



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
December 2006

<http://www.njbmwcca.org>

Volume 37 Number 12

## Annual Chapter Banquet February 10th 2007

Come join us for lots of fun, great food, good companionship, terrific door prizes, and live entertainment.

The Grand Colonial opened in February of 2005. The main building was originally constructed as a farm house in 1687

and has a personality of its own. Chef Paul Ingenito also operates the Perryville Inn, which is very popular to Hunterdon County residents. Since opening, the Grand Colonial has gained the reputation of one of the finest Restaurants in Hunterdon County. **(Continued on Page 8)**



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Newsletter of the NJ Chapter  
BMW Car Club of America  
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Member Warren Brown  
Member David Finch

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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).

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# President's Line

Thanksgiving has come and gone and the holiday season is rapidly approaching. Before we get too involved in our own personal celebrations for the holidays, I would like to share with you a note I have received from Cathy J. Patla, Principal at the Westlake School in Westfield NJ. For those of you who are not familiar with the Westlake School, the School is comprised of students with disabilities.

The note from Cathy was thanking the Club for its generous donation to the School. A contribution was made to the School from the proceeds of the Club Race and Driver's School that took place back in June at Lime Rock Park in Connecticut. This year's donation is going towards a new program, PETS (Pre-Employment Training Skills) and will help to purchase equipment used in a print shop, retail center, hospitality center, and graphic shop. These items will help make the students more employable after graduation.

I need to thank some of the people that were able to make this happen. First, like any well-trained race driver (which I'm not) would do is to thank the sponsors. They are Difeo BMW, UUC Motorwerks, Paul Miller in Wayne, Turner Motorsports, and JMK BMW. Next, I would like to thank the students and Club Racers who participated in the event. Lastly, I would like to thank our Club Driving School Chairman, John Csuri and Club Race Chairman Ross Karlin, who has been involving the Westlake School with the Club since 1997. It's unfortunate that Lime Rock Park prevents us from making a truly generous donation.

If you enjoyed attending the Whack Your Turkey Rally, which was held on November 12, as much as I did, a special thank you goes out to Thom Rossi and his wife Kathy for being the Rallymasters this year. It was their first rally they put together for the Club and I look forward to them doing one again. Having Rally-mastered

several rallies myself, I can certainly appreciate the effort they put into it.

In my line of work I get to drive around the state, which certainly makes it easier for me navigating on our rallies and keeps me from getting lost. This Rally was practically in my backyard. Thanks to Alfredo and Penny Galossi for inviting me to participate in the rally with them.

We had some generous contributors for the prizes of the WYT Rally: Princeton Mini, Hunterdon BMW, CRP Industries, an importer of European auto parts, courtesy of David Hirshhorn, and BMW CCA Club Race Chairman, David McIntyre, who had graciously donated some prizes leftover from the O'Fest Club Race.

The winner of the Rally received a certificate for a synthetic oil change from Kiceniuk Automotive in Annandale NJ. When I inquired as to what an oil change is worth from Rick Kiceniuk, I was informed it was priceless.

For you driving school addicts, thanks for responding to our website poll as to what track you would like to start the season at. We are currently negotiating with the tracks we have been using for available dates and should have the schedule out early next year. In 2007 the minimum helmet standard is going to be Snell 2000. Maybe it's not too late to ask Santa for a new one.

Please be sure to put the Banquet, February 10, on your calendar for 2007. Please have a safe and Happy Holiday Season. Best wishes to you all.

Neil Gambony

---

# Welcome New Members

Ed Alvarado  
Christopher Anrig  
Andrew Baptiste  
Nikolas Baptiste  
Joette Bateman  
Michael Bateman  
Devesh Batra  
Adrienne Becker  
Richard Becker  
Siddharth Bhattacharji  
Stefanie Biunno  
Gary Blank  
Mihai Botea  
Michael Bovino  
Mike Broderick  
Matthew Cahn  
Antoinette Casella  
Gary Casino  
Calvin Chen  
Philip D'Alessandro  
Chris D'Amato  
Christopher DaPatria  
Klaus Davidsen

Salvatore DeFranco  
Ralph Esposito  
Billy Estevez  
Timothy Fogerson  
Anthony Formica  
Sonya Gilbert  
John Havens  
Kerri Havens  
Frederic Huser  
Vince Immordino  
David Jacobson  
Jeffrey Joseph  
Imran Karamat  
Michael Kendrick  
David Kinkela  
Rikke Kjeldsen  
Thomas Klimuc  
Brace Krag  
Guy Lavalette  
Nikita Liamzine  
Kristen Licastro  
Shane Locke  
Suzanne Macaoay

Louis Marchese  
Omar Nadeem  
Jack Perna  
Patricia Pillon  
David Pratt  
Benjamin Primost  
Robert Push  
Howard Raczkiwicz  
David Rothbart  
Neil Samuels  
Peter Scannell  
Mark Sonkin  
Arleen Sonkin  
Alexander Terushkin  
Gennaro Tuccillo  
Victor Vagueiro  
Jay Vida  
Alyssa Woodworth

# Ultimate Winter Drivers

By Thom Rossi

Most of us use our BMWs throughout New Jersey's four seasons. This poses the challenge of being safe and having fun in our cars even in the road conditions old man winter sends our way. Want to be the "ultimate winter driver?"

I asked Blake Smith, our chapter's chief driving instructor, to recommend some techniques that are taught at our driver schools and that can be translated into safer street driving. "Everything we do on the track will make you a better, more aware driver on the street. By practicing skills in a controlled environment, we can experience things on the track that don't happen every day on the street," said Blake.

Here are four specific track driving techniques recommended by Blake for street use. Paying attention to these tips will make you a safer driver on the street and ingrain skills that can be used at our track events in the proper season.

Tip number one: look ahead and keep your eyes up. You want to be as aware as possible of road conditions that lie well ahead of your vehicle. By forcing yourself to look as far down the road as possible, you will prepare yourself for changes in traffic conditions, obstacles on the road surface, curves and hills, etc. It's all too easy, especially during that morning commute, to fixate on the bumper of the car or SUV in front of you. By following this tip, you will be able to anticipate the need to provide braking, steering or acceleration inputs to your car much earlier, giving you and your vehicle more time to react and to operate smoothly.

Tip number two: practice good braking technique. Most of your braking should be done while the car is traveling in a straight line. This will lessen or eliminate the need to use your brakes while turning, thus maximizing the stability of your car during a turn. Also, remember that your brakes are not an on/off switch. Try thinking about your brakes as having 10 levels of application, and use every stop as an opportunity to come to a smooth stand still. Be aware of whether your car has anti-lock brakes (most BMWs manufactured since 1990 have it), and if not, practice threshold braking so you won't lose steering control in emergency braking situations.

Tip number three: always know where your car is and look where you want your car to go. Be precise in your thinking about where you want your car to be on the road ahead. Experienced track drivers know that the best way to navigate through any curve in a road is by identifying three critical points: turn in (where you begin your steering input), apex (the point where you start to unwind the steering wheel) and track out (the point where you are back to straight line driving). Try to identify these points for every curve in your commute. Experiment with intentionally setting those points to maximize your car's feeling of stability through the turn. When you find the right "line", practice

being consistent and knowing how much to adjust your speed prior to turn in during all road conditions.

Tip number four: translate your car control skills onto the street. Despite best efforts, occasionally your car will get out of shape. The back end may start to come around (over steer) or you may find that as you enter a turn, no matter how hard you turn the wheel the car does not seem to want to turn in (under steer). What do you do when this happens? Mainly, always look where you want the car to go, NOT where you are afraid it might go. This will tend to direct your hands and feet for proper driving inputs.

Here are some more technical car control tips for rear wheel drive vehicles (most BMW sedans, except "x's"). If the car is under steering: slow down. Backing off the throttle and slightly unwinding the steering input will direct weight to the front of the car and increase traction where the steering happens. If the car is over steering: reduce steering input and do not apply the brakes. If you didn't catch the over steer early enough and the car is entering a skid, counter steer. These techniques have to be learned by feel. A snowy, empty parking lot is a good opportunity to do some low speed, low traction car control work. Watch out for those light poles!!

When it comes to learning driving techniques, there's no substitute for experience. That's what makes our driver schools such a great program. Did you know that the main goal of our driver schools is to teach car control? In addition to getting class room instruction, you also get to practice all of this in a controlled environment with excellent instruction, and then bring those skills back out onto the street with you. I wish all of our club members would take advantage of our driver school program to learn how to become more skilled and safer drivers. But even if you've never participated in one of our driving schools, these tips can be practiced on a daily basis (except I hope number 4) to improve your driving skills and safety.



Photo courtesy of BMW NA



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# Board Meeting Minutes

New Jersey Chapter of the BMW CCA  
Board Meeting  
October 25, 2006

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

Neil Gambony called the meeting to order at 7:40 PM at Café Cucina.

Al Drugos waived the reading of the minutes and Warren Brown seconded - motion passed.

## Vice President

The 2007 Board elections and the Pinewood Derby will be held at the combined November-December membership meeting Tuesday, December 5th. The January meeting will feature Targa Newfoundland class winners, Dave McIntyre and Ross Karlin.

## Secretary

Deborah Kolar will coordinate the 2007 Board elections. Declared candidates are Neil Gambony for President, Barry Stevens for Vice President, Al Drugos for Social Chair, Warren Brown for Treasurer, David Finch for Driving Events Chair, Bob Conway and David Hirschhorn for Members-at-Large and Deborah Kolar for Secretary. Note: Dennis Krug is also running for Member-at-Large.

## Treasurer

Warren Brown provided the profit and loss statement. We have received all race sponsor monies. There is one more autocross this year for which the expenses have already been paid. The question was raised as to whether we could bring down newsletter costs. One idea is to publish quarterly, supplemented by on-going web-based updates.

## Newsletter

November 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, we can set up the room to accommodate more people than last year. David Finch and the dealer committee will obtain door prizes.

## Driving Events

Thom Rossi is the Rally Master for the Whack Your Turkey Rally Sunday November 12th. As of October 24th, the rally is fully subscribed. Thom is trying to get more lunch space.

Dave McIntyre will do the scoring for the Pinewood Derby. We will put info on the website on where to get Pinewood Derby kits.

## Driver Schools

John Csuri is obtaining dates for the 2007 driving schools. We should have our Summit Point club race prior to the Mt Tremblant race - the last weekend in July or first weekend in August.

Ross received a call from Anthony Howell concerning the New York Chapter investigating the possibility of offsetting the high cost of LRP by charging instructors. Anthony may also be contacting other chapters in our region, as it may be optimal for all chapters to have the same policy. Porsche Club charges instructors 50% and guarantees just one student per instructor. Any instructor assigned a second student gets a refund. Our current intent is to not charge instructors.

Ross has met with new general managers at a number of dealerships who seem to be interested in sponsoring club races.

The driving school committee will decide if X3s & X5s will be allowed at drivers schools.

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## Autocross

Elihu Savad reported that the last autocross of the season will be November 5th. We invested in new equipment for the autocross program this year and still broke about even. The electronic gear will be kept indoors for the winter.

## New Business

- Neil proposed that the club make a donation to Hunterdon Hospice in honor of Bob Conway's father. Warren seconded and the motion passed. Bob will give the address to Warren.
- We may have a June 3 date next year for Street Survival.
- Bob Conway reported that the shop manuals are no longer used. Should they be sold on eBay?
- Dealer liaison David Finch reported that Alpine Motorsports wants a half-page ad in the Bulletin. Princeton BMW will donate prizes for the rally.

The next meeting is set for Thursday, November 30th at 7:30pm at Café Cucina. Brian motioned to adjourn at 9:12 PM, Bob seconded.

Respectfully submitted, Deborah Kolar (Secretary)



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# How I Milked an Oil Change for Thanksgiving

By Thom Rossi

Sometimes it just doesn't pay to get a job done too quickly. Like when you're getting paid by the hour in a union shop. Or perhaps when finishing one job at home will simply free up enough time to get more items added to your honey-do list. That's my excuse for milking the oil change on my e39 540 for all it was worth over the recent Thanksgiving break. In the absence of that excuse I might have to admit that I bungled one of the simplest jobs you can still do as a shade-tree mechanic.

About a week and a half before Thanksgiving, I decided to change my oil as a week-night job. I vaguely remember telling my wife that by getting this out of the way during the week I wouldn't be distracted from other household chores on the weekend. Hah! The first sign of trouble came when I tried to start the car to warm it up. I hadn't been using it for a while because I'd decided to use another car while I waited to get to the oil change. Of course, in the interim, my battery went flat. "No problem," I thought "I'll just jump start it." Wrong. The battery had drained beyond the point of being able to be jump started. So I had to remove the battery (my gosh, it's gigantic on that car!) and hook it up to a charger. This was good enough to extend my 20-minute oil change job for at least a couple of days.

Two days later, I was able to get back to it. I reinstalled the battery and got it started. After another few minutes the oil was warm and the front end was up on jack stands. This was more like it. I slid under the car and removed the plastic access panel to get to the oil drain plug. You see where this is headed, right? The next turn of events I blame on: 1) poor vision; 2) attention deficit disorder. I found that I couldn't focus my eyes on the drain plug, but I could see a shiny piece of metal where I knew the drain plug was. It was a safe guess that it would be a 17 mm bolt head (seems like the default bolt/nut size for BMW engineers). But here's where the ADD comes in. I grabbed the first 17 mm socket I could get my hands on. It was a 12 point socket. You really should use a 6 point socket to get maximum contact of the socket walls on the thin hex head of the drain plug. But, reveling in the joy of having guessed the right socket size, I impatiently plowed ahead and, you guessed it, I succeeded in rounding off the points of the bolt head. DOH! Not to worry... yet. There's an allen-head slot in the drain plug to be used for just such an emergency. Double-DOH!

That was the launching point to many hours spent progressively worsening the condition of the bolt head by the stubborn and repetitive application of various sizes and shapes of vice-grip pliers and other, ultimately ineffective, tools. All the while being unable to see the drain plug clearly enough to determine if there was any flat surface at all left to bite into! Arrggh!! In a desperate gambit to regain some of my vision, I finally discovered that if I hooked one nose pad of my reading glasses into my left nostril, placed the

glasses on my head at a crooked angle, and tilted my head just right, I could manage to see out of my right eye (if I squinted). This yielded the rather depressing discovery that I had more thoroughly mangled the bolt head than I had imagined and that there was no longer any hope of getting enough grip with any tool to loosen it.

I was now at a fork in the road. Either I could give up and hand the job over to a professional mechanic, or I could try to find another club member to help me out. Pride prohibited my giving up on so simple a job, so I called our chapter tool man, Bob Conway to ask for advice. In addition to being our tool guy, Bob's a friend and has a well equipped garage in his own right. Plus, he keeps a fleet of his family's BMWs, with a collective age of about 75 years and half a million miles, running. I figured if anybody would know how to bale me out it would be Bob.

On the Friday morning after Thanksgiving I headed to Bob's house to get to work with a new drain plug in hand along with my oil, filter & all the plastic shrouding I had removed from under the engine bay. By the way, I'd like to thank the parts guys at Flemington BMW. It made me feel like a valued customer when I went there for a new drain plug and they just handed one over, free of charge!

Our plan was simple and it started with getting my car into Bob's garage. I did mention he has a fleet of BMWs in his driveway, didn't I? That necessitated my backing out of his driveway while he cleared a path to the garage door. In my eagerness to get clear of the driveway, I found the point where the Belgian block curb meets the road by exploring with my rear tires. At this time I'm running out of "DOH!!!"s to use, but here it is: triple-DOH!!! By the time I pulled into Bob's garage I had given my car a flat tire by running up on the curb, as we were alerted by the clearly audible hiss emanating from the rear right wheel. After liberating the long-dormant spare from it's moorings we were back on track with the original task, which in case you've forgotten by now was: change the oil. Bob felt the need to repeat the same course of action I had pursued, using various tools to try to grab the drain plug head. All to no avail. After an hour or so of futile effort, our solution was to weld a ¼" allen wrench onto the drain plug and thus increase our grip to a useful level. Finally, the plug yielded to our persuasions and we were able to proceed with a normal oil change.

I was pleasantly surprised that Bob would take time out of his holiday weekend to help me out. Thanks Bob! Then at some point, we both remarked on how tackling this oil change job sure beat the heck out of carting our families around on the morning of "Black Friday" to start the Christmas shopping season! See? I told you there are times when milking a job pays off.

Notice that by this time, I'd managed to extend the 20 minute oil change into a job **(Continued on Page 11)**

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# 2007 Banquet

**(Continued from Page 1)**

The Restaurant features an Ice Bar that is like no other in the North East. Fractured glass panels wrap the bar and are back lighted by LED smart lamps that slowly go through 1,000,000 hues of color in a coordinated fashion while illuminated Vodka bottles become lanterns and are sequenced in color with the glass panels. The Ice Bar is dedicated to us for the evening.

**Where: The Grand Colonial Restaurant  
83 Route 173 West, Exit 12 I-78**

**Date: February 10, 2007 (Saturday)**

**Cocktail Hour: 7:00-8:00 PM**

**Dinner & Social: 8:00-12:00**

**Cost: \$55.00 per person (\$60 at the door)**

**Live Entertainment**

To register: Fill out the registration form on the web site or below, and mail the form, along with your check, to Al Drugos, PO Box 6754, Bridgewater, NJ 08807.

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Directions:


From the East:

Travel West on I-78 towards Penn. Exit off I-78 at Exit 12. Make a left in front of the truck stop. Go thru the light past the Exxon and Liquor Store. The Grand Colonial is on the right ¼ mile from the light (173 West Service Road to I-78).

From the West:

Travel East on I-78. Take Exit 12. Make a quick left at the end of the ramp and another left at the light. Pass over I-78 and make a left at the next light by the Exxon. Follow the directions above.

**Note: We have a limit of 100 persons, so sign up to reserve your place.**

	<h2>NJ Chapter BMW CCA 2007 Banquet</h2>
	February 10, 2007 (Saturday) Cocktail Hour: 7:00-8:00 PM Dinner & Social: 8:00-12:00
	The Grand Colonial 86 Highway 173 West Perryville, NJ 08827
	Name: _____
	Number in Party: _____
	@ \$55.00 per person
	Total amount enclosed: _____
Mail with check to: Al Drugos, PO Box 6754, Bridgewater, NJ 08807	



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# NJ BMW CCA

## 2007 Board Elected

The 2007 Board elections were held in conjunction with the Pinewood Derby at the Membership Meeting Tuesday, December 5th at the Deutscher Club of Clark.

Congratulations to the new board:

President - Neil Gambony  
Vice President - Barry Stevens  
Social Events Chair - Al Drugos  
Treasurer - Warren Brown  
Driving Events Chair - David Finch  
Secretary - Deborah Kolar  
Members-at-Large - Bob Conway and David Hirschhorn

And thanks to the 2006 board members Vice President Brian Morgan, Driving Events Chair Bob Isbitski, and Member-at-Large Mark Derienzo.

Deborah Kolar  
Secretary

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## Autocrossing

November 5 autocross

We held our season finale autocross in the blue lot at Patriots Park, with 69 registered drivers and seven runs apiece. Results are somewhat similar to earlier events, with notable exceptions. Dave Ngo was first in class AA, but not FTD. This was earned by Sam Krauss in X class with his Eagle Talon who had him by about half a second.

Steven Kwiat was 1st in class A, and Bill Buff took class B, displacing class domination by Jim Kavalieros who finished 2nd. Bob Sherrel was 1st in class D, edging out Larry Engel. Brent Jerolomic was 1st in class E, and Pablo Rosario led class F.

Next season we hope to have a full schedule of events, hopefully 8, plus an autocross school. We are presently making requests for event dates, but our venues may not know their own main event schedules until well into the new year. I still have a number of award certificates to distribute, so if you took a top honor at any of this season's autocrosses and don't have your certificate, please email me at [drautox@comcast.net](mailto:drautox@comcast.net) and I will send it to you.

Our season was successful, judging by the smiling faces at each event, the large fun factor, the safe running of each, and the expressed eagerness of participants for more. Large thanks are due to many: Brent, Ricardo and Mike for getting our computer and program to work, Larry for acting as chief wrangler with a fine administrative manner, but mostly a good loud voice, Walt and the many regulars who run the paper chase at the timing table, Dave who runs our popular autocross school, and all our regular participants who perform as instructors and keep our novices on course. Thanks to Steve and Princeton BMW for getting sponsored door prizes, a practice we would love to continue. Kudos to Colin for all the great photos of our events posted to our website.

Of course there is Jaime who has taken charge of bringing and storing our equipment; a BIG thanks here. I apologize if I left anyone out. Many of our members show up regularly and help set up the course and equipment, functions essential to getting to getting the event started early. The NJ Chapter has a reputation for one of the friendlier autocrosses in the region, and these people are the reason for this.

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# 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](mailto:elizabeth@bmwcca.org). Have questions? Want an electronic version of the rules - email me at [wynne\\_smith@bmwcca.org](mailto:wynne_smith@bmwcca.org).

Wynne Smith

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## January Chapter Meeting - Targa Newfoundland

By now you may have read the December Roundel Targa Newfoundland article by Dave McIntyre and Ross Karlin. At our January 17th meeting Dave and Ross will present their escapades in glorious multi-media. For those who know these club racers, they are colorful characters and can be quite entertaining.

Besides hearing first-hand about their adventures, there will be photos and videos of the event. Dave and Ross may even try to recreate some of visceral sounds and aromas that are part of Targa Newfoundland.

So we hope to see you at the Deutscher club, January 17th 2007. As always, good company will be there and good food will be served.



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## NJ Chapter Calendar

### January 2007

January 17th

New Jersey Chapter members Dave McIntyre and Ross Karlin 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 at the Grand Colonial in Perryville, NJ. See detail on page 8. Reserve the date.

### March 2007

TBD

Despite the raging blizzard, club members venture out for meeting at the Deutscher club.

# Classified Ads

Classified Editor Chet Marfatia

Ads Online

## BMW's For Sale:

### 2003 BMW 330i

Alpine White, Natural Brown Leather Interior. 47,300 miles. Automatic (Steptronic), Premium Package, Power/Heated front seats, Harmon Kardon Sound with in-dash CD. Includes all 4 keys. 100% stock, no modifications. Excellent condition, no accidents, garaged, all maintenance done, needs nothing. Non smoker, leather still smells wonderful. Includes factory maintenance until 5/30/07 or 50,000 miles. CPO warranty until 5/30/2009 or 100,000 miles. Asking \$26,500. kbsilver@optonline.net or call Keith @732-821-0683. (1/2007)

### 1988 BMW 325ix Coupe

Anthracite/Grey leather. Completely restored, rebuilt, repainted, gorgeous show quality car. Restored by a Wiessach Trained technician. No expense spared 2005 restoration. Chassis never had rust - no Bondo. Very stock appearance but totally updated to modern standards of brakes, suspension, exhaust, etc. Call or write for detailed info. \$9,900. Call Michael at 201.518.5010 or e-mail at mickpucc@aol.com. (1/2007)

## Parts for Sale

### 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)

## Parts For Sale

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)

### Winter Tires For Sale

Dunlop Winter Sport M2, 195/65-HR15. Used only 1 winter for less than 2k miles. Perfect condition. Sold car so tires no rims are available. \$200 obo plus shipping from NY. Chet at cmarfatia@hotmail.com. (11/2006)

## Parts For Sale

HANS DEVICE practically new - \$ 600.00 including shipping. Interested buyers can reach me at amsiess@msn.co or 914-478-1946. (1/2007)

### Winter Tires For Sale

These tires and wheels were used for only two seasons on my 540i. I'd use them again, but the car is gone. There's plenty of life left in these tires, and the wheels are really nice ones, not cheap steel wheels, a little bit rashed in a few places. For \$400, it's a steal. Bridgestone Blizzaks, 2x 235/45ZR17 & 2x 255/40ZR17 4x Mille Miglia 112sp, 17 x 9. E-mail at FastFranz@aol.com. (1/2007)

### Wheels For Sale

4 bottle cap wheels with caps and tires from a 1991 525i \$125, 4 five spoke wheels and tires from same car, great autocross/snow rims \$200 1978 BMW factory manual new \$75 call Alan 908-672-8040. (1/2007)

## Other Cars For Sale:

### 2002 Volkswagen Passat Wagon

1.8L Turbo. 31,900 miles, Jade Green, exc. condition, new Bridgestone tires, extra set of winter wheels/tires(Blizzak), tan leather, sun roof, heated seats, 6 CD changer, 10 year 100,000 mile engine/drive train warranty, non-smoker, all records, VW maintenance. \$14,500 Guido Giazzon, Cranford, NJ 908-497-9728 or nomads15@comcast.net for pics. (1/2007)

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!

## (How I Milked an Oil Change - Continued from Page 7)

spanning a couple of weeks! Moreover, I did it at a time when we had lots of stuff to do to prepare for the holiday and for out-of-town guests. Contact my wife for further details on just how many responsibilities around the house I managed to shirk as a result. Alas, all good jobs must come to an end, and so it is that with the arrival of my replacement Michilen Pilot Sport 2s and their mounting on the rear of the car last Saturday, I'm back to normal availability for my other chores around the house. By the way, I decided to have the new tires mounted at Flemington BMW even though I usually wouldn't have used a dealer for this task. Customer appreciation does pay off. And while I was there, I found out that one of my rims is a little bent. Maybe I can get another day out of this oil change? But I'll wait until there's something even less pleasant to attend to around the house. After all, if you're going to milk a simple job for all that it's worth, timing is everything.

## 2006 PINEWOOD DERBY

The Pinewood Derby was held at the Deutscher Club on December 5th. The following are the results:

- |    |                  |
|----|------------------|
| 1  | Dave McIntyre    |
| 2  | Elihu Savad      |
| 3  | Nafi Coker       |
| 4  | David Hellmann   |
| 5  | James Kavalieros |
| 6  | Larry Engel      |
| 7  | Mark Mallory     |
| 8  | Robert Steele    |
| 9  | Neil Gambony     |
| 10 | Brent Jerolimic  |
| 11 | Jim Anderson     |
| 12 | T.J. Pierson     |
| 13 | Jon Trudel       |

Thanks to Elihu Savad for supplying and setting up the track. BMW CCA Club Race chairman Dave McIntyre once again handled the timing and scoring with help from his young assistant, future club racer Douglas McIntyre.

Neil Gambony

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