel; 3) Karlin. Yes, I did list two third place finishers. Teams Engel and Karlin were tied for points. Team Trudel managed to accrue 180 points out of a possible score of 181! This team was also first overall. Competitors in the championship class were limited to two

vehicle occupants (driver and navigator). The finishing order determined points awarded toward the chapter's annual championship series.

Complete results were posted to our website.

If you missed out on the fun, here's a quick rundown of what our rally events are like. The format is a "fun rally" where each competitor receives a set of route instructions and questions. The route instructions are generally designed to be easy to follow. I know that the rally masters typically choose scenic routes so that everyone can enjoy the drive. Unlike "TSD" rallies, points are not awarded based on reaching checkpoints at precisely calculated intervals. Rather, points are awarded based on each team's ability to accurately answer a series of questions that are embedded in the route instructions. The answers to these questions can be found by careful observation of landmarks, signs and items of interest visible from the road. There are usually bonus questions, too. This year the bonus questions tested general BMW knowledge of the contestants.

This was my first experience in organizing a rally. I'm really glad I took on the challenge. Defining the rally route, managing registration, and scoring the event became a family activity for us. I am very thankful to my wife, Kathy, and my son and daughter, Chris and Jenny, for helping me out. I also appreciate the help of our daughter's friend, Anneke, who volunteered to help with the scoring.

Keep your eyes open for future club rallies. I guarantee you won't be disappointed if you try one out.

Happy Rallyists before the rally.



Rally Master - Thom Rossi



Rallyists wonder, "How tough is this?"



Photos by Jerry Faber

Championship Series 2006

The Championship series got off to a slow start this year, but it has finally taken shape as of the last Autocross. With three more events and total of 50 points that count towards the Championship title, this series is far from over. Remaining events are the Autocross on November 5th, the Whack Your Turkey Rally on November 12th, and the Pinewood Derby on December 5th. The Championship

rules state that if you compete in the entire Series event throughout the year, you must drop one event for the final score tabulation. This may affect James Kavalieros and Larry Engel who have thus far competed in all of the Championship Series Events.

The top 20 in points as of November 1st are:

James Kavalieros	54	Jon Trudel	30
Larry Engel	48	Ray Jordan	27
Brent Jerolomic	48	Mike Mankoff	26
TJ Pierson	44	Elihu Savad	26
Ken Herskovitz	31	Ivan LeGrand	25
Mark Mallory	31	Leonel Camacho	24
Ricardo Venagas	31	William Malinowsky	24
Victor Cale	30	Sardil Anam	18
Michael Marvuglio	30	Nathaniel Orens	18
Dave Ngo	30	Arjun Soundararajan	18

Autocrossing

October 15 Autocross

We returned to Patriot's Park in Bridgewater for our next to last autocross of the season. 62 drivers got to try 8 rather intense runs on the surprisingly fast course. Dave Ngo returned to claim first in class AA, as well as his traditional FTD. Victor Cale was first in class A. James Kavalieros again took Class B by a comfortable margin.

Jared Randall was first in class C, but the competition was intense. The top 7 places were less than 1 second apart! Larry Engel captured 1st in class D, Brent Jerolomic in class E (again). Nathaniel Orens topped out class F, with chapter regulars Ray Jordan and Walt Baliko in 2nd and 3rd.

Going into our last autocross, champ points standings have Jim Kavalieros ahead by 4 points of Larry Engel and Brent Jerolomic, who are tied for 2nd place. With another autocross on Nov 5, as well as the WYT rally and Pinewood Derby on Dec 5, there are plenty of points up for grabs.

Our computer gurus Mike Marvuglio and Ricardo Venagas promise us that our software problems will be overcome. We will also maintain paper records, just in case. Walt Baliko will fill in as unofficial scribe, as he has done all along. Thanks, Walt! Also, our wandering portajohn should be in the correct lot for Nov 5. Although it wasn't so for Oct 15, at least it was at the right stadium.

News From National

BMW CCA MEMBERSHIP DRIVE

The strategic plan for the club calls for us to grow the club by offering real value for members' dues dollars and by expanding member benefits. Our goal is to create a home for as many BMW enthusiasts as possible by meeting their BMW information and activity needs. As you know we're actively pursuing these goals. We have been tasked by the BMW CCA Board to increase overall BMW CCA primary memberships by an average of 4% per year through 2010.

The last membership drive was a wonderful success – so successful, in fact, that we're launching another. The rules remain the same as the last drive -- there are three elements to the incentive program. The primary reward will be: for each new member you sign up, you will have your membership in the BMW CCA extended for one month. There's no limit to how many months a membership can be extended

and if you're already a Lifetime member of the club you may designate that your extra months to be added to the membership of a friend or family member. Or, Lifetime members may contribute their recruitment efforts to their chapters.

We may be sending an email blast out to you all in the next week or so with some good news on how our friends at Sprint may be able to help with this drive. We will be posting the rules to the website in the next few days. The drive begins December 1, 2006 and runs through September 14, 2007 – all prizes to be awarded at Oktoberfest Fort Worth. Need apps? Send an email to elizabeth@bmwcca.org. Have questions? Want an electronic version of the rules - email me at wynne_smith@bmwcca.org.

Wynne Smith

NJ BMW CCA Board Elections

Candidate Statements

Declared candidates are Neil Gambony for President, Barry Stevens for Vice President, Al Drugos for Social Events Chair, Warren Brown for Treasurer, David Finch for Driving Events Chair, and Deborah Kolar for Secretary. Bob Conway, David Hirschhorn and Dennis Krug are running for the two elected Member-at-Large positions.

Candidacy for Member-at-Large - Bob Conway

Hello fellow New Jersey BMW Club members, my name is Bob Conway and I am seeking reelection as a Member-at-Large. I joined the club in 1991 when we bought our first BMW, and became more involved with the club in 2001 through our excellent drivers school program. We soon had a family-wide interest and a driveway full of BMW's, and all five of us participate in a variety of events.

Since 2003 I have served as a Member-at-Large under presidents Neil Gambony and David Finch. In this roll I was responsible for our Chapter Toolbox and served as Webmaster. During this time we surveyed members to see how we can improve the Toolbox, and we added tools and equipment for the first time in years. This was also the time when we created and launched our new website, and we recently added online registration and event management for our drivers schools. I also had the pleasure of instructing students at our Street Survival School program.

My goals going forward will be to continue to evolve our Chapter Website, and further grow our Toolbox to meet your needs. I would also like to continue to be involved with our Drivers School, Street

Survival School and Car Control Clinics to help develop these important programs. My experience and accomplishments during the last term well qualifies me to continue contributing to this great club, and I ask for your vote of support. Thank you

Candidacy for Member-at-Large -Dennis Krug

Hi, my name is Dennis Krug and I'm running for one of the Member At Large positions. I've been a member of the NJ BMW chapter for five enjoyable years now. When I first joined, I only knew one member, but over the last few years, the club has given me the opportunity to meet some wonderful people. Many of them are the current board members who I've had the privilege to work with at Driver Schools over the last few years. Being at the young age of 28, and also participating in events with three other BMW chapters, I believe I can work with the rest of the elected board to bring in some fresh ideas and make the NJ BMW Chapter even better than it already is.

Candidacy for Member-at-Large -David Hirschhorn

For about three years I have been a member of the BMW CCA. In that time I have participated in everything from the picnics to driving schools and was even the registrar for one of our events this year. I enjoyed these events very much and would like a chance to give back to the club in the year to come.

This year I am running for one of the member-at-large positions. If elected I will do my best to help keep enjoyable activities part of our club.

Autocross Coneheads



The attached photo dates to about 1985-86, I believe. Taken at an autocross at Rutgers Athletic Center yellow lot on the Livingston campus in Piscataway. I was reminded of it when I saw a similar pose of autocrossers at the last Octoberfest in the Roundel. Apparently great minds do think alike.

Though I can't identify everyone by name, that is Bill Koptis on the left of the back row, Paul Paparella is 5th from the left, 7th is Dean Christie, 8th is Jeff Davis. Front row, from the left, 2 is Andy Korinis, 3 is Jim LaForge, 4 is Elihu Savad, 5 is Steve Mina, and 6 is Judy Davis.

Submitted by Elihu Savad

Built to Last

By Thom Rossi

Without racing to occupy my mind for the time being, I've shifted my thinking to some other car-related topics.

This time last year my son turned 16. He had worked all summer and saved some money which I matched to help him buy his first car: a 1985 325e. The car needed some work, but I thought that would be part of the fun of owning it. We spent the winter working on the car together as a father and son project. We upgraded the suspension with a sport spring and shock kit. We replaced a faulty window regulator (found a good one on e-bay for about \$30), a broken window, and all the "chrome" trim around the front and rear windows. We put new roundel badges on the car. We replaced the headlights with Hella's and the foglights, too. Fixed a leak in the trunk by replacing the rubber weather stripping around the trunk and the tail lights. One day I used some polishing compound to bring the finish back up to a better luster and sealed it with a good coat of Zymol. We even got some front seats from a coupe and substituted them for the old seats (driver's side had a broken spring) with the unplanned benefit of creating loads of extra leg room for my 6'2" tall son.

Then the fun of teaching him to drive a stick shift came around. I must say, he got pretty good at it during the time he practiced with his learner's permit. Teaching him the stick shift forced him to slow down a bit and to think more about what he was doing in the car than when he first learned on the automatic. Every turn had to be planned because it could involve a shift, for example. Speed was easier to control because it involved gear selection. Having to work the car controls a little more carefully took away some of the false confidence I noticed when he was able to just step on the gas and go in an automatic. And now he can drive any car in our fleet, not just the automatics.

He used the car in the Street Survival class our chapter offered in the Spring (an excellent class; you MUST sign up your teen driver!). He was one of the few students there whose car had a manual transmission and one of the VERY FEW without anti-lock brakes. What larks!

Now it was time for him to move off his learner's permit and into a regular driver's license. And alas, the 325e must go. It has many positive attributes and I cast my vote in favor of keeping the car for his first year of driving: cheap to insure (who needs collision on a 20 year old car?); great gas mileage (still gets 30 mpg, can you imagine?); fun to drive (but that is my opinion, not my son's or wife's); and cheap to maintain (simple enough to do a lot of work ourselves). But my vote represents the minority view in my family. My son still prefers an automatic (no comment); my wife was always worried about the outdated safety features (no anti-lock brakes, no traction control, no air bags). So now the 325e is up for sale and a replacement e46 is in the driveway waiting for its new driver to get his license. To me the 328i with the slush box is a poor substitute for the more engaging e30.

But that's ok. One day when I was cleaning up my tools after working on the e30 it occurred to me that I'm still using some of the same Craftsman wrenches and ratchets that I started out with on my first car (a 1968 Plymouth Valiant with a 225 slant six engine). That was way back when my Dad and I used to do that work together. I'll bet some of the grease I can see stuck in the crevices of the 1/2" drive ratchet is still from that car! And here it is, some 30 odd years later and I'm holding the ratchet and thinking about my Dad. I was in a hurry to get rid of that Valiant and I soon bought a '72 'Cuda (340 with ThermoQuad 4bbl carb and a 3 speed on the floor: yes it was a 3 speed. Go figure.) My Dad always hated that 'Cuda. He couldn't understand why I would give up the more practical and affordable Valiant for that rolling auto maintenance school. I never missed the Valiant, but I sure would like to have another chance to work on a project with my Dad. So who knows, 30 years from now, maybe my son will pick up that same ratchet and he'll think back to replacing the suspension on his first car with his Dad. He may never miss the e30, but I'm pretty sure we've built some memories that are gonna stick around for a while.

NJ Chapter Calendar

December, 2006

December 5th

The annual Pinewood Derby and election of chapter officers will be held at the Deutscher Club of Clark. Note the special date! This meeting is held on a Tuesday night.

January 2007

January 17th

New Jersey Chapter members Ross Karlin and Dave McIntyre won their class in the 2006 Targa Newfoundland rally. Come hear their story on Wednesday, January 17 at the Deutscher club.

February 2007

February 10th

Annual Club Banquet. Stay tuned for details. Reserve the date.

Classified Ads

Classified Editor Chet Marfatia

Ads Online

BMW's For Sale:

2000 BMW 528i Automatic

VIN: WBADM6340YGU21532
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

Avus Blue w/ solid black interior/Titanium trim. 27k miles. ULTRA CLEAN! Never raced, driven only for pleasure. Always garaged, seen rain under 10 times in 6 years. Non-smoker. Paint is clean, seats and steering wheel are like new. All maintenance is up to date. \$9,000 worth of tasteful upgrades: 19inch BBS "LM" 2 piece wheels (Stock 18inch wheels also included). Full AC Schnitzer suspension including shocks, springs and swaybars. Newly released Supersprint race mufflers. Asking \$42.5k. Email: swdnj@aol.com for pics & other info. (10/2006)

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)

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!



Soon-to-be-released BMW 330i convertible

Photo courtesy of BMW NA

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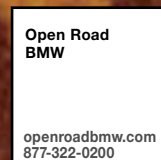


2006 BMW 650



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