



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
February 2007

<http://www.njbmwcca.org>

Volume 38 Number 2

## February Meeting Note: Change of Venue

Our February 21st meeting will be held at the Deutscher club in Clark. The meeting at Princeton Mini has been re-scheduled for March 21st.

Don Salama, driver for Turner Motorsports, will be our guest speaker and will tell tales from his racing adventures.



Don Salama



Turner Motorsports prepares to race.

Newsletter of the NJ Chapter  
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# President's Line

The year's not even a month old and I've already made my first mistake. In the President's Line last month where I told you about the returning board members for 2007, I overlooked mentioning several other returning board members - Member-at Large (MAL) Bob Conway and Newsletter Editor Jerry Faber. When Bob's not working on one of the many cars in his garage or helping Thom Rossi with his automotive dilemmas, he is the Webmaster of our Website, and is in charge of the Chapter's Toolbox.

This is also the perfect opportunity for me to mention the newest appointed MAL to the Board, Jeff White as the Driving School Chairman. Jeff was the driving school registrar in 2006, and worked with Bob Conway and Driving Instructor Blake Smith in developing the On-Line registration process for our schools. They learned a quite a bit from the first year and have been working over the winter to streamline the process. Their goal is to make registration so easy, "even a caveman can do it".

Something exciting at the National level is the reconstruction of the website. They now are posting news and stories on the site that are current. In fact, Brian Morgan was posting news regarding the Rolex 24 Hour Race at Daytona as it was happening. There is also a forum for members to post information on or make comments in general. New Jersey member Bill Howard, who writes the "End Piece" and "Briefs" in the Roundel, will be the Editor-in Chief for the site. You can check it at [www.bmwcca.org](http://www.bmwcca.org).

The schedule of driver schools has already been posted for this year. For the first time in many years we will not be holding any one-day events at Lime Rock Park. The dates that Lime Rock offered us conflicted with the dates that we had scheduled at Summit Point Raceway. We will try again later in the year for dates at Lime Rock in 2008; we'll have to see if they will give us the dates we request. We will still be holding the Club Race and driving school in June, a two-day event.

We are looking forward to Thunderbolt Raceway, the track being built in Millville NJ, which is in the southern part of the state. It's being built by the same operation that owns VIR (Virginia International Raceway) and they're promising to have something ready to use for 2008. Let's hope the weather is in their favor this year for construction. I'll update you when I know more about it later in the year.

Elihu Savad, Autocross Committee Chairman, has some dates already scheduled for Autocrossing at the Commerce Bank Ballpark and the PNC Arts Center, with more to be added later on in the year. The rules for helmets used for autocrossing are the same that are used in driving schools; they must have a Snell rating of 2000 or newer.

Thanks go to David McIntyre and Ross Karlin who were the guest speakers for January's Club Meeting, which was held at the Deutscher Club. Dave and Ross had shown in-car video footage and spoke for an hour and half to 80+ club members about their adventures at the Targa Newfoundland Rally, held in September of 2006. Their story was even sweeter because they were victors in their class and finishing 13th overall. Not a bad feat considering it was only their third attempt at it. They presented awards of appreciation to their sponsors who were the real heroes behind their victory. If you were unable to attend the meeting, you can read their story in the December 2006 Roundel.

The Meeting originally scheduled for February will be held in March at the Princeton Mini Dealership. The meeting for February will feature Don Salama at the Deutscher Club. Don has been driving with Will Turner of Turner Motorsports the past few years and will share his experience about it with us. Don is also a former Club Champion, and got his start in driving from the Club's Autocross program.

The racing season got kicked off at the Rolex 24 Hours of Daytona Race with the support race of the Koni Challenge, formerly the Grand-Am Cup, held on the Friday before the 24-hour race. The Koni Challenge race features two classes of cars, Grand Sport (GS) and Street Tuning (ST). Don and Will were co-driving an M3 in Grand Sport this year that Don had qualified on the grid in second place out of a field of 92 cars for the 3 hour race. Don was leading the race on the second lap before spinning off the track in turn one. He was able to recover without damage to the car and finished in 10th place. Bill Auberlon, co-driving with Chris Gleason, was in the team car to Don and Will's. He had a go at the two Mustangs at the front of the field but couldn't keep up with them on the super speedway's straight-aways. Bill was able to take the last podium position, 3rd place. They should've had a V-8.

Neil Gambony

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## Welcome New Members

Gregory Adelsberg  
Arthur Bartosik  
Steve Beinert  
Robert Berry  
Mitchell Blashinski  
Tony Bonadies  
Terry Brannin  
Jiongyu Cai  
John Cappuccilli  
Silvia Carbajal  
Filipe Carvalho  
Domenica Ciletti  
Benjamin Davies  
Francine Du Bois  
Charlie Dunlap  
Jimmy Estevez

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# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! As Philes' Forum motors into its 21st year of publication, I have for you a couple tips on battery maintenance. This will give you something to do on these cold winter nights while you await the beginning of the driver-school 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 that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip, intake, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series].

Last month I neglected to include Bimmerphile Richard Bliss with those thanked for submitting emissions-test reports. Rich has a 1994 740i with about 80,000 miles, and his test report indicates hydrocarbon [HC] emissions of only 2 ppm with an allowable level of 107 ppm! Given that the ambient HC level in many shops is 2 ppm or more, Rich's numbers are extraordinarily good, indicating a motor and catalytic converter in exceptional condition. Incidentally, Rich's motor would have very likely passed for HC emissions even without its catalytic converter! Rich, please accept my apology for excluding you last month.

Based upon what I see in my shop, one of the most overlooked areas of maintenance on cars in general and Bimmers in particular is the battery. Probably the worst offenders in Bimmerdom are the battery terminals, vent connections, and battery hold-downs. Perhaps this is because the vast majority of Bimmers on the road today have their batteries tucked away out of sight in the luggage compartment. The battery is usually found under an easily-removed cover at the right-rear corner of the compartment. If you need help locating your battery, simply come out to any Chapter function and there will be folks there glad to help you.

Corrosion on battery posts and on the battery-cable terminals can cause all manner of problems on a modern automobile. Everything from a no-crank situation to intermittent stalling and driveability problems. Moreover, the corrosion can prevent the battery from charging fully, leading to shortened battery life. Sometimes the corrosion is not readily apparent from a cursory external examination of the battery terminals, so you must remove them to do a thorough inspection.

On most Bimmers, only a short 13 mm wrench is required to

remove the battery cables from the battery. You must do this in a well-ventilated area and have eye protection on. Also, all accessories should be turned off, and the ignition key should be removed. This to minimize any spark occurring when you remove the negative battery terminal. Yes, you should always remove the negative first and replace it last. The battery is marked to indicate which are the positive [+] and negative [-] terminals.



Photo #1 Battery Terminal cleaning tool

Photo by Vic Lucariello, Sr.

After removing both terminals, you should brush off any external corrosion with a wire brush. But what about cleaning the battery posts themselves and the internal surfaces of the battery-cable terminals? I'm glad you asked, Miniata. There is a special tool available for exactly this operation.

Photo #1 shows a battery-terminal-cleaning tool [This one by Lisle Tools, but they are available from other reputable manufacturers.] in place on a battery post. Placing the tool on the battery post and rotating the tool will produce a nice shiny surface on the battery post, as shown in Photo #2.

For the internal surfaces of the battery-cable terminals, the cover of the tool comes off to reveal a conical wire brush that does a dandy job. See Photo #3.

After removing the detritus from the cleaning operation, reinstall the battery terminals, POSITIVE FIRST, and coat them with some light grease or commercial battery-terminal protective coating.

(Continued on Page 5)



Photo #2 Shiny surface on battery post

Photo by Vic Lucariello, Sr.

As for the battery hold-down, ensure the battery is securely mounted. Unfortunately, some battery installers are not particularly careful about installing the correct battery and/or reinstalling the hold-down hardware. If the hold-down



Photo #3 Wire brush to clean battery terminal cable.

Photo by Vic Lucariello, Sr.

hardware is missing [Many times I find it to be.], a visit to your BMW dealer can rectify that situation. Your parts advisor can call up a pictorial of the battery mounting and provide you with exactly the parts you need to secure the battery, provided you have the correct battery to begin with. Several aftermarket companies offer batteries that fit BMWs perfectly.

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Finally, ensure the battery-vent hose is installed. Many installers seem to ignore this little hose, which vents the battery gases overboard. Lead-acid batteries produce hydrogen gas when charging, and reminding you to think of the Hindenberg is all I should have to say on this subject.

Even if you do not do your own maintenance, I hope this column will enable you to better interface with whomever works on your Bimmer.

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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# Fun Times in Daytona 2007

By Thom Rossi

We're an odd mix of lug nuts: doctors, professionals, business owners, salesmen, executives and artisans. But we have one thing in common that brings us together; our definition of fun revolves around cars and race tracks. It's that common interest that brought a group of the NJ Chapter BMW CCA members together once again to kick off the racing season at Daytona International Speedway for the Rolex 24 Hours season opener of the Grand Am Racing Series.

As motor sports events go, this one is unusual because it is one of the few 24 hour enduros, and it draws a mix of top drivers and newcomers from multiple race series. You'll see NASCAR drivers mixing it up with drivers from the Indy Racing League and everything in between. The cars are seemingly as diverse as their pilots with screaming-fast Daytona Prototypes chasing each other through a field of GT class cars. The GT group included M3's, Corvettes, Mazda RX8s and plenty of Porsches. As fast as these cars are, the prototypes made them look like rolling chicanes. There's a 2 hour enduro race the day before, also part of the Grand Am series: this one including the GS and ST (Street Tuner) classes.

A walk through the pit area before the race afforded us an opportunity to meet the drivers you only read and hear about during the rest of the year. Considering the pressure they are under in the final moments before the race, it's amazing to me that these drivers are willing to come out to the starting grid and stand by their rides to meet and greet the fans. I spotted Boris Said and wished him well. While standing next to him I overheard him talking to one of his team mates about a fan he had just met and commenting on how cool the guy was. How about that? As racer as big as Boris has become, and with as many Said-heads as he's met over the years, is still down-to-earth enough to think one of his fans is cool! That tells me something I wouldn't know about the guy just by watching him race on TV.

When the race started, three cars were competing under BMW power. Two M3's ran in the GT class with Connelly Racing along and the Sigalsport Daytona Prototype. Bill Auberlen, Karl Wendlinger, Gene Sigal, and Mathew Alhadef co-piloted the Daytona Prototype. Over the first 12 hours of the race, Auberlen and Wendlinger drove the Riley/BMW with incredible skill. First we saw their number 05 car edge up onto the leader board. Then we watched excitedly as they quickly climbed into the top ten. They battled hard through the pack to ultimately get up into the top 3, bearing the BMW banner proudly in the number 05 Car.

While the drivers and teams vied for position on the track, we lug nuts took in the rest of the racing scene, which can be an education in its own right. There's a little amusement

park in the infield and the night was punctuated with an outstanding fireworks display as well as a live concert by a band I didn't recognize but I'm sure my teenaged kids would know. Walking around the infield we observed that anything with an engine will have a following of American owners. I expected to see the Porsche corral, and I was pleased to see clusters of BMWs parked together here and there. But I sure was surprised to see a large group of F350 pick up trucks parked in a cluster. Could it be that there's an F350 club out there and that they made arrangements through some message board to meet at the race? We also observed a whole lot of fun parties going on around campfires at the sides of the large herds of campers and RVs grazing in the parking areas. It looked like loads of fun.

If you decide to come down to this event next year, be prepared for a lot walking. There are multiple vantage points with grand stands at each one. We enjoyed walking from one grand stand to the other and taking our time to watch the various racers drive their lines and work through passes. Each fresh angle seemed to offer us additional insights on how the drivers thought and the cars responded. A little after midnight, sleepiness started to get the best of us and we decided to head back to the hotel for some R&R. Besides, it was starting to rain lightly, and we figured this was as good a time as any to catch some ZZZZs. By the time we left the track that night, with 13 hours left to race, the Riley/BMW seemed firmly lodged in 3rd place and was consistently to be found on the lead lap. We were feeling good about BMW's prospects for a top 5 finish. In the meantime, the M3s weren't exactly burning up the track, but they were hanging in there.

When we returned the next morning, we started our day with a walk through the garages. There we saw the number 23 Ruby Tuesday crew in action as they worked to repair damage on their Daytona Prototype. The rear left suspension had been ruined on the track and the focus of the repair was on replacing the left half shaft and all the bits and pieces holding the wheel on. What amazed me was how efficiently the crew worked as a team. They must have practiced this many times, and they worked hard, breaking a sweat despite the cold dawn air. I was amused to see that despite the professionalism of the effort, at times the team had to resort to the same sorts of kluge repairs we club racers make, relying on cardboard shims, duct tape and zip ties to keep everything in place. We all cheered when they completed their work and we heard the car fire up for another run at completing the race.

By the time the race ended, we saw cars in various states of repair charging and limping across the finish line. Amazingly, the top three finishers were separated by mere seconds at the end of this 24 hour contest. The winning team included one-time BMW/Williams F-1 driver Juan Pablo Montoya. For us BMW fans, this was the only thread of glory to hold onto. It turns out **(Continued on Page 11)**

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# 2007 Autocross Schedule

The 2007 autocross schedule is taking shape, and it will start with our autocross school on April 22. Students will be able to use their skills at the first autocross, which follows a week later.

The schedule to-date is as follows:

April 22 Autocross school at Commerce Bank Ballpark, Bridgewater  
April 29 Autocross at Commerce Bank Ballpark, Bridgewater  
May 20 Autocross at PNC Bank Arts Center, Holmdel  
July 1 Autocross at PNC Bank Arts Center, Holmdel  
July 22 Autocross at Commerce Bank Ballpark, Bridgewater  
Aug 19 Autocross at Commerce Bank Ballpark, Bridgewater

The NJ Chapter will require a Snell rated helmet that is no older than the 2 most recent Snell upgrades. That means that yours will need to be no older than Snell 2000, starting this year.

More details will be posted as soon as they are available. The autocross school is early this year, and only one week before the first season autocross.

Elihu Savad

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## News From National

### DRIVE THE NÜRBURGRING

For 45 years, the International BMW Driving School at the Nürburgring has gathered BMW fans from around the world to experience the legendary German racetrack. This year's event will be held August 6-8, with BMW CCA group activities beginning on August 1st. This is your chance to learn all 13 miles of the most demanding racetrack in the world, where every BMW earns its roundel. Registration is first come, first served starting on Monday, March 19th at 10 am. EST, and it fills quickly. Call the National Office at 864 250-0022, have your BMW CCA membership number and a MC or VISA card ready for a \$500 deposit (total fee will be about \$1,600 plus travel and lodging). For full details, contact event coordinator George Phemister at [Phemisg@magma.ca](mailto:Phemisg@magma.ca).

### BMW CCA MEMBERSHIP DRIVE

The 2006 – 2007 BMW CCA Membership drive began December 1, 2006 – So far 300 members have referred 323 new people to the club. Things are definitely moving in the right direction – we've broken the 76,000 mark again for the first time in two years! The rules have been posted to the website. 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 [jennifer.skatzes@bmwcca.org](mailto:jennifer.skatzes@bmwcca.org). Have questions? Want an electronic version of the rules? Email me at [wynne\\_smith@bmwcca.org](mailto:wynne_smith@bmwcca.org). Over 2,000 members renewed this month – and our ongoing Member Satisfaction Survey can be viewed by visiting: <http://www.surveymonkey.com/Report.asp?U=257778731205>

### BMW HELP WANTED

A company working closely with BMW Manufacturing here in South Carolina has openings for Technicians. Please visit: <http://www.bmwcca.org/JobOffers> you must be logged in as an active member to be able to view the page. It's a fabulous company that is growing like wildfire, if you're looking for a change, this could be the place for you!

South Carolina and Greenville in particular has become quite the hot spot since the club relocated here almost six years ago. George Clooney's upcoming film *Leatherheads* is being shot here and there's a rumor the production team and Mr. Clooney have rented the space directly beneath this office! If that turns out to be the case, we'll make sure anyone driving a BMW is indoctrinated into the club immediately.

### [www.bmwcca.org](http://www.bmwcca.org)

By now all of you know that Bill Howard has accepted the position of Editor-in-Chief of the club's website. One of his goals is to make the site the pre-eminent "Go to" for all things BMW – especially things having to do with the club. Have a chapter story you want highlighted? Please send it with photos or even video to [billhoward@bmwcca.org](mailto:billhoward@bmwcca.org) and it's very likely you'll see your story posted the same day. Chapter event you'd like announced? Be sure to get into the online event calendar as early as possible (it will be forwarded to Roundel from there for inclusion in the next available issue.)

There are forums available at the site for you to post questions, chat with like-minded enthusiasts and obtain technical assistance. In the next few weeks, Bill will be launching an online Technical Service where the help of savvy technical people is going to be a big factor. We have several really qualified people lined up – and what we're looking for is a couple more volunteers with technical expertise who can browse the site a couple times a week on behalf of the club and post replies to questions, or inject a note of logic into a tech discussion that has drifted.

The time commitment could be anywhere from a half-hour up through as many hours as you've got free. We continue to look for photos of you and your cars for the photo gallery – please send them to [webmaster@bmwcca.org](mailto:webmaster@bmwcca.org)



# Autocrossing - coming soon



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Updated 5-series - coming soon

Photo courtesy of BMW NA

## 2007 DRIVER SCHOOL SCHEDULE

Start making your plans for 2007 Driver Schools:

April 16-17	Mon-Tues	Summit Point	Adv School/ITS
June 4-5	Mon-Tues	Lime Rock Park	Club Race/Driver School
July 28-29	Sat-Sun	Summit Point	Club Race/Driver School
Sept 22-23	Sat-Sun	Shenandoah	Driver School



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MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

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

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

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

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

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NEWSLETTER CONTRIBUTIONS

The *Bulletin* eagerly accepts contributions from its subscribers. Please send your articles, photos, artwork and ideas to:

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or email your contribution to the Editor at [fbr2002@optonline.net](mailto:fbr2002@optonline.net).

**BMW's For Sale:**

**1986 BMW 535i**

Alpine white/burgundy leather, was originally customized with Zender package. 163,000 miles/5 speed/has rust and dings/4 snows go along for the ride. Passed NJ inspection in 9/06 but is not running now. I think it's a cold start injection problem. Lot's of fairly new parts. \$1,400 e-mail Phil at ob1@nac.net. (3/2007)

**2003 BMW X5 3.0**

**VIN: SURXA53643LW26390**

Alpine white, tan leather, cwp, rear climate pkg. 45k miles - one owner/driver - impeccable condition. Auto transmission. Always garaged - no accidents or paint work. Still under factory warranty. \$32,000 obo. Contact Bill at 201-224-0220 or e-mail bnaedee@aol.com. (3/2007)

**1985 BMW 325e**

In excellent condition. Original owner, perfect interior. 5-speed - perfect running. Always well cared for at more than double BMW's recommendations. Red Line in transmission & diff. 2 sets of wheels. Minor rust on one outside panel - can be replaced. Minor dent on one edge - can easily be fixed. \$2,000 obo. Thomas at 856-346-2914 or chickie32@comcast.net. (3/2007)

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4 E36/E46 15 inch Alloy Rims (no center caps) and Tires from 2000 323i. Tires are ContiTouring

Contact 195-65-15 with about 1,500 miles on them. One tire has a small tear in tread. \$225. E-mail sjm461@optonline.net or 201-437-2375. (2/2007)

**Wheels & Tires for Sale**

4 steel 6 1/2J x 15 rims (36 11 1 181 957) with 4 plastic hub caps (36 13 1 180 104). Used and happen to have a set of OLD Bridgestone Blizzak WS-15 tires in 205/60R15 on them. Hubcaps are a bit scuffed, and the tires are old enough that I would not use them. Came off a 318ti, and should fit all E36 chassis cars, except M3. Get a set of snow tires on your car before we actually have some snow! The wheels retail for \$65 each and the Hubcaps for \$35. Asking \$150 for all. Pick up in Bergen County. Tim Schwartz, 201-447-4299, tim@bristolnj.com. (3/2007)

**Wheels & Tires for Sale**

2003 BMW 325 Sport - 2 steel wheels w/Conti snows. 225x45r17 low mileage. \$200 obo. / 1997 BMW 3 Series - 2 steel wheels w/Blizzak snows. 205x60r15 w/2-yr old low mileage. \$150 obo. / 1997 BMW 3 Series - 4 sport alloys w/Michelins. 205x60r15 on perfect rims. Low mileage removed from car 1999. \$300 obo. Call Joe at 973-966-6413 or 973-879-0632. (3/2007)

**Snow Tires & Winter Wheels for Sale**

4 Dunlop Wintersport M3 (205/55-16) mounted on four Sport Edition five spoke wheels, 16 x 7,

from my old E46 325Ci. The tires were used for two winters and have approximately 15,000 miles on them; roughly half the tread depth is left. Wheels are perfect - no scratches or dents. \$250 takes the set, but the buyer must pick up as I will not ship. Call Kurt at 973-208-1065, or e-mail at kernst@optonline.net. (2/2007)

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!

**(Fun Time: by Thom Rossi - Continued from Page 6)**

that during the small hours of the morning, all three BMW engines gave up. But be cheered, fellow lug nuts. The Turner Motorsports team fared very well in the GS/ST classes, placing three cars in the top 10 and taking first place in GS in the two-hour enduro.

We all got home safely on Sunday night, invigorated to work on our own cars for the upcoming driving and racing season, and as happy as a bag of mixed lug nuts can be.

(Thom can be reached at: thomrossi@gmail.com)



## NJ Chapter Calendar

**February 2007**

February 10th

Annual Club Banquet at the Grand Colonial in Perryville, NJ. See detail on page 8. Reserve the date.

February 21st

**Note Change** - Monthly meeting at Deutscher club. Don Salama - Drives with Will Turner of Turner Motorsports in the Koni Challenge Series.

**March 2007**

March 21st

Monthly meeting at Princeton Mini, 3466 Route 1, Princeton, NJ. (Rt. 1 North between Quakerbridge Road and Meadow Road). Meeting starts at 7:00pm.

**April 2007**

April 18th

Monthly meeting at Deutscher club - David S. Bunevich - Municipal Court Prosecutor for several communities in Hunterdon County.

2007 **X5 3.0si**



**Denville BMW**

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2007 **X3 3.0si**



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2007 **525i**



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