



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
May 2007

<http://www.njbmwcca.org>

Volume 38 Number 5

2007 Autocross Season Opens at Ballpark

On April 29th we shared the day with 54 autocrossers. It was a dry but windy day, and a course with a fast figure-8 in the middle. There were lots of smiling faces. Many of the novices from the autocross school the week before got to run for real and experience the addictive adrenaline rush that autocrossing provides. **(Continued on page 9)**



Photos by C. Kaiser

Newsletter of the NJ Chapter
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President's Line

Seatbelt fastened? I couldn't resist this story. I'm happy to hear that our Governor will be making a full recovery and should be able to resume his job in a few weeks. Having the latest in safety equipment won't do anything for you unless you're using it. He's certainly not setting a good example for the drivers of New Jersey and the youth of today.

April was a busy month for the Club now that the driving season has begun. The Advanced Driving School (ADS) started the season off with a roar that coincided with the nor'easter that dumped 7 inches of rain in my area. I had scientifically measured the amount in a Spackle bucket with a yardstick in my backyard.

The ADS, which was combined with the Instructor Training School (ITS), took place at the big track at Summit Point. We pretty much had every type of weather condition imaginable except for a dry spell. Use of natural-fiber clothing is recommended for our driving education events; wool would have been appropriate for this event.

Thanks go to David Finch, ADS chairman, and Blake Smith ITS chairman for putting together a successful event. It also marked the first event for our new Driver School Chairman, Jeff White. Jeff was able to utilize our website's on-line registration process for all the students.

The Autocross program got off to a great start with the Autocross School followed a week later by the first Autocross of the season. Both of the events were held at the Commerce Bank Ballpark in Bridgewater. Autocross events this year will be held at either the Ballpark or at the PNC Bank Arts Center. The schedule is in the Bulletin and on the website. Thanks go to Autocross Chairman Elihu Savad and his committee for their work in this program.

The "BMW Ultimate Drive" for the Susan G. Komen Drive for the Cure will once again take place this year and is scheduled to be at the following dealers; Flemington BMW 5/11, Hunterdon BMW 5/14, Princeton Mini/BMW 5/15, Paul Miller BMW 5/16, Park Ave BMW 5/17. You can reserve a spot for a test drive by calling 1-877-4-A-DRIVE or visit them at bmwusa.com/theultimatedrive. For every mile driven, BMW will make a donation to the Susan G. Komen Cancer Foundation. Get a chance to be a part of this and you'll be able to put your John Hancock on the Signature Car.

In my column last month I mentioned the Puerto Rico Chapter. Having recently attended the Chapter Congress, I had the

opportunity to meet the leaders of that Chapter as well as the rest of leaders of all the Chapters from all over the country. The Chapter Congress, which was held in Valley Forge, Pennsylvania, was a conference that was open to the Presidents, Treasurers, and Membership Chairmen from across the country. This group meets every three years along with the leaders of the National CCA, and our Executive Leader Wynne Smith. Rest assured, you are in good hands with Wynne in charge.

The intent of the conference was to update us on some of the changes they have coming at us and also allowed Chapters to network for sharing ideas. A program in the Club that is gaining momentum nationwide is the Street Survival School®. One noteworthy meeting was with our own Bill Howard, who is now in charge of the BMWCCA Website. The website has undergone a monumental overhaul and Bill had assured us it's far from being complete. You can even find a story of the Chapter Congress there.

After our only visit to Lime Rock Park for the combined Driver School and Club Race in June, there will be only two Driver Schools left on our schedule for 2007. The first event is the Combined Driver School and Club Race that will take place on Summit Point's big track, July 28-29. The last event is the Driver School at the Shenandoah Circuit, the newest track at the Summit Point Motorsport Complex. The date for this School is September 22-23. Information regarding these events can be found on our website. For these events, I have a block of rooms reserved at the Comfort Suites in Martinsburg, West Virginia, \$65 plus tax per night. They can be reached at 304-263-8888.

Another Rally and Picnic are being planned for the year with a date yet to be determined. If you like long range planning, the US Zippo Grand Prix held at Watkins Glen NY will have BMW as the featured Marquee this year. The date for this event is September 7-9. Registration is now open for the Club's Oktoberfest, being held in Fort Worth Texas September 30 through October 5. You can register for this event through the CCA website at www.bmwcca.org.

Now I just have to determine when I go to visit the Puerto Rico Chapter if I should carry my helmet on board or ship it through. [Is there a track on the island? Ed.]

Neil Gambony

Welcome New Members

Alex Abud
Bernay Adler
Patricia Aigotti
Antonios Antonaros
Fred Atcheson
Dale Beier
Rich Berenson
John Borak
Sumit Bose
Susan Calello
Anthony Chan
Kelvin Chong
Charles Christophe
Joe Ciarmella

Colin Etnire
John Fanelli
John Fanizzo
Dik Fong
Anthony Gunst
Robert Imbert
Rajesh Iyer
Shilpa Iyer
Colin Jones
Daniel Kagan
Mike Kolster
Ray Lasin
Thuong Ledinh
Sheung Leung

Paul Malinowski
Max Mayer
Andrew McCarthy
Rajesh Menon
Paul Mikalsen
Thomas Miller
Rick Molke
Michael O'Connor
Michael Oehlmann
William Oliver
Fred Petito
Elena Pontoriero
David Root
Brian Ruscito

Bridget Ruscito
Dave Sangster
James Tracey
Pedro Trujillo
Marco Ucciferri
Allan Woolway
Michael Young





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This time out I have an emissions-test saga ALL of you will be interested in. Sooner or later, that is...

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].

Literally as I am typing this, an e-mail came in from Chapter Tech Worker, Instructor, and Club Racer Dave Hellman:

My Wife's Mazda MPV failed.

Second section [of test report] says inspection performed is OBDII and Safety

Third section with emission results is blank

Fourth section, OBD System - Readiness status has:

EGR Systems not ready

evaporative system not ready

overall readiness result fail

Dave is the first NJ member to send in emissions-test results for failed OBDII [On-Board Diagnostics - Level 2] readiness monitors. Lucky Dave.

When NJ began tailpipe-emissions testing in the early 1970s, a simple HC [unburned hydrocarbons] and CO [carbon monoxide] emissions test was performed while the motor was at idle. At this time, NOx [oxides of nitrogen] emissions were not yet regulated in NJ.

We all remember when NJ expanded the emissions testing to include NOx. This required the emissions test to be effected while the motor was under load [NOx emissions on a gasoline engine are practically nil at idle]; hence the car was "driven" on a chassis dynamometer [an "inclined treadmill" for vehicles] during the testing.

Since federally-mandated OBDII diagnostics, which comes on virtually all passenger cars 1996 and newer, provides an inferential emissions test as well as several other tests, someone got the very good idea of using the data stored on the vehicle's OBDII computer [which incidentally has some flight-recorder capability] in lieu of an actual emissions test that requires expensive, temperamental dynamometers and emissions analyzers. All that is required to access the OBDII test data and results is what is called a scanner. A "generic" OBDII scanner can be purchased for a few hundred dollars. Indeed, Bob Conway has one in the NJ Chapter Toolbox.

OBDI diagnostics, which came on most 1987-1995 passenger cars provides simple diagnostics and trouble-code reporting [see below], but does not monitor misfires, catalytic-converter efficiency [emissions], evaporative system function, etc.

So finally we are able to address brother Dave's emissions-test failure.

Dave's rather cryptic NJMVC test report indicates that two "readiness monitors" show as either not run or not successfully run. One criterion to pass the OBDII portion of the vehicle inspection is that all monitors show as "complete", indicating that they have successfully run. Normally when a monitor runs and finds a problem, a diagnostic-trouble code [DTC] is set in the OBDII computer, and monitor status continues to be reported as "not ready". The procedure an emissions tech would follow would be to see what DTCs the scanner shows that are related to the "not ready" monitor[s].

For example, Dave's "evaporative system" monitor shows "not ready". The most common cause of this is a loose gas cap or one with a bad seal at the filler neck. This usually sets a DTC for "large evaporative system leak". Also, when a trouble code is set, the vehicle OBDII computer illuminates the instrument panel "malfunction-indicator lamp" or MIL. AKA the dreaded "service engine soon" lamp. Note that Dave did not mention that his MIL was on. Neither did the test report. "MIL off" is another criterion for passing the new OBDII emissions test, by the way.

So here is my guess at what is wrong with the Mazda MPV:

Given that the MIL is off, there should be no DTCs set in the OBDII memory. If there aren't, then the monitors were probably reset by an interruption of battery power to the OBDII computer. This could be due to a battery or charging-system problem, or because the battery was disconnected recently. Sometimes folks who have an illuminated MIL disconnect the battery in an effort to get the MIL to go off. And sometimes it works. But until all the monitors, which will also reset to "not ready", run their course and complete successfully, the vehicle will not pass the NJ OBDII inspection, even if the MIL is off.

So Dave should get the Chapter OBDII scanner and verify that there are no DTCs set and that the EGR [exhaust-gas recirculation] and evaporative-system monitors still show as "not ready". If the monitors now show "completed", Dave can return to inspection for another go.

Dave, please let us know how this all turns out!

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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Annual Trek to BMW NA - June 15th

Why did they use the E90 designation for the 3 Series, will we really see the 1 series lineup in the US, what's our future in Formula 1. You'll have the opportunity to ask these and other burning questions that you've always wanted to ask the guys at BMW as we make our annual pilgrimage to BMW headquarters in Woodcliff Lake. Our June meeting will take place at BMW NA on Friday, June 15th starting at 6pm.

Once again, Rich Brekus, Manager of Product Planning and Strategy, has extended his yearly invite from BMWNA to update us on their lineup, the future and direction of the marque, and displays of some really special cars. As always, this will be a great event with an exceptional buffet.

BMWNA always takes this to another level. This is one event you should not miss; just ask anyone who has attended in prior years. So come and enjoy, enhance your Bimmer knowledge and you'll be able to answer some of those burning questions to others.

Directions are as follows, take the Garden State Parkway Northbound to Exit 171, at the top of the ramp turn left then make a left on to Chestnut Ridge Road. Turn left into BMWNA Headquarters. Parking is to the right.

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Photos by J. Faber



Photos by C. Kaiser

A Day at the Races

Early June is a wonderful time to plan a nice drive. A trip North on 287 to the NY Thruway, the Taconic Pkwy and some rural Connecticut roads sounds just about right to me. Combine this with what's waiting at the end of the drive and you've got what I would consider a much better alternative to showing up for work on a Monday (or any day for that matter).

On Monday June 4th and Tuesday June 5th our chapter will be at Historic Lime Rock Park for one of our summer driver schools and a BMW CCA Premier Club Race. If you've never been to one of these events Lime Rock is a great venue for spectators and if we're lucky we might even be able to con some of the driving instructors into taking us out for a few laps during some of their runs.

Since the club race is a Premier Event this year more racers will be attracted than usual because there will be more points given for this event. You can expect to see some of the better known teams from all over the country in some very impressive cars fighting for the points during the races. With these cars at Limerock you can expect a close race with plenty of action.

If you don't know much about the New Jersey Chapter Driver Schools this is a great way to see what goes on at a school up close and personal. I've been to three driver schools over the last three years and I can say they are an unbelievable amount of fun (very addictive) and everyone there is friendly and more than happy to help new faces.

After all the action wraps up for the day, rather than jumping in our cars and heading home we'll be going to the Banquet for all the Driver School Attendees and Racers. The banquet is always a great way to cap off an enjoyable day and a great chance to catch up with old friends and meet some new ones. This year's proceeds from the club race will be going to the Westlake School located here in NJ. This is a great charity that helps many families in our area.

So, if you've got some vacation time you need to burn up or an excuse to use a sick day I would like to invite you to join me for this trip. Keep your eyes on the NJ Chapter website for more details. I'll be leaving from Central Jersey Monday morning for a day trip that should be much more fun than commuting to work and listening to your overbearing boss all day. All I'm going to ask is that everyone that drives up and gets a free day at the races, possibly a free ride around the track and a free meal donate a few bucks to the Westlake School....c'mon, you didn't think it'd be completely free did you?

Driver School Schedule

Venue	Dates	Cost
Lime Rock	June 4-5	\$550
Summit Point	July 28-29	\$400
Shenandoah	Sep 22-23	\$350

Details for each event and instructions for registering are on the website. For returning students, please verify that the information in your Profile is correct.

Please be certain that your e-mail address is current since all communication will be electronic. For new or interested students, we have added a "What is a Driver School?" page on the website to introduce you to our goals in conducting schools and what to expect.

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Side effects are rare and mild, and may include dry mouth, dizziness, extreme satisfaction, increased efficiency, decreased frustration, improved judgment, fewer stitches, less cursing, and random urges to organize your garage. Bimmertools has been known to actually cause toolbox envy in others. In the event your toolbox cannot be closed for longer than four hours, consult a professional.



Summit Point

The Chapter started its driver school program at Summit Point in mid-week of April. Who would think snow, sleet, rain, and 60 MPH winds would be around down south this time of the year. In spite of the bad weather everyone, had a great time. Advance drivers had 55 minute run groups and a 1.5 hour run secession on Tuesday.

The ITS candidate school went off with out a hitch. Big AI and other tower workers were frozen by the end of the first day. Several folks had to leave early to go home to flooded basements. Peggy told me Tuesday morning that she was up until 4:00 AM vacuuming water out of our basement; glad I was at Summit.

Jeff White will take over next year as the Summit Event Chairman. It was a lot of fun working this event the past four years. If you have never participated in a Summit Advance School, you must put it on your calendar for next year.

David Finch



Lime Rock Park

Photo by David Hirshhorn

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A Hardy BMW Boy Mystery

By Thom Rossi

When I was young, I used to enjoy reading Hardy Boy Mysteries with titles like "The Tale of The Crooked Arrow." There's just something that feels right and satisfying about assembling the pieces of a series of seemingly unrelated events to solve a mystery.

Here's a factoid that few of you will find mysterious: squirrels and cars do not happy road companions make. Back when my 540 still had its factory fresh smell, I used to drive down the same road every morning on my way to work. The road was flanked along one stretch by two rows of old oak trees. It was Fall. Every morning I could count on the fact that as I drove down that section of road a squirrel would dart out in front of me, bent on the idea that the acorns on the other side of the road just might be worth dying for.

One morning I made my way cautiously down this stretch of road, searching for the squirrel, but he was not to be found. As I neared the end of the row of oaks and began to accelerate, wouldn't you know I saw a furry grey streak scabble down the side of a tree and charge into the road about 10 feet in front of me? He seemed to realize his mistake, as he belatedly froze in the middle of my path. Too late to hit the brakes, I decided to give the critter a fighting chance by keeping the car centered over him, hoping to avoid squishing him with a tire if he would just stay still. As I passed the recently rodent possessed patch of road, I glanced in my rearview mirror with a sinking feeling in my stomach, half expecting to see the poor creature writhing in pain in my wake. But the road was clear! I breathed a sigh of relief as I continued my morning commute.

Over the next few days I noticed that my dog started to take an unusual interest in my car. It started with his sniffing around the front left tire and progressed to the point where he wouldn't come out of the garage if my car was there. That's strange, I thought. I remember wondering if maybe I had hit the poor squirrel after all. I checked the tire for signs of blood and gore, but found none.

The next morning, I deviated from my usual commute to stop by the township's school to help my wife with some volunteer work. It was early and the parking lot was empty, so when I got out of my car and smelled the unmistakable scent of putrefaction, I knew it had to be coming from my ride. That's when I gave the car a thorough inspection, and here's what I found. In the lower front grill, on the left side of the car there is an opening for a brake cooling duct. Sticking out of the duct was the tail of a squirrel, a very dead squirrel. The acorn-seeking missile must have lost its

nerve at the last second, jumped up, and gotten sucked into my grille. Suddenly, the empty patch of road in my rearview mirror and my dog's growing interest in automobiles made a whole lot of sense. Not wanting to touch the thing, but also not wanting to continue to drive around with the corpse in my grille, I swallowed down my revulsion, gently grasped the defunct rodent's tail and pulled. It turns out that by this stage of the animal's decay, its tail skin was attached to its tail bone with roughly the same firmness as saran wrap might be attached to a greasy piece of Jello. This was not a successful strategy for removing the whole body.

The situation clearly called for improvisation. The only tool I could find near at hand was a stick. So I poked and I pried until I was finally able to coax the remains out of their hiding place. But now what to do with the body? I couldn't very well leave it at the edge of the parking lot as I was parked near the playground. So I used my stick as a make shift bier, and carried the carcass with as much dignity as possible to its final resting place. I chose the interment site carefully and placed the ex-animal in what looked like the edge of a virgin forest, sure to be teeming with hungry predators that would rapidly put the remnants to good use.

At least that's my version of the story. My wife, who was evidently watching me the whole time, says I looked like a guy carrying a dirty jellyfish on a stick 10 feet across the parking lot and casually tossing it into a small row of bushes. But, hey, what do I know? I'm from Brooklyn; a row of bushes is truly indistinguishable from a first growth forest to my eye. Anyway, problem solved; or, maybe not.

That night, an Ice Cream Social fundraiser was held at our school. This is an event where just about every child and parent in the district shows up for heaping bowls of ice cream sundaes. Then the kids get their sugar rushes and bounce off the walls of the gymnasium, until their parents gently boot them out into the playground to blow off some steam. I thought I heard one or two parents comment on the foul smell outside. Smell? What smell? I didn't notice no stinkin' smell!

Press the fast forward button, and my car is now 6 years old and I'm driving it down the road with my 8th grade daughter and her friend in the back seat. Off to the side we see the unfortunate result of an unplanned meeting between a critter and a car, and my daughter asks whether I've ever run anything over. I decide to fess up and tell her the story of poor Mr. Acorn Collector. Imagine my surprise when both my daughter and her friend informed me that they vividly remember the smell by the playground, and that the area had to be closed to the students for a full week! And that is the story of "The Mysterious Smell That Closed the Playground."

Teen Survival School

The NJ Chapter is proud to conduct another Street Survival event at the Raritan Expo Center in Raritan, NJ on June 17, 2007. The event starts at 9:00am, so plan to be there by 8:30 to go through local registration.

Students will receive classroom instruction as well as in car instruction with an instructor. The School offers a driving venue on a closed course that teaches panic braking and crash avoidance skills. A closed lot will be wet down by the local fire department, students learn skills to get the car loose in a skid and learn to correct.

A picnic will be provided to all students, parents, and instructors at lunch.

The event should conclude by 3:00 to 3:30. The event is open to the Public. Please join us at the Raritan Expo Center, 97 Sunfield Avenue, Edison, NJ.

Contact our local registrar David Finch for additional information.

**New Jersey Chapter of the BMW CCA
Board Meeting
April 4, 2007**

Board members present: Neil Gambony, Bob Conway, Ross Karlin, David Hirschhorn, Barry Stevens, David Finch, Jeff White, Warren Brown and Deborah Kolar. Board members absent: Al Drugos and Jerry Faber. Others present: Penny Galossi, Alfredo Galossi, Blake Smith, Elihu Savad and Bob Isbitski.

Neil Gambony called the meeting to order at 7:34 PM at Café Cucina.

Bob Conway waived the reading of the minutes and David Finch seconded - motion passed.

Vice President

The March membership meeting at Princeton BMW introduced the new Mini. The April 18th meeting at the Deutscher Club features Prosecutor David Bunevich discussing traffic stop and court procedures. The program planned for May is a breathalyzer demonstration. Barry contacted the Clark PBA and was informed that they no longer do such programs, but State Troopers may. The yearly meeting at BMW NA is tentatively scheduled for June 15th at 6 pm. Barry will send the membership meeting schedule and write-ups on all meetings to Bob and Jerry for inclusion on the website and in the Bulletin. Ross reported that Paul Miller BMW would like to host a meeting and gave the contact info to Barry for follow-up.

Secretary

Neil requested that an email announcing the date of the next meeting be sent to the board.

Bulletin

The June Bulletin needs to be out in advance of the Lime Rock Park (LRP) June Drivers School and Club Race. It was recommended that we do an event-specific Bulletin. Ross will speak to Jerry regarding the schedule. Penny volunteered to help Ross obtain ad copy. Dave Hirschhorn will write an article highlighting all the scheduled activities. It was suggested that we organize a drive for members to attend the LRP event as spectators.

Treasurer

Warren submitted the financial statement.

Social Events

David and Peggy Finch will host the picnic probably in June, exact date to be determined.

Driving Events

David Finch reported that the Teen Street Survival School is set for June 17th. It is limited to 30 students and filled in the first week. Neil will send David the names of two additional students associated with the people who are providing water for the school.

There are nine instructor candidates for the Summit Point Advanced Drivers School and Instructor Training Seminar (ITS). There are currently 29 driving school students registered. David Hirschhorn suggested that we change the name of the Advanced Drivers School, since we now have an intermediate group. Penny suggested "The Ultimate Drivers Experience". We currently have 16 driving students registered for the June Drivers School and Club Race at LRP. Jeff will send an email to everyone who came to our 2006 LRP schools, but has not yet signed up for June. Our events were not listed in last month's Roundel, but will be in the next issue.

Ross will be opening LPR race registration soon and will include info regarding the drivers school. He is looking at offering sponsorship of the banquet for approximately \$5000. We will be using a room at the Wake Robin Inn instead of a tent, saving \$500. Neil asked that we make sure pictures of the Westlake students are in the Bulletin. Penny suggested that we encourage people who come to the dinner to donate to the Westlake School.

The autocross schedule starts with an April 22nd Autocross School and April 29th Autocross at the Commerce Bank Park in Bridgewater. Elihu reported that PNC has no dates available in May or June. He asked for recommendations regarding bullhorns, since those purchased in the past have proven unsatisfactory.

Ross reported on insurance issues discussed at Techfest. Liability insurance only covers those who have signed the waiver. It is mandatory that every waiver sheet have the dates and location of the event. It is important that wristbands are used in conjunction with the waivers. Ross will check the requirements for spectators to sign waivers. Ross is awaiting further details on an insurance company that is looking at offering nationwide coverage for track events.

Bob Conway reported that the online system has been upgraded and all fixes will be done prior to the Summit Point Advanced Drivers School. Student entry of past history is still needed. Blake will talk to Greg regarding the need to delete duplicate records. Bob requested ideas for new website poll questions.

Penny will assemble a list of dealers and the discounts they offer members with the price basis, i.e. BMW list price or dealer list price.

Bob Isbitski sent out new member letters.

Club Racing

The NJ Chapter is being honored for our work with the Westlake School at a dinner April 26th. We have been given two free tickets that will be used by Neil and Barry as representatives of the club.

Member-at-Large

David Hirschhorn placed information on our driving schools in the upcoming issue of Grassroots Motorsports. Neil asked David to target New England area members as potential attendees for LRP. Jeff sent a letter to all the Porsche clubs near LRP and Summit Point asking them to promote our events.

Old Business

We need to have chapter members join the Deutscher Club. Larry Engel and Neil Gambony have filled out their applications. Additional proposed members are David Hirschhorn, Barry Stevens and Jeff White. Barry will find out when new members can join and provide applications to Jeff and David.

New Business

Neil received a request from a member asking if we can promote an e21 gathering Memorial Day weekend in Holmdel Park. Neil will inform him that he can put the info on the club website, as well as write an article for the Bulletin.

There is a card provided by National that can be used by club members to encourage BMW owners to join the BMW CCA. David Finch will give Bob Conway a sample card, and Bob will add it to the website, so that members can print them as needed.

The next meeting is set for Wednesday, May 9th at 7:30pm at Café Cucina.

David Finch motioned to adjourn at 9:15 PM, Jeff White seconded.

Respectfully submitted, Deborah Kolar (Secretary)

2007 Autocross Season Opens at Ballpark

(Continued from cover)

Some things look like last season: Dave Ngo took class AA, as well as FTD; faster than anyone else by nearly two seconds.

Jaime Kavalieros took class A, where he has moved with his M coupe.

Chris Leckenby topped the lightly attended B class.

Mike Marvuglio was first in C class, followed closely by the Mini Coopers of Ivan LeGrand and Ricardo Venegas.

Brent Jerolomic was 1st in D, with Larry Engel and Jonathan Trudel finishing 2-3 with only a difference of about .03 seconds.

Jeff Thompson was 1st in E, and John Pelligra was 1st in F. Class X was won by Bill Waverczak in his WRX. Class X featured an assortment of large American iron, including an all original '87 Chevy Caprice, and a Mercury Marquis with an interceptor

suspension.

In spite of the very windy day, there was less trouble with paper records blowing around than usual because our great crew is getting pretty good at running the event using the computer software. It is also great not having to find a protected spot to file the records into classes after the event is over. Now, we just hit "print". I love it! Thanks guys.

Next event is at the PNC Bank Arts Center in Holmdel on May 20. Spend a Sunday with us! Full results are posted on the website.

Schedule:

May 20	At PNC Bank Arts Center, Holmdel
July 1	At PNC Bank Arts Center, Holmdel
July 22	At Commerce Bank Ballpark, Bridgewater
Aug 19	At Commerce Bank Ballpark, Bridgewater
Additional dates: Sept 9th, Oct 7th, and Oct 28th	

NJ Chapter Calendar

May 2007

May 16th
Monthly meeting at Deutscher Club in Clark. NJ State Trooper talks to the club.

May 20th
Autocross at PNC Bank Arts Center in Holmdel.

June 2007

June 4th and June 5th
Driver school and a BMW CCA Premier Club Race at Historic Lime Rock Park in Connecticut.

June 15th
Meeting at BMW NA in Woodcliff Lakes. See article on page 5.

June 17th

Teen Survival School at Raritan Expo Center in Edison. See article for further information.

July 2007

July 18th
Monthly meeting at Deutscher Club in Clark. Stay tuned.

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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 can be done via the BMW CCA National website: www.bmwcca.org or can 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.

E21 Gathering

In the world of Bimmers, the e21 is the original 3-series and was the car that replaced the iconic 2002. For some, the 320i is an inexpensive entrance into the hobby then advance to one of the more popular models like the e30 or e36. I own one of BMW's forgotten children and have grown quite fond of its uniqueness. You don't see many on the road or at club functions but you will find a good amount of enthusiasts on the Internet in various forums.

In the fall of 2002 I decided to hold a meeting of fellow e21 owners. These informal gatherings are held in picturesque Holmdel Park, in Holmdel NJ. We have had a fine selection show up like an original 323, a S14 powered street legal track car, and even an M30 powered monster and everything in between. Folks have come from within NJ and as far away as New Hampshire. Whether your car is original, restored, or a work in progress, anything goes. You don't even need to own an e21, enthusiasts and owners alike are welcome to attend.

The dates have changed to accommodate attendees and hope for a larger group. Every year it grows with more people being added to the mailing list. The event itself is very laid back. At 11:00 am, drivers start to pull into the park and line their cars up next to each other. A huddle of owners grows as each car arrives. Of course, everyone has to walk up to the new comer to see what he or she has done to his or her car. Eventually, we move over to the picnic area where the bench talk continues and friends are made. The grill is fired and the food is cooked. The best part is, there is no fee. Just bring yourself and some food or drink. By 4pm, the event draws to an end with only a couple stragglers still engrossed in conversation hanging out until the very end.

This year, the e21 Gathering will be Sunday, May 27th on Memorial Day weekend. Anyone who is interested in attending, please email me at jtformula@aol.com. I hope to see a few of you there.

JT Burkard
1977 BMW 320i



Over the past several years it has had some good interest.



Today's Challenges, Tomorrow's Hope...

That's the motto of the Union County Educational Services Foundation (UCESF). On April 26th the NJ Chapter of the BMW CCA was among those honored by the UCESF. The Foundation recognized our ten year relationship with the Westlake School. Club President Neil Gambony, Vice President/Instructor Barry Stevens and wife Barbara, NJ Chapter Race Chair/Member-at-Large/Club Racer/Instructor Ross Karlin and wife Karen, BMW CCA Club Racing Chair/Club Racer/Instructor Dave McIntyre, Dealer Liaison Penny Galossi and husband Club Racer Alfredo and Secretary Deborah Kolar and Club Racer/Instructor Dave Allaway represented our chapter.

If you have attended a June Lime Rock Park Drivers School and Club Race in the last ten years, you probably remember meeting a contingent of students from Westlake. The school serves the multiply disabled, ages 7 to 21. When the mini-bus arrives at LRP on race day we get to meet some of the students and share with them our love of the sport of driving. The students watch the race and then get a "hot lap" around the track buckled into the passenger seat of a race car. When the trophies are awarded to the racers, there is also a trophy for each of the students in commemoration of the improved performance that earned each of them this special day at Lime Rock.

In the past, Ross Karlin has presented a check to the principal of Westlake. Until his retirement in 2005, the recipient was Ron Benford, and therein lies a story as told by Ross at the banquet.

Also known as Dr. Karlin, Ross is a dentist and Ron Benford his patient. Over 10 years ago Ross struck up a conversation with Ron during a dental exam. As reported by Ross, "it's easy to get someone's attention when they're sitting in my dental chair". That conversation about how the NJ BMW CCA could help the Westlake School has resulted in over \$50,000 in donations. Those monies had a direct impact on the lives of many students - scholarships to attend summer camp, the purchase of adaptive equipment that allows disabled students to utilize computers and special recreational programs.

A theme of the night was "stepping up and making a connection between those in need and those who can help them". It was enlightening to watch a video of Westlake students that highlighted various programs to prepare them for jobs in hospitality, retail, graphic arts and print shops, with the goal of enhancing lives one student at a time. Each of you, as a member of the NJ BMW CCA, has a part in this life enhancement - and the UCESF thanks you.



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