



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
September 2007

<http://www.njbmwcca.org>

Volume 38 Number 9

## What to do in a BMW:

### Go to Shenandoah Driver School Sept 22 and 23



### Go Autocrossing



### Visit Red Rock Canyon

(story on page 5)

Red Rock Photos by  
JT Burkhard

Newsletter of the NJ Chapter  
BMW Car Club of America  
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# President's Line

If you are a parent, this could be your favorite time of year - back to school time. For most, it's the beginning of a new school season for either you or your loved ones; for the Club it's the end of the school year. We'll be finishing the Driving School season at the Shenandoah Circuit of the Summit Point Motorsport Complex in West Virginia on September 22-23. Yes, you still have time to register for it and it can be done on-line through the website.

There were only 4 driving schools in 2007, one at Lime Rock Park in Connecticut and three at the Summit Point Motorsport complex in West Virginia. We are in the planning stages for 2008 already and have made requests for dates that would help spread our events out through the year. We are anticipating using the new Thunderbolt Raceway circuit being built in Millville, NJ. They are planning to be open in 08, weather co-operating. At this time, we still don't know what Lime Rock Park will have available for us, and we certainly are planning to be back in Summit Point in 08.

The other major driving event the Club does is Autocrossing, with several more events yet to be run this year. There was a problem at an Autocross earlier this year and the Autocross committee took advantage of it to help refine and streamline their process of registering participants. Thanks to all the hard working members of the Autocross committee to make our events run as smooth as they do. I always enjoy reading the website's forum after an Autocross event.

Some great news regarding the BMW CCA Foundation has come from the BMW CCA National Club office. We associate the BMW CCA Foundation mostly for hosting the Street Survival™ School for teenage drivers, but they also support a wide range of vintage events, road rallies and related enthusiast events aimed at getting the cars of the past out in public view. They also maintain a sizable and growing library and archive dedicated to preserving and making available historical BMW related materials of just about any kind related to the marque for educational and enthusiast related purposes.

The Foundation has accepted donations of money or historical items for the archives from club members, BMW dealers and independent shops as well as BMW NA since the Foundation was established in 2002. Recently a generous Club member from the Bayou Chapter donated his Hellorot (red) 1995 BMW E36 M3 with 78,000 miles to the Foundation and they decided the best thing to do with the car is offer it back to the Club through a raffle.

The raffle starts September 15, 2007 and runs until December 14, 2007. Tickets prices are: 1 for \$10, 3 for \$25, or 7 for \$50. This car will be at the OctoberFest in Ft. Worth Texas September 30-October 6th with a raffle ticket booth or you can find information on the car and purchase tickets through the Foundation's website at [www.bmwccafoundation.org](http://www.bmwccafoundation.org).

Some other exciting news to come from the BMW CCA is that OctoberFest 2008 will be held in Watkins Glen, New York, from September 23-28. The host hotel is going to be the brand new Watkins Glen Harbor Hotel currently under construction on the shore of Seneca Lake in the village of Watkins Glen.

If you have not heard the news by now, Wynne Smith, the BMW CCA Executive Director is leaving the Club to pursue another passion in her life. Wynne has been involved with an animal rescue group, the Concerned Citizens for Animals (another CCA?), the last 6 years as a volunteer and has decided to seek a full time position with them.

After exchanging many e-mails with Wynne over the last few years, I had the pleasure of meeting her at the Chapter Congress that was held in April, an event that she was instrumental in organizing for the Club. She was truly dedicated to what she did, even sending a last minute e-mail with her personal cell phone number. I know the NJ Chapter members as well as the rest of the BMW CCA members will surely miss her. I thank her for the help she has provided us and wish her the best in her new challenge.

Thanks to our August Club Meeting speakers, Club members and Roundel contributors, Brian Morgan and Klaus Schnitzer who shared with us their experience this past spring at the Concorso Villa d'Este followed by the BMW Interpretations Tour, which took them from Lake Como, Italy to Zurich, Switzerland. This was the cover story for the August Roundel. Brian and Klaus spoke for an hour and half to packed room while providing a photo show. Also on hand were the rally route book and car catalog of the 54 vehicles in the Tour, both magnificent manuscripts. We are fortunate to have Brian and Klaus as NJ members.

Some upcoming Club events are the Whack Your Turkey Rally, scheduled for Sunday, November 18th. We are currently looking for a Rallymaster for this event. If you are interested in undertaking this, please let either David Finch or myself know. The election of Club Officers is in December and all Board positions are open (even President). If you have any desire to be more involved with the Club, please let our Secretary Deborah Kolar know of your intentions.

Our September meeting at the Deutscher Club will feature Joe Volpe, the Director of Motorsport Activities from Thunderbolt Raceway. The meeting will be on Thursday September 20. I'll look forward to see what they have in store for us at their new facility.

Neil Gambony

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## Welcome New Members

Todd Aganon	Aaron Eng	Jan Lewis	Patricia Polgar	Holly Sparks
Jeffrey Amoscato	Maria Escobar	Christopher Liou	Robert Polgar	Michael Ulz
Tracy Benwell	Rodolfo Escobar	Edward Lopez	Thomas Powell	Joseph VanMater
Joe Brooks	Jordan Freese	Brian McCulligh	Rolando Remigio	Maria Volkova
Jonathan Caro	Brian Hayes	James McGuirk	Emily Ripley	Lauren Vozza
Nathan Chan	Gregory Heyman	William Noble	Hugo Rodriguez	Jaime Weiss
Gene Chyzowych	Nilofar Ismail	Robert Noll	Joseph Rubach	Michael Yee
David DiChiara	Kenneth Kaszerman	Tamiko Noll	Joshua Rubach	
Robert DiCostanzo	Mario Leitao	Patrick Nosker	Marc Rubach	
Jim DiGregoril	Kenneth Leitman	Karen Pawlyk	Lawrence Sava	
Dave Dreispan	Gregory Lermond	Jeffrey Peifly	Fred Shubert	





# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This time out I have a follow-up to the last Philes' Forum wherein I talked about the problems experienced with BMW's electric-assisted thermostats.

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!] 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].

Recent submitters of emissions-test data are Bill Beam, driver-school Tech worker and E30 pilot Alicia DeLalio, NJ Club Racing godfather Ross Karlin, and inveterate Philes' Forum correspondent Art Neufeld. Thanks, folks!

Bimmerphile Bill sent in test data from his 95,000-mile 1994 318iA, which passed with no problem. Quoteth Bill, "I still enjoy driving and working on this car. My wife's 2006 3-series seems to bring user serviceable items to a new low - makes it hard to get excited about owning a newer BMW." Yup, I hear ya, Bill. Our newest is a 1995. It's pretty clear to me that BMW's target demographic has shifted away from folks like us.



Photo #1

By Vic Lucariello, Sr.

Photo #1 is from the July Philes' Forum. The photo shows how the thermostat supports on an e-stat can break, rendering the thermostat inoperative. This is a pretty common problem. Well, right after I submitted the July Forum, I had occasion to replace the e-stat on yet another 2001 E39 six-cylinder.

Lo and behold, the new thermostat, also sourced from a BMW dealer, is shown in Photos #2 & #3.

Photo #2 shows that the method of securing the e-stat to the "plastic" thermostat housing has been modified, hopefully to eliminate the problem depicted in Photo #1. Photo #3 shows that the e-stat wires exit the thermostat housing in a different manner than on the previous design, which is shown on Photo #4 [This one was a real dilly of a leaker!]. So maybe some of the problems associated with e-stats on the late 1999 to 2005 six-cylinder motors



Photo #2

By Vic Lucariello, Sr.



Photo #3

By Vic Lucariello, Sr.

have been addressed. If you are changing your e-stat, be sure you are getting the new, improved design. I suspect that, depending upon your source, some of the previous-design e-stats may still be in the parts pipeline.

I hope that many of you will sign up for our final driver school of the 2007 season [Our 34th season, by the way!] at the Shenandoah circuit of Summit Point Raceway on 22-23 September. September is a great time to visit West Virginia, and all of us have a lot to learn about the challenging Shenandoah circuit.



Photo #4

By Vic Lucariello, Sr.



Photo #5

By Vic Lucariello, Sr.

Plus if you join us, you might get to see the wearer of the special driving shoes shown in Photo #5!! That's all for now, Bimmerphiles! See you next time or at Summit Point!

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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# Sightseeing Las Vegas and Red Rock Canyon in a Z4

By JT Burkhard

Las Vegas, the city of sin, where Elvis impersonators can be found on every corner and one armed bandits rob you blind, is where our story begins. This was our second trip to The Strip and the temperature this June was the same as it was last trip out in August of 06, 100+ degrees every day. They say it's a dry heat but hot is still hot. I did find it easier to cope with than NJ's 95 and humid summer air though. Traveling from casino to casino is fairly easy by taking the monorail or the bus services. Walking from one to another is made convenient since they are all linked together by walkways or trams. To get out to see the rest of what the Vegas area can offer, renting a car is the way to go. Since we were in Vegas, we had to get something special.

Last year, our car of choice to cruise Vegas and travel to the Hoover Dam was a silver Porsche Boxster. Sandy and I loved the driving experience but the Tiptronic transmission was a bit of a disappointment. This year, we decided to rent BMW's fun in the sun Z4 from Dream Car Rentals. They sent a limo to our casino to pick us up. Once the paperwork was filled out and signed, they brought our 2.5L Stratus Gray Metallic Z4 around. After a brief demonstration on how the top went down, we were ready to go. Sandy was in the driver's seat and looked over at me and said "oh no, it's a stick." I can see panic in her eyes. She was a bit nervous because it has been many years since she had driven a manual transmission. I assured her that it will be an easy car to drive and she will have no problems. Sandy took to it as if she drove manual yesterday. She slid the shifter into reverse and off we went without a buck or a stall. Within 5 minutes she looked over at me and said, "I think we need to sell the Acura and buy one of these." She was hooked!

Our scenic destination for the day was Red Rock Canyon. Just 10 miles from Las Vegas, the mountains rise to a great colorful escarpment, formed along a fault zone with peaks over 8,000 feet, and including huge cliffs and ravines composed of bands of gray, white and red rock, all heavily eroded. The wide empty plains beneath the hills are studded with Joshua trees and other desert plants, contributing to a most impressive spectacle. Within the canyon is a 13 mile drive that winds its way around the canyon walls offering spectacular scenery of the different colored rock layers. The road itself is an absolute blast to drive. They do limit you to only 30mph, but a few times we had to take the curves at a more spirited pace. With the elevation changes and lots of turns, this would be an excellent location for a timed run like they do at Pikes Peak. Every mile or two are parking areas to get out and gaze at the wonders of nature. The beauty and magnitude of the rock formations are awe inspiring. I can only imagine what the early pioneers were thinking when they came across the Mohave for the first time and laid their eyes upon this region. The deep red rock was simply gorgeous during sunset, since they have a warm red/orange glow. It is something I would recommend everyone to visit at least once. In all, it took us almost 3 hours to drive those 13 fun packed miles.

We switched driving duties half-way through our journey so I could experience what the Z4 had to offer. Within the first few minutes, I can see why Sandy fell in love with it so quickly. Even with the 2.5L motor it had enough oomph to pull the car up to speed quickly. I can only think how much more fun the 3.0L would be. The suspension was tight and the steering felt precise. No matter how

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hard I went into a corner (within reason, these are public roads) the car just stuck with confidence. The comfort of the car also impressed me. The legroom this 2-seater offered was amazing. The driving position was good and I got accustomed to the car quickly. I can see why the Z4 has become a popular fun car for BMW enthusiasts.

So, if you're planning a trip to Vegas, I would suggest you rent a Z4 for the day, and enjoy life to the fullest. I can say that as much as I love our 1977 320i, there might be the addition of a Z4 in our future. They say that what happens in Vegas, stays in Vegas but I hope that maybe the little Z4 might just come home to stay with us.



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Following the tradition of SOMMERFAST '05, and OKTOBERFAST '06, this will be a fun-filled weekend for German car enthusiasts and their families. The Green Mountains of Vermont, in peak foliage colors, will be the beautiful backdrop for car buffs to show and drive their cars, and socialize with fellow automobile aficionados. The event is open to all German marques - Audi, BMW, Mini, Mercedes, Porsche, Volkswagen as well as BMW Motorcycles.

**OKTOBERFAST '07 Details**

**When:** October 5-8 - early afternoon Friday through Sunday afternoon.

**Where:** The fields at TOP NOTCH RESORT and SPA in Stowe, Vermont. Visit [www.gostowe.com](http://www.gostowe.com) for general directions and a variety of lodging options. Keep in mind, this is peak foliage season in Vermont and rooms do book up quickly. Also, rates are sufficiently higher than midsummer rates. We have reserved a block of rooms at substantially discounted rates at Smugglers Notch as well as a small block of rooms at the Commodore Inn. Go to [www.oktoberfast.com](http://www.oktoberfast.com) for more information on lodging discounts.

**Who:** All Audi, BMW, Mini, Mercedes, Porsche, Volkswagen cars and BMW Motorcycles, car owners, and car fans.

**What:** Scenic drives Friday afternoon, social hour and buffet dinner Friday evening, show-and-shine and awards Saturday, Tech Session with Mike Miller, Huge Arts and Crafts show, social hour Saturday evening, autocross and scenic drives Sunday and a fun time with family and friends all weekend.

**How** to register: Visit our official chapter website, [www.vtBMWCCA.org](http://www.vtBMWCCA.org), and click on "OKTOBERFAST '07" for registration options. For secure online registration, visit our official registration website, [www.vtoktoberfast.com](http://www.vtoktoberfast.com).

Need more info? Email us at [info@vtBMWCCA.org](mailto:info@vtBMWCCA.org) with any questions.

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# A Tale of Two Viewpoints

By Thom Rossi

It is the best of cars, it is the worst of cars; it is the most fun of cars, it is the most useless of cars; it is a cool dedicated racer, it is an unsightly heap of somewhat wrinkled metal; it should be nurtured improved and enjoyed, it should be sold immediately at any price just to get rid of it. In short, it is my race car and it can be described only in the superlative degree of comparison.

Yes, part of the joy of life with Mrs. R. is that while we share the same values, laugh at the same jokes, and like to read the same books, we often interpret things from totally opposite perspectives. Such is the case with all things car related.

For example, when we look at our garage floor, we both see the same physical reality: a relatively clean expanse of concrete accented with the occasional oil stain. However, our reactions to this reality are quite different. For me, each spot evokes a pleasant and distinct memory of an automotive repair job completed with a sense of pride. To Mrs. R, however, the splotches coalesce into an impressionistic painting that conjures the image of a sweaty man wasting precious time playing with his cars instead of doing the things that really need to get done around the house, not to mention money wasted on tools and parts that, she suspects, are completely unnecessary.

When I look at my race car my mind quickly calls forth memories of exactly how the car felt going through various curves on the track, and leaps forward to rehearse improvements I'd like to make in my driving technique, while at the same time sending a scrolling list of car improvement projects from my subconscious up to my awareness. This can induce a trance-like state in which my mind wanders pleasantly through these thoughts and integrates my experience with the way I've seen other drivers in similar cars handle the same stretches of track, always searching for what I can learn about how to drive better.

When Mrs. R. looks at my race car, I'm pretty sure her first thought is something like, "Since when did my husband become the kind of hillbilly who wants to have something like that parked under the pine trees?" Followed by a line of reasoning that goes like this, "All that racing! Not only does it take him away from the family while he goes off to have fun with his buddies, but I'm 99% sure he's getting to be a worse driver instead of a better driver. Always looking for the 'racing line' around corners, instead of just staying in the middle of the lane where God intended people to drive on the street. As a matter of fact, I think I'm going to have to tell him to grow up pretty soon!" Did you catch the subtle difference in perspective here? My thoughts trend toward pleasant memories and plans to improve my car. Her thoughts trend toward plans to improve her spouse!

Is this a problem? No, I don't think so. It's this dynamic tension in perspective that keeps the needle on the Ying Yang gauge of our family pointed right in the middle where it belongs. It keeps each of us from falling into a spiraling pursuit of our own excesses. I know I need that.

At no time were our shared values and different perspectives more evident than they were this Spring. First, about those shared values. For a variety of reasons, we've decided to convert some space in our house into an in-law suite for my mother. Anyone who knows anything about such situations will immediately recognize Mrs. R's profound and generous commitment to family as

symbolized by her agreeing to this arrangement. I owe her big time for that one.

In practical terms, the first impact of that decision was a couple of weekends spent clearing out the garage to make way for the contractor. We also had to move all of our cars out of the garage and lost the use of the lower part of our driveway. This meant that all of our vehicles had to be lined up in the field in front of our home. Now, it's one thing to know you own a certain number of cars, but the visual impact of seeing them all lined up together instead of having a few tucked into garages, a few parked in the driveway, and a few stored under pine trees is the type of thing that will, once again, provoke different responses in different people.

My response was along the lines of: hey isn't that interesting. It's like a little car show. There's an e30, two e46's, the e39 and a few other marques thrown in for good measure. A closer inspection revealed that our Lexus is starting to look a little sun faded, which stimulated a renewed sense of urgency on my part to build more garage space. Obviously, a three-car garage is just not enough for our family. Especially with another person planning on moving up with her own car in the near future.

Mrs. R's reaction was a little different. "That's interesting," she thought. "Look at all those cars. I only need one. Chris only needs one. Why does Thom need four? He should sell a couple of those. Think of all the insurance we're paying for cars that we don't need. It's probably time to give up on that racing thing, anyway."

See? Here we are again. I want to improve our property by adding more garage space and Mrs. R. wants to improve her spouse by encouraging me to shed a couple of cars and a hobby. But I have to admit, seeing the fleet laid out for cold inspection did make even me think that the Ying Yang gauge was starting to tilt a little too much in my direction. And that gauge is my warning signal that corrective action is needed, because deep down I know that my hobby is secondary to my commitment to ensuring that our family has what it needs to succeed. With tuition bills looming, and construction projects eating away at cash, it just doesn't make sense to keep money tied up in cars and insurance I don't really get much use out of.

So this week we reached a compromise. I'm going to sell the Porsche, she's going to let me build a pole barn. I get to keep racing, Mrs. R. gets a yard free of cars stashed under pine trees (well, mostly free, if you don't count "donor" cars). My mother gets a new home, and we lose some of our privacy. I foresee the best of times, and the worst of times, still to come, all to be shared and enjoyed with Mrs. R, and with a little effort, our Ying Yang needle will stay smack in the center of the gauge.

Tom can be reached at: [ThomRossi@gmail.com](mailto:ThomRossi@gmail.com)







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# NJ Chapter Calendar

## September 2007

September 20th

Monthly meeting at Deutscher Club in Clark. Joe Volpe, manager from Thunderbolt Raceway in Millville, NJ will give us the latest on the new track and its planned 2008 availability.

**NOTE: meeting is on Thursday**

## October 2007

October TBD

Monthly meeting at Deutscher Club in Clark.

## November-December 2007

December TBD

Elections. Monthly meeting at Deutscher Club in Clark.

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For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, Paul Ngai. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

### 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](http://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.

# August Autocross

August 19 autocross

It was another great day at the ballpark. We had 68 drivers and each got eight runs, most of them dry. The second run group got a wet track for their last 4 runs. The top class finishers were as follows:

Class AA: Dave Ngo  
Class A: Victor Cale  
Class B: Chris Leckenby  
Class C: Mark Mallory  
Class D: Jon Trudel  
Class E: Dave Hirschhorn  
Class F: Randy Decker  
Class X: Eric Gebhardt

The event started on time, ran smoothly, and gave everyone a satisfying number of chances at an interesting, challenging course.

My thanks to all participants for bringing registration forms filled out in advance; it makes a big difference.

The champ series top contenders are :

1. Jonathan Trudel
2. Jaime Kavalieros
3. Chris Leckenby
4. Mike Marvuglio
5. Mark Mallory
6. Mark Mankoff

Complete results are on the website. Next event is Sept 9 at the ballpark, followed by Oct 7 and Oct 28.

Elihu Savad





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