



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

February 2008

<http://www.njbmwcca.org>

Volume 39 Number 2

## BMW M6 at Daytona



Photo by Thom Rossi

Newsletter of the NJ Chapter  
BMW Car Club of America  
PO Box 2305  
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## President's Line

It's the middle of winter when usually it's quiet; however, things are just starting to get revved up for the 2008 season. Many events are shaping up for the year; I'm not sure where to start.

I hope you enjoyed the Banquet, if you were unable to make it you should think about attending next year. We have many generous Sponsors who donated to the Banquet contributing to its success. Thanks go to Penny Galossi and Al Drugos for doing for a fabulous job with it.

In February, our monthly meeting on the 20th will be a Tech session held at the Shade Tree Garage, which is located at 171 Washington St. in Morristown NJ. For our driving instructors, there is a conference on Saturday the 23rd, once again featuring Ross Bentley of Speed Secrets fame. Registration information can be found on the Website.

For our members ready to take on the driving season, Lime Rock Park is less than 50 days away, Friday April 4th. New for this year will be the acceptance of payment by credit cards for our driver schools, starting with Lime Rock. The Advanced Driving School and Instructor Training School will be at the Summit Point Raceway in Summit Point, West Virginia, April 14th and 15th. The track was repaved in the fall last year and the reports are it's much smoother. You can book a room at the Comfort Suites in Martinsburg for our SPR events this year; the rate is still \$65 plus tax per night. You can reach them at 304-263-8888. Be sure to mention you are with the NJBMW CCA.

The big event that we are looking forward to later in the year is the driver school at the new track in Millville NJ, Thunderbolt Raceway, August 22nd -24th. This event will be held in conjunction with the Delaware Valley Chapter. We will be at the track one week before their very first professional race there, the Grand -Am series.

Autocross Chairman Elihu Savad has some tentative dates already for the autocross season with more to be posted as the season progresses. We are also looking into another Street Survival™ School for teen drivers, details to be released upon confirmation of the venue.

The New York Auto Show, which will be held on March 22 at the Jacob Javits Convention Center, will be handled in a similar fashion to last year's event. You will need to pre-purchase tickets from the NY Auto Show website and be standing outside the center at 8:30 am to be escorted in. BMW will be checking for membership, be sure to have your Club ID. If you plan to attend, please let me know by March 13. I will need to forward a list of members attending on to the NY Chapter. Please check the website for up to date information regarding the Show.

The news from the National Office is they have finally hired a new Executive Director, Frank Patek II, to fill the void left by Wynne Smith. He starts on February 4th. Frank originally hails from Pittsburgh and has a law

degree from Duquesne University. He has spent the past nine years as Executive Director of the Phi Alpha Delta Law Fraternity headquartered in Baltimore Maryland.

Regarding the National Elections (the Clubs), please be sure to vote if you have not already done so. You will have to use the mailing label from your January Roundel to do so. There are candidate statements in the Roundel; we are in the North Atlantic Region.

Those who attended the January Club meeting at the Deutscher Club were treated two-fold. The first treat was having as our guest speaker Scott Doty from Dinan Engineering. Scott handles the east coast distribution of Dinan products and had given us an inside look as to their product development. The second treat was from the Deutscher Club where we given a different meeting room to use that had a warm feeling to it, like being at the winter Olympics in Germany after a day of downhill skiing.

As I had mentioned last month, the Rolex 24 at Daytona Beach was pretty much what I expected it to be. There was a small group of members from both the NJ and Del/Val Chapters in attendance as well as members from other states. As to the race, 290 drivers representing 24 countries and 29 states would share the 66 cars that took the green flag on Saturday afternoon.

I was looking forward to seeing "Dancing with the Stars" winner Julianne Hough, but had to settle on seeing Helio Castroneves instead. He had to do some dancing with the cars to bring the car home to a 3rd place finish after suffering a tire blowout early on in the event causing the car to spend some time in the garage for repairs. It was a valiant effort from Helio and his teammates, Ryan Briscoe and Kurt Busch, drivers from the Roger Penske stable for their first 24-hour event.

They finished behind the 2nd place Gainsco/ Lowes Team of Jon Fogarty, Alex Gurney, Jimmy Vassar and Jimmy Johnson, winner of the 2007 Nextel Cup. The Gainsco Team was 2 laps behind the 1st place winning team of Scott Pruett, Memo Rojas, former BMW F1 driver Juan Pablo Montoya and 2007 Indy 500 winner Dario Franchitti. This win made it 3 in a row for Chip Ganassi Racing in the 24 hour race, a new record. Also a new record for this year was the 60 plus lead changes.

Hurley Haywood, who was co-driving in this event with a car that the potential to win before it suffered suspension damage, is a five-time winner of the 24-hour race. Hurley has one thing in common with the NJ Chapter; he has been driving in this event for as long as the NJ BMW CCA has been using Lime Rock Park in Connecticut, 35 years. Hurley promises to be back for another year, can we say the same about Lime Rock?

Neil Gambony  
neilix@earthlink.net

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## Drivers School Registration Open

On-line registration is now open for our 2008 Drivers Schools. Once again all registration will be electronic via links of the chapter website. If you have not participated in one of our schools previously, you will need to create an account for yourself then fill in information about yourself and your car. For those of you who used our system last year, please take the time now to verify and update your personal and vehicle information and be sure your e-mail address is correct. All communication regarding our schools is via e-mail.

Our big news for this year is that we will now accept payment via credit/debit card. We have chosen Google Checkout to be our vendor for this service. The first time you elect to pay via this method you will be taken from the Registration section of the chapter website to Google. You will need first to create an account for yourself on Google and enter your card information including billing address and an e-mail address for confirmations (this is a one-time step). From there you will have the ability to pay for each school electronically. Importantly, all credit card information is stored on Google's secure servers - the chapter has no access to this information. Eliminate the need to mail in separate checks and wait for

your acceptance; electronic payment speeds the whole process. Naturally, if you prefer to mail in a check, we still accept that method of payment but remember that you are not accepted into the school until the Registrar receives your check.

As the newsletter was going to press, registration is open for our April school at Lime Rock Park (our First Annual Last Chance to Drive Lime Rock school) and our joint Del/Val/NJ school in August at Thunderbolt raceway in Millville. Register early for both schools to be sure of your acceptance. We hope to open all our schools at Summit Point by the time the newsletter reaches your mailbox.

So, register early and mark your calendars. We look forward to seeing you at the track.

-Jeff White



# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Keeping warm? Gettin' the Bimmer ready for our April 4 driver school at Lime Rock Park?

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].

M5 pilot and driver-school Tech worker George Washburn was the only Bimmerphile to send in emissions-test data since the last *Philes' Forum*. Thanks, George!

Speaking of Tech workers, see Photo #1, which was on the cover of the NJ Bulletin about 15 years ago when we were doing event-eve Tech for Lime Rock Driver Schools at a Connecticut garage. No, that's not George.....



**Photo #1** Hasn't aged a day... use an impact gun to install these bolts! PLEASE!

One way is to install temporarily one of the transmission-mounting bolts and use a pry bar against the ring-gear teeth with the bolt as a fulcrum. I guess this works OK if you have an assistant handy, but if you are alone it is a bit of a challenge. Another way is to have your assistant restrain the crankshaft via a socket/breaker bar applied to the crankshaft-pulley nut. Or if you are alone you can try to wedge the breaker bar against something while you do your torquing.

Photo #2 depicts the easy way: Use a flywheel-holding fixture. These are available in various designs. The one pictured is I think the simplest one out there. It attaches to the engine block via one of the transmission mounting holes. You can find this fixture and several others at various Internet sources.

While recently replacing the clutch and flywheel on a 1985 325e [E30] I was reminded about a tool that no self-respecting, card-carrying reader of *Philes Forum* who does clutch work should be without. Removing the flywheel and clutch pressure-plate bolts is quite easy if you have an impact gun. The gun will spin the bolts out without the crankshaft moving. But, how do you torque the flywheel and pressure-plate bolts without the crankshaft rotating [In reverse direction, no less!]? Please don't tell me you



**Photo #2** Flywheel holder.

Incidentally, if you are doing a flywheel replacement, be sure you have the correct length flywheel bolts. Differing length bolts are required for single-mass, dual-mass and alloy flywheels. A bolt that is too long can bottom out on a crankshaft flange inside the motor and prevent adequate retention of the flywheel. A bolt that is too short to engage fully the threads on the crank's flywheel flange will have the same result, but probably take a bit longer for you to realize there is a problem. Also, be sure to clean thoroughly with solvent the internal threads in the crankshaft that receive the flywheel bolts, which BMW suggests not be reused.

Occasionally in *Philes' Forum* I have run photos of sensationally egregious things I have seen on BMWs. Well, shown in Photo #3 is the absolutely *hoariest* power-steering hose I have ever seen! I spied this baby whilst doing the clutch replacement on the '85 325e, and couldn't resist photographing it. [No, I won't divulge whose car it is.] The irony here is that this hose was absolutely dry; exhibiting no leakage whatsoever. The recently replaced hoses on Joanne's 1986 325e drip fluid in cold weather, despite their being double-clamped. Of course Joanne's hoses were not leaking prior to replacement either.



**Photo #3** Hoary hose.

That's all for now, Bimmerphiles. See you next time.

Anyone wishing to contribute to *Philes' Forum* should contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair /maintenance questions and/or tips, repair horror stories, emissions inspection sagas, product evaluations, etc.

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# Board Meeting Minutes

January 9, 2008

Board members present: Neil Gambony, Ross Karlin, David Hirschhorn, Penny Galossi, Barry Stevens, Jeff White, Warren Brown, Bob Conway, Al Drugos and Jerry Faber. Board member absent: Deborah Kolar. Others present: Bob Isbitski, Blake Smith, Elihu Savad, Brian Corrigan, Brian Morgan, Alfredo Galossi, Greg Conway, Vic Lucariello, Paul Ngai, David Finch and David Allaway.

## President

Neil Gambony called the meeting to order at 7:35 PM at Café Cucina. Neil thanked the board for their efforts in 2007 and continued support in 2008.

The revised date for the BMWCCA newsletter and website conference is April 5-6 in Salt Lake City. Jerry Faber will attend. Greg Conway is a tentative attendee.

Chapter eligibility for 24 complementary subscriptions to the Roundel was noted, and options discussed. It was agreed to provide one each to NJ Motorsports Park and Westlake School.

Board nominations were made for 2008 Members-at-Large and Newsletter Editor: Jeff White (driver school chair), Ross Karlin (race chair) and Jerry Faber (newsletter editor). All were appointed unanimously.

## Vice President

Barry Stevens reported on upcoming monthly meeting topics/locales: January (Dinan), February (UUC), March (detailing), April (at Paul Miller), June (at BMW NA, to be confirmed).

## Treasurer

Warren Brown provided the preliminary financial report for 2007. The \$4,594 positive net was attributed to the autocross program. It was noted that the ZF Award money will be used for future charitable contributions.

## Newsletter

Jerry Faber reported that the first of the month will continue to be the deadline, except for the Club Race issue. Letters and photos are always wanted.

There was a discussion of the economics of altering the newsletter frequency, but no change was recommended. It was noted that some advertisers are already pre-paid for 12 issues in 2008.

## Social Events

Al Drugos reported that the banquet will be held at the grand ballroom of the Grand Colonial, Saturday February 9, 2008, with buffet dinner, soda, coffee & tea, and cash bar. 17 checks have been received, so far.

Ross Karlin distributed a sample sponsor appreciation letter for inclusion with all door prizes.

## Driving Events

Bob Conway reported that awards similar to last year's have been ordered. Bob Isbitski will take care of the Champ Series cup engraving.

A lack of progress on the 2008 Teen Street Survival (TSS) program was noted by Bob Conway. There was a general discussion of locations and instructors for a TSS-like program for adults.

## Driver Schools

Jeff White reported that dates have been established for all events, but no contracts have yet been received: Summit Point driver school & instructor school (April 14-15), Summit Point driver school & club race (July 26-27), Thunderbolt driver school joint event with Del. Val. (August 22-24), Shenandoah driver school (September 13-14). No student pricing has been established.

Neil has obtained a group rate for a limited number of rooms at the Comfort Inn for the April and July Summit Point events.

## Race

There was a discussion of changing the format and/or location of the Westlake School attendance, given the change in race venue for 2008.

## Autocross

Elihu Savad reported that tentative dates have been established based on Patriot Stadium availability. No other site schedules are available. PNC Bank Arts Center dates will possibly be available next week.

The National DEC has indicated that insurance rates are going up but has provided no specifics.

There was a discussion on obtaining the Great Adventure lot for TSS, as a possible donation, but no follow-up action was noted.

After discussion, the board consensus was to rule-out scheduling an autocross on the same date as a driver school.

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## Instruction

Blake Smith reported that he has been in contact with Ross Bentley, who has a new advanced program available for the instructor seminar. Blake has also discussed with Jeff Corson the possibility of a joint seminar with Del Val. February 23rd is the tentative date.

The board voted unanimously to approve a joint instructor seminar with Del Val, contingent on Del Val agreeing to contribute half of the expenses, anticipated to total approximately \$6,000.

## Website

Greg Conway reported that work is in progress to enable registration for the joint school with Del Val.

A reported problem with the photo gallery will be investigated.

## Dealer Liaison

Penny Galossi reported that she is working on banquet door prizes via e-mail and phone calls.

A suggestion was made to invite sponsors as guests to the banquet.

The board voted unanimously to authorize up to \$350 in gift certificates to chapter events as banquet door prizes.

## Membership

Bob Isbitski reported that new member letters based on the December mailing list are going out now.

## Member-at-Large

David Hirschhorn will post driving event dates as soon as confirmed by Jeff White.

20 survey responses were obtained at the December meeting, and David Hirschhorn requested that the survey be added to the website, and Greg Conway agreed to add.

A general discussion was held on continuing an Introduction to Driving Events program, focusing on NJ Motorsports Park rather than Lime Rock, and the merits of promotional or paid instructor rides. No conclusions were reached.

## New Business

The next board meeting date was set for Wednesday, February 13th at 7:30 PM, Café Cucina. Warren Brown motioned to adjourn at 9:25, Al Drugos seconded.

Respectfully submitted, David Allaway (for Deborah Kolar)

## This e30 followed me home...

I don't know what it is with me. Once I get down to a "reasonable" car count of 5, I have to start looking for something else. I think it's the thrill of the search and the art of the negotiation. I spend a lot of time on the Internet each day searching for cars for work but I usually find a few for myself. Mostly, I focus on the cheaper cars because you never know when you can find that diamond in the rough, that elusive barn find, that need to sell quick for cash kind of deal. At least I hope that's what I find.

This time, I was in search of something to buy to use everyday that got good gas mileage. My Hemi powered Dodge Ram is not the most economical means of transportation for my 60 mile round trip commute. Sounds like a viable excuse to buy something else right? Of course, I preferred my new daily driver to be a round headlight BMW. On Craigslist.com I came across numerous e30, e28, and e34 models. Heck, I even considered a 16v Jetta and a couple 944's. A two door 1984 318i with 108k on it and a 5-speed caught my eye. The bonus was it was within a few miles of my job. The body was solid but the interior needed a couple things like a back seat, and other minor details. It didn't run at the time but I figured it might be worth looking at. When I arrived, the car was obviously sitting for a while. The paint was in need of a good buff job and the interior looking like no one bothered to vacuum it in at least a year. Nothing a good detail can't fix.

The teenaged owner showed the car and informed me that there was a fuel leak by the external pump and a massive leak at one of the injectors. He also told me he tried to trade it in at a dealership but a deal couldn't be made and he drove it home with the injector leaking like a sieve. I quote "I must have used a half a tank to go 12 miles, it was leaking really bad." I had visions of an e30 fireball careening down the parkway.

One side of me felt I should just pass but the other side of me, the restoration save everything I come across side, said buy it and bring it back to its former glory. I felt his asking price was a little high (but isn't every asking price to high?) and offered what I felt the car was worth needing the repairs. I held firm and we finally came to an agreement and the deal was made. I pushed and winched it onto my car trailer and off I went. This thing might be rougher than diamond, but soon I will find out exactly what I have.

My destination was a well equipped 40x60 backyard workshop with heat and a lift that a good friend of mine has. Usually, you will find pre-war cars being repaired in here. At the time he had a 1908 Buick Speedster, a 1913 Model T and a replica 1899 Locomobile Steam Carriage. This e30 looked ultra modern in comparison. We unloaded the 318 and rolled it onto the lift. Within minutes, we realized this thing was not maintained by competent mechanics. The fuel pump was just hanging on by only one of the three mounting bolts and was at a 45 degree angle. All of the lines were shoddily spliced with various sizes of fuel hose. At least this could be an easy fix. The injector on the other hand was a shocking rig job. The one injector was missing its retaining clip and was cracked. Instead of just replacing the whole injector, the crack was filled with epoxy and then it was epoxied into place. WOW, that's scary! I was lucky that the old one came out relatively easy. Once I installed the new injector with a new clip and O-ring, I was back in business. It actually ran pretty good. My scary purchase wasn't that bad after all.

I then dove into the interior. First thing was to get rid of the trash and vacuum the inside. I was lucky enough to get a matching blue

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rear seat from a fellow club member and swapped that out. I found the interior lights and the radio was not working. I opened the glove box in hopes to find the manual and low and behold, it was still in there. Unfortunately, the binding glue had dried up and just about every page was stuffed in anyway possible with a few stragglers lying at the bottom of the glove box. An hour later, all of the pages were back to where they were supposed to be and everything stapled together so I don't lose them again. I was lucky to find the fuse was blown and now I can see my speedo at night and the radio is working again too. Ah the thrills of owning an older Bimmer.

So maybe I have this need to buy cars that need work because I enjoy bringing them back to life or maybe it's the lure of a good price. I am almost guaranteed to undo hack jobs others have done but at least I know when I am done with it, the car will have been done right, at the expense of time and money. They say you get what you pay for. The lure of a bargain goes away quickly when you are elbow deep in grease and stale fuel with ratchets flying across the room as fast as the foul language comes out of the mouth. Sometimes you see a car and say "wow, that's not a bad price" even if you know it requires work, but you never know what the car really needs until you dive into it. So now for me, I have another project car that I hope will only get better.

Sometimes though I think it would be easier to just buy a new or CPO BMW. That 135 could be calling my name, or maybe a Z4, or maybe.....

JT Burkard

Send comments and suggestions to: [jtformula@aol.com](mailto:jtformula@aol.com)

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# His and Her Zones

Who's Got Mo?  
By Thom Rossi

Last year at this time, I had just returned home from watching Juan Pablo Montoya's debut as a driver on Chip Ganassi's NASCAR team. On that occasion, he won the Rolex 24 Hours at Daytona as one of the drivers in the team's Daytona Prototype. The results of that event foretold the rest of Juan Pablo's rookie season in NASCAR, where he was a force to be reckoned with whenever the ol' boys brought their iron to road course tracks.

Those of us BMW fans who have been watching the factory's Formula 1 effort for a number of years remember when Juan Pablo was the number two driver backing up Ralf Schumacher on the BMW Williams team. That's when I became a JP fan. It always seemed to me that JP was the more talented of the two drivers with more fire in the belly and would have served the team better as the number one hot foot. I think Ralf's subsequent years of lackluster performance in F1 have borne out my view of his driving skills, and I am gratified to see Juan Pablo becoming the terror of NASCAR drivers whenever they have to turn right and left on the same day. Thus, last year marked my inauguration as a NASCAR fan. At first I was really watching just as a Juan Pablo fan, but eventually I came to like the series for its own merits, particularly after watching one of the earlier races in the season on an oval track when I heard something that made me literally stand up and yell at the screen. Juan Pablo was piloting the number 42 car in traffic and, frankly, not doing all that good of a job keeping up. That's when I heard one of the announcers drawl in a thick southern country accent, "Jaun Pabler's got to learn his self how to be a mo'-mentum driver now. That there's the difference 'atween formular one and NASCAR."

"WHAT???", I yelled at the high definition image of the number 42 car slowly losing ground to its competitors. "Momentum? You NASCAR guys have the nerve to talk about momentum driving with your 500+ horsepower engines and faux stock bodies and frames? HAH! You should try driving an e30 325!"

Momentum is what you need when your car doesn't have the horsepower to make up for speed lost going into and through a corner by accelerating hard to the next braking zone. When I used to track my e39 540, carrying speed into a corner wasn't very easy. It's 3850 lbs had momentum, alright, but it really needed to be slowed and coaxed through corners with trail-braking and other methods of trying to get the rear to rotate a bit. On the other hand, the car had plenty of torque and horsepower, so I was able to accelerate nicely onto the straights and get some pretty decent speeds. But that's not momentum driving. And I had to sacrifice a lot of expensive rubber and brake pads to get through the turns.

My driving world changed dramatically when I got tired of buying mo' brake pads, mo' rubber, and fighting the mo' in every corner. I started tracking an e30 325is (my KP race car) and that's when I realized that the mo' is my friend. You see, compared to just about every other car on the track, the e30 325 has less torque, less HP, and worse aerodynamics. So when everyone else on the track has mo' of the good stuff that creates acceleration and high top speeds, how can you drive fast in the e30? The e30 happens to be one of the best balanced sedans in terms of handling dynamics and 99% of the fun of driving it is learning how to carry as much speed through the turns as possible, thus reducing the importance of acceleration to enable lower lap times. This is the art of

momentum driving, and it is at the very heart of the driving school program our club offers. It is based on finding the right line and it is based, too, upon being at the limit of adhesion in a turn, but not beyond the limit. Speed scrubbed off correcting skids is lost momentum. The lower the power-to-weight ratio of your ride, the more important momentum driving becomes to your lap times.

And that was the basis of the comment on Juan Pablo. He has great hands and he is able to correct his car when it gets out of shape on the track, but every time he has to lift off the throttle for a fraction of a second, or give a steering input when his competitors do not, they keep the mo' and he loses it. I'm sure this is true in formula one as well, but since the cars are so closely matched and closely spaced in NASCAR, and since they are as underpowered by comparison to an F1 car as an e30 is to a NASCAR Nextel Cup car, you can see the effect more dramatically. So, despite the many differences between road racing in our club and NASCAR oval track racing, I feel a common bond with those NASCAR guys, now: the bond of mo'.

As for Juan Pablo, he now has a year of NASCAR momentum driving under his belt. Once again this year, he was driving a Daytona Prototype for Chip Ganassi in the Rolex 24. Just as last year, a group of drivers from our chapter of the BMW CCA migrated down to Florida for the weekend to watch the race, kibitz on racing techniques, and generally cut up and have a good time. We got to cheer on our favorite drivers, especially folks who came up to professional racing through the BMW CCA club driving and racing program such as Jeff Sigal and also the guys on the Automatic Racing Team. By the way, Automatic racing had a super cool carbon fiber bodied M6 with a Dinan BMW V8 power plant which competed in the GT class. What we learned was this: it takes mo' of everything to win at the Rolex 24. The teams use mo' tires in 24 hours than any dozen of us combined do in a full season of racing (\$50k worth of rubber for each team for the 24 hour race, according to the speed channel!). It takes mo' carbon fiber than you can imagine. It takes mo' driver endurance, team commitment, and engineering to win the race.

But nothing is more important than THE mo'. The team that's got the mo' and can keep their car running throughout the entire race carries the most exit speed from the most turns and gets to take some new watches home. (By the way, you can buy about 3 of these watches for the cost of a team's tires for the weekend. So it's cheaper to buy the watches than to win them!). As you might know by the time you read this, Juan Pablo won the race again this year. And that means: he's got mo'.

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

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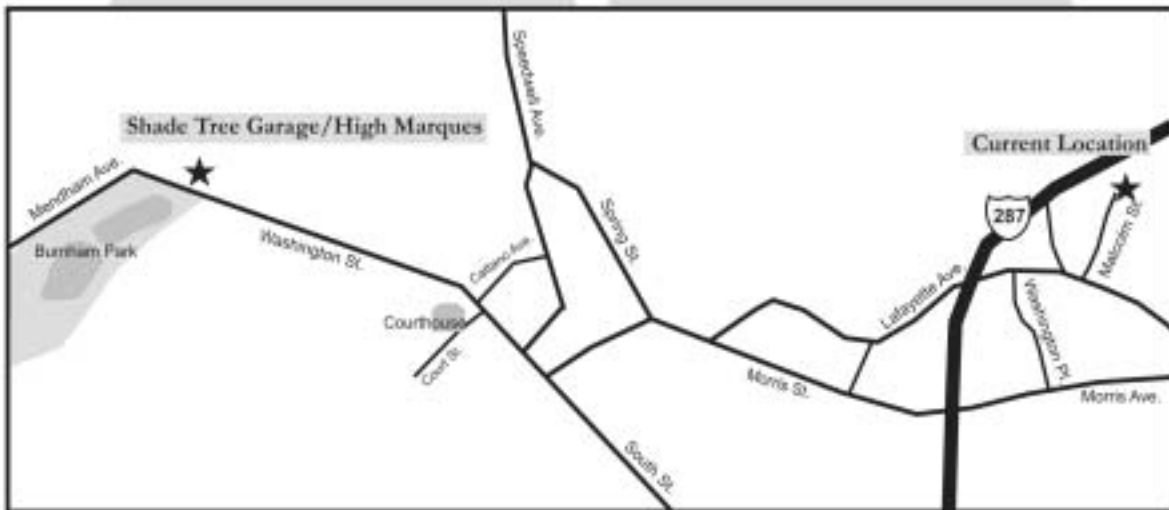
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# NJ Chapter Calendar

## February 2008

Saturday, February 9th  
Annual Club Banquet at the Grand Colonial in Hunterdon County.

Wednesday, February 20th  
Monthly meeting at Shade Tree Garage at 171 Washington St., Morristown, NJ. Includes technical presentation on suspension problems.

## March 2008

Tuesday, March 11th  
Len House of Cars, 1 John St. Jamesburg, NJ will host our meeting. They are master detailers and with spring arriving and the winter salt, etc. taking its toll on our cars' finishes, what better way to get started.

## April 2008

April 4th  
Driver School at Lime Rock Park, CT. See website for details.

### NJ BULLETIN STAFF

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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](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)

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## Dinan V8



Photo by Thom Rossi

Sorry, can't take this on the track.



Photo by C. Kaiser

## 2008 Driver School Schedule

School	Dates	Location
Lime Rock	April 4	Lime Rock Park, CT
DS/ITS	April 14-15	Summit Point Raceway, WV
Driver School/Club Race	July 26-27	Summit Point Raceway, WV
Thunderbolt School	August 23-24	NJ Motorsports Park, Millville, NJ
Shenandoah	Sept. 13-14	Summit Point Raceway, WV

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