



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
January 2009

<http://www.njbmwcca.org>

Volume 40 Number 1

Annual NJ BMW CCA Club Banquet



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Directions:

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The Cone Catcher



I'm still a little fuzzy as to how I ended up in a position to write the President's column. I've been pretty active in Autocross for the last few years, and I'd been asked by Vic to help out with tech at driving schools in the past. I started attending the club board meetings last summer, and before I knew it, I was asked if I'd be interested in running for a board position. When I said yes, I didn't think I'd end up as president, but here I sit wondering how I'm going to find the inspiration to fill a page with something you'll want to read each month.

When Neil Gambony and I met a couple of weeks ago to discuss the transition from his Presidency, he informed me that one of my privileges was the ability to name my monthly column. (Great, just what I need now. More pressure!) Neil used "Presidents' Line" - as in racing line. Since this column is likely to wander around from month to month, I thought "Miscellaneous Ramblings" had a nice ring to it, but it's taken. "A Bunch of Useless Drivel" is probably accurate, but it just doesn't seem to have any sort of automotive connection. I'm settling on "The Cone Catcher", which reflects my autocross roots in the club, but also applies to driving schools. I've "caught" more than my share of autocross gates, as well as apex and "track out" cones at driving schools. (My driving school instructors will tell you that I'll never catch a "turn in" cone - I have a tendency to turn in too early.)

So here I am, writing the first edition of The Cone Catcher. I'd be remiss if I didn't thank several people. First, Penny Galossi and Dave Hirschhorn have left the board. They've both helped make NJ BMWCCA membership more enjoyable for the rest of us. Thank them for their service when you see them. I'd also like to thank Neil, and I'm grateful that he's staying on the board as Member at Large. I'm so thankful that the rest of the board and key officers and staff are returning, too. They're the ones that allow the rest of us to have a great time playing with our cars.

It's a good thing that most of the board is coming back, because we have a full and exciting schedule planned for the year ahead. Our Driving School and Autocross programs have been the heart of our club for many years, and participants should be very happy with our plans for 2009. If you haven't tried either of these activities in the past, we encourage you to do so. You'll meet a lot of really nice people, and they'll quickly relieve any apprehension that you may feel.

Many people make Autocross their first driving activity with the club for several reasons. It's cheap and it doesn't take a huge time commitment.

It's a great way to spend a Sunday. You don't need any special equipment - the club will even loan you a helmet. You can use any kind of car - as long as it's safe. There are always instructors around, and they're eager to help and to share their knowledge. If you haven't tried any driving activity in the past, come out to one of the Autocross sessions. You'll have a blast and it will make you a better driver.

The other major driving event category is driver schools, or high performance driving education. Our program is renowned for its commitment to skill development and safety. This year, we're going to be at five tracks - Lime Rock, Summit Point, Thunderbolt, Lightning, and Shenandoah! Three of the schools are going to run in conjunction with Club Races - including our traditional summer Summit Point event, but also races at both Thunderbolt and Lightning at New Jersey Motorsports Park - our new home track. Last year, it seemed that we had more people than normal who participated in both autocross and driving schools, and we hope this trend continues. Both of the new guys on the Board, Jamie Kavalieros and I, are in the group who have done both activities. We hope to see more of you out there this year!

For those of you who'd rather watch than drive, both of the major professional sports car series will be in our area this year. Grand Am is coming back to NJMP in May, and we're trying to organize a BMW corral and discounted ticket packages. There should be a couple of Dinan BMW powered prototypes running, and there's a huge BMW presence in the Koni Challenge series. As of this writing, most of the BMWs are e46 models, but Kinetic Motorsports has an e92 M3 ready to go. I can't wait to hear that V-8 on the track! In July, ALMS will be at Lime Rock. Of course, the big news this year is the Rahal/Letterman team and their new GT2 M3's. It's still a little early, but I'm sure we'll get something together for this event, too. That should really be exciting!

There are going to be a lot of other activities that I can't fit into a one page column. (And I thought I'd have trouble filling the space!) Please remember to check the Club website (www.njbmwcca.org) often. There's lots of stuff happening, and some of it develops too quickly to include in The Bulletin.

That's about it 'till next month. Until then, keep the cones standing!

Larry Engel
larryengel@njbmwcca.org

New Board Elected

Thanks to all who came out and voted in the 2009 Board election at the December membership meeting. Congratulations to the new first-time board members: President Larry Engel, Director of Driving Events Jamie Kavalieros and Secretary Dave Allaway. Special thanks to those reprising 2008: Vice President Barry Stevens, Director of Social Events Al Drugos and Treasurer Warren Brown. Neil Gambony and Deborah Kolar continue on the Board, now the two elected Members-at-Large.

The amendment to the New Jersey BMW CCA Bylaws to appoint the Chapter Webmaster to the Board passed resoundingly. The Webmaster board member will be appointed at the January 7th Board meeting at Café Cucina.

I've enjoyed my term as Secretary and look forward to taking on special projects as your Member-at-Large. Please know that your ideas are welcomed and encouraged. So send me an email at deborahkolar@yahoo.com.

All the best in 2009,
Deborah Kolar
2008 Board Secretary

Welcome New Members

Joseph Blauvelt
Donna Blauvelt
Merisa Brathwaite
Brett Cayot
Walter Cioccia
Thomas Crane
Janice Figenshu
Bill Figenshu
Kevin Freeburn

Gus Garciarena
Robert Jennings
Jimmy Jones
Nicole Kilburn
Chris Kunstadter
William Mann
Peter Marta
Russell Mcadoo
Bruce McTavish

Dennis John Mercado
Adedolapo Oyefeso
Andrew Phillips
Michael Salloum
Jerome Selvers
John Sisto
Cole Sisto
Russell Steenweg
Man Tai

Kelsey Talis





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. Happy New Year!!

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 or software, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series].

A recent submitter of emissions-test results is bimmerphile Bill Beam. Thanks, Bill!

If you have been reading Philes' Forum for any length of time, you know that I am somewhat fussy [I am sure some would suggest "anal".] about properly tightening wheel bolts. I won't again repeat my pet procedure for this seemingly simple operation [unless of course there is interest], but I would like to emphasize that BMW has changed their wheel-bolt-tightening specifications a couple times over the years, so evidently they, too, are "fussy" about having der wheels stay on der Bimmer!



Photo #1 Uh Oh!

My copy of BMW Tightening Torques dated May 1990 lists the torque specification for all models' wheel bolts at 90-110 newton-meters [67-81 lb-ft]. I recall, but cannot resurrect, a BMW service bulletin of the late nineties that increased this value to 100-120 newton-meters [74-89 lb-ft]. BMW's tightening torques document for June 2002 indicates that all models except E53, E65 and E66 [X5 & 7-Series] get their wheels torqued to 110-130 newton-meters [81-96 lb-ft], while the E53, E65, E66 use 130-150 newton-meters [96- 111 lb-ft].

I asked the NJ Chapter's Mr. Ray Adam to confirm what the present-day specification is. His response: All except E53, E65, E66, E70 [current X5], E71 [X6] and E83 [X3] get torqued to 110-130 newton-meters while the exceptions use 130-150 newton-meters. [The wheel bolts that get the 130-150 newton-meter tightness are 14-mm diameter while the others are the old 12-mm diameter BMW has used since they started using wheel bolts instead of wheel studs.]

Ray participated in the Chapter's "Panel of Experts" monthly meeting last August, and he always takes the time to answer my questions on later-model Bimmers. When I can dragoon him into doing so, Ray also lends his considerable expertise to our driver-school Tech effort. Thanks, Ray!

So even if you have an old E30 ['84-'91 3-Series] whose original wheel-bolt-torque spec was 90-110 newton-meters, according to BMW you should be tightening those bolts to 110-130 newton-meters. What do I do? I follow the current BMW recommendation.

When I first started working on BMWs, I recall reading, I think it was in Roundel, that a BMW 2002 either had a rebuilt motor or needed one. I knew that logic most certainly described my then recently purchased 2002! Well, the same logic can be applied to E30 rear-subframe bushings: Either they have been replaced or they need to be replaced!

These are the bushings located on the outboard ends of the rear subframe that attach the subframe to the car's unibody. See Photo #1, which depicts a 23-year-old specimen about to be replaced. With one possible exception, E30 subframe-bushing replacement is straightforward and can be done with the subframe in place if one uses the Chapter's bushing-replacement tool. However, note that the job is greatly facilitated by the use of a pneumatic hammer [AKA Air Hammer]. Indeed, I wouldn't want to do this job without one.

After you have removed the back seat, begin by safely supporting the victim on jack stands or a lift. This is one of those jobs where, the higher you raise the vehicle, the easier the job. If you use jack stands, be sure to support the Bimmer from the unibody jack points as opposed to the subframe ends, as the subframe must be free to move downward in order to replace the bushings. The bushings are replaced one at a time, and the following applies, in general, to either side.



Photo #2 Bushing that "walked."

After supporting the subframe near the bushing to be removed, remove the nut from the vertical 14-mm stud through the center of the bushing, followed by the bushing-support plate [BMW calls this a "Push Rod"] that is held to the unibody with two 8-mm internal-hex bolts. It is a good idea to treat the exposed threads of the 8-mm bolts and 14-mm stud with a good penetrating oil a couple times on successive days preceding the job. I always have new bolts [33-31-1-129-676] on hand, as sometimes their internal hexes are in poor condition. Next, drive the vertical stud up through the bushing and into the interior of the car. A hammer-head attachment for the air hammer works wonderfully on this. Remember to reinstall temporarily by hand the 14-mm nut on the end of **(Continued on page 6)**

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Philes' Forum

(Continued from page 4)

the stud before you attempt to drive it upwards. This to protect the stud threads. Don't worry about marring the nut as it will be replaced anyway.

Once the vertical stud is out, lower the subframe support about an inch. If the subframe stays in contact with the support, you have led a charmed life and you can skip the next two paragraphs. In all likelihood, the subframe will not lower because it is stuck into its socket in the car's unibody. Congratulations, Alphonse; you are now facing the "possible exception" to a straightforward repair job that I refer to above.

I have tried many different methods of getting a stuck subframe bushing free of the car unibody. The most effective is also the loudest, so wear your ear protection. Photo #2 shows a pneumatic hammer fitted with a hammer head bit applied to an already removed bushing. Holding the hammer as horizontally as possible, apply the bit to the bottom end of the bushing inner sleeve. Do so in the fore-and-aft directions as well as the side-to-side directions, applying the hammer force for maybe 20 seconds before moving to the opposite direction. Be patient and eventually the bushing will separate from the car body, hopefully without breaking off as shown in Photo #3.



Photo #3 Re-installed diff cover.

To remove the remnants of a broken bushing from the socket in the car unibody,

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[To be continued next month.....]

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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By Laws Changes

The chapter bylaw revisions added the webmaster to the Board.

The position of webmaster has become central to New Jersey Chapter communications, driving school registration, and other aspects of chapter functioning. As such, the Board believes that the position of webmaster should be added to the Board. The following revisions to the bylaws add the webmaster to the board. Chapter members voted on the revisions as part of the election at the December meeting.

Two changes were needed in Article V, Officers.

Section 2 read. The Executive Board shall be comprised of the elected officers of the Corporation, the Chapter Newsletter Editor, and two Members-at-Large appointed by the elected officers.

It was edited to read: The Executive Board shall be comprised of the elected officers of the Corporation, the Chapter Newsletter Editor, the Chapter Webmaster, and two Members-at-Large appointed by the elected officers.

A new Section 4i was added:

i. Chapter Webmaster. The Chapter Webmaster will update and maintain the chapter's web site. The Webmaster will be appointed by the board at its first meeting following the election.

The indemnity clause was edited, Article VIII, section 2, to include the webmaster in the list of those indemnified.

The change is highlighted in bold below:

Section 2. The Corporation shall indemnify any and all persons who may serve or who have served at any time as directors or officers, Newsletter Editor, **Webmaster**, Driver School Chairperson, and/or non-officers who serve as officials at Chapter events or functions and their respective heirs, administrators, successors, and assigns, against any and all expenses, including amounts paid upon judgments, counsel fees and amounts paid in settlement (before or after suit is commenced), actually and necessarily incurred by such person in connection with the defense or settlement of any claim, action suit, or proceeding in which they are a party, or which may be asserted against them or any of them, by reason of being or having been directors or officers of the Corporation, except in relation to matters as to which any such director or officer or former director or officer shall be adjudged in any action, suit, or proceedings to be liable for own negligence or misconduct in the performance of his/her duty. Such indemnification shall be in addition to any rights to which those indemnified may be entitled under any law, bylaw, agreement, vote of stockholders, or otherwise.

See page 11 for NJ BMW CCA Chapter By Laws.

Cars Gone By

By Thom Rossi

New Year's day finds me sated, sleepy, and reminiscing about the years and cars that were.

One of my high school friends used to drive a '72 Cutlass Supreme. During our high school and college days it was the most well kept and reliable car that any of us had access to. I should preface the rest of this reminiscence with the observation that my friend Mark had a checkered history of automotive mishaps. His previous car, a Ford Fairlane 500 was quite a hazard. Our first clue that it was rusted beyond all hope came to us one day when we were at a stop sign, pointed slightly up hill and waiting to pull out onto a busy, high speed road. When a traffic gap appeared and Mark put his foot in the throttle, the car shot forward, but we didn't. It turned out that the bench seat rails were early victims of the ferrous oxide monster. As the car shot forward, the front bench seat broke free of its mounts and flipped backwards, spilling driver and passenger into the back seat! Other clues of the effects of rust included rear leaf springs "un springing" from their chassis mounts. This was typical of the challenges we all faced before our classic cars became classics. I don't remember how that particular heap met its end, but I do remember what happened to the Cutlass.

Mark was meticulous in his care and feeding of the Cutlass. It survived our college years. It survived his law school years. The car was practically pickled in Armorall. It was literally impossible to ride in the car without fastening your seat belt because the slightest touch of the brakes or twist of the steering wheel would send passengers skittering across the seats like bacon fat on hot Teflon.

In the mid 1980's we received a letter from Mark. Enclosed in the envelope was a black chip of something unidentifiable. As described in the letter, while Mark was unloading some boxes from his car an errant spark from some loose wire or another, combined with the highly combustible atmosphere produced by the accumulated fumes of 10 years of Armorall, brought the Cutlass to a dramatic end. The black chip was "all that was left" of the car after the fire department finally extinguished it.

Mrs. R. was a Cutlass fan, too. But Oldsmobile was not the lucky brand of our set of friends. Her early 70's Cutlass had a wreck of a high mileage engine in it when we started dating. We nicknamed the car "The Boyler", a pun on Mrs. R's maiden name and the fact that the power plant looked like a rusted old hunk from the boiler room. What annoyed me about it was not so much that things were constantly going wrong with it, but more that an extreme amount of metal fatigue had turned the engine bay into a booby trap of fragile bolts and brittle hoses. This imbued every simple repair with the potential to become a major pain in the neck. Combine that with the fact that neither one of us had any money at the time and that my mechanical skills were not terribly advanced, and you can see why the car slowly descended from a state of marginal reliability to outright un-drivability. I did my level best to keep The Boyler on the road, but it just wasn't good enough.

The beginning of the end for The Boyler was precipitated at the hands of neighborhood vandals. Early one morning I received a call from the yet-to-be Mrs. R., who with tears in her voice told me that all four of her tires were flat. She wasn't the only one. All the cars parked on that particular block in Danbury, Ct, on that particular night, were visited by the same stupid S.O.B. who got his jollies by slashing tires. I made my way to her apartment and gave her a ride to work. Then I used what little funds we had available to buy four retread tires, I think for \$15 each, mounted and (sort of) balanced.

Retreads don't have a long life expectancy, but they outlived The Boyler. Shortly after she got her used shoes, she developed a cough. I checked for the obvious causes such as no spark, but that wasn't the problem. As I struggled through my early application of the Rossi Method For Fixing Anything, I replaced more and more suspected parts but to no avail. I think the prodigious amount of oil the engine burned was a clue to some mechanical injury deep within the engine block. This was back in the days of the Carter administration and the oil crisis along with its attendant long lines at the gas pumps. The truly unlucky drivers of that era were the ones who were stuck behind Mrs. R. and me in the gas line. I doubt they could see through the dense cloud of blue smoke belching out of the back of The Boyler while we idled in line, let alone breath.

The engine got so bad that you couldn't take your foot all the way off the gas when you were driving it, even when coming to a stop, for fear of stalling. One afternoon, when I was probably supposed to be in class (but then, college tuition was less than \$1000/year so I could afford to miss a class or two) I was working on the Boyler and driving her around. Around the time I discovered I still hadn't fixed the problem, I had to pilot The Boyler back into the parking lot behind the future Mrs. R.'s apartment building. This was an early lesson in the physics of driving for me.

I had to turn left into the parking lot driveway. The driveway had a big hump at its beginning. I couldn't slow the car down too much without stalling the engine. On the right of the driveway, there was an old carriage house that had been turned into another apartment. Between the carriage house and the curb, there was a fire hydrant. Guess what happened to The Boyler. You got it. I hit the bump at the top of the driveway (one foot on the gas, one foot on the brake, one hand on the radio), the car lost steering as the springs rebounded and all weight transferred to the rear, the car jiggled right, the front of the car pinned itself right into the corner of the small apartment and the rear wedged itself against the fire hydrant. So there I was, unable to make a speedy getaway as the two girls who lived in the apartment came running out to see exactly what had happened to cause their dishes to fly out of their cupboard and shatter on the floor. Although Mrs. R. wasn't in the car with me that day, she has ever since then been petrified to be in the passenger's seat while I drive. Go figure.

The body damage to The Boyler was more extensive than a sledgehammer and a crow bar could fix, so we ended up selling the wreck for its scrap metal value, \$25. That was about the pro-rated value of those retreads. Its replacement vehicle, a Chevy Vega, lasted until we got married, sold it, and moved down to Texas.

No reminiscence about my years of Detroit-iron ownership would be complete with mentioning a Mopar. Until I'd bought my e39 540 in 2001, my favorite car ever was my '72 Plymouth 'Cuda. It had a 340 V8 with a Thermoquad four barrel carb and (oddly) a three-speed stick shift. It was the first manual transmission I ever drove. I learned how to drive a stick when I test drove the car. The seller kept asking me, "Are you sure you know how to drive a stick?" and I, of course kept saying "Oh yeah." Poor guy.

The car had its idiosyncrasies, but by and large, I have many fond memories of driving it, sometimes with Mrs. R. in it, and even great memories of hours spent in my driveway repairing it. It was a really fun car. It didn't handle like a BMW, of course, but it went fast like stink. Back in the days when Route 84 was my only available race track, the car was no stranger to triple digit speeds. Come to think of it, maybe that's why Mrs. R. is terrified of being in the passenger's seat?

Alas, it met its demise one cold night after I got out of a late night, three-hour, open-book physical chemistry exam. My head was in desperate need of cleansing, and usually, getting in the throttle of the 'Cuda did a great job of reviving my tired synapses. Unfortunately, on this particular night, as I was jumping on the throttle, some pickup truck driver was busy ignoring a stop sign at the next intersection. The unhappy result of our meeting was a lot of bent sheet metal and a 'Cuda with a bent frame. That was enough to prompt the insurance company to total my car.

This month the Speed Channel is featuring lots of coverage from the Barrett Jackson auctions. I'll be tuning in to look for some old friends.

Thom can be reached at Thomrossi@gmail.com

2008, A Year in Review

by JT Burkard

2008 was a huge year with many firsts. The biggest and most important event was after 15 years Sandy and I finally got married. Hold your gasps. Of course after waiting all this time we had to go with something special. We got married in Las Vegas with Elvis as the man providing the nuptials. We also took the opportunity to visit the Little A'Le'Inn out near the notorious Area 51. Here is a little teaser, there might be a Part II to that story. Our 09 Vegas trip is already booked and this time we are going to have the proper vehicle for Alien watching!

The second important thing to happen to us in 2008 was the purchase of our first home. The timing was right and we took advantage of the slumping housing market. I found out that Home Depot flyers are just as intriguing as BMW parts supplier mailings. It's time for me to hone my carpentry skills. I've already gone head deep into a bathroom remodel. So far so good but if I don't install the new vanity soon, I might be sleeping in the shed. I already have plans for a second 2 car garage to be built in the backyard sometime in 2009. Budget you ask? What budget? Can you put a price on a proper "Man zone" with extra lighting, 60 gallon air compressor, and more outlets to power things that I have no clue what they do? No sir we don't need no stinking budget... but I probably should.

This year was also a milestone for car collecting. I hit the fabulous number of 10 cars in total between the two of us. 5 of course were BMW's. Just this year alone I bought and sold 3 BMW's. I will most regret selling the ever so fun gray market Euro 325i e30. That car was a true keeper. The 1985 735i was finally traded off for a 1986 Dodge Ram 4x4. Yes, that is another hobby of mine, wandering the woods in an old truck for no apparent good reason except to look at the thing and proclaim "You might be a Redneck if..." I'll have some fun with this truck over the winter and in the springtime it will go on the market so I may buy another BMW, an e30 convertible is tickling my fancy. Finally, the 1984 318i was recently sold. This car provided me with plenty of articles for the newsletter. The trials and tribulations of old BMW ownership. You can say it was a love hate relationship. I loved it when it ran right and hated it when it didn't. I never added up the parts receipts, as I know I put a lot more money into it than it was worth, and sold for. I guess you can say I had a mission to undo what previous demons had inflicted their evil ways onto the car. With so much work that I did to that car, I will miss it. I miss all my steel children.

I did start to focus on the other "kids" in the garage. The trusty and now dusty e21 has emerged from its yearlong slumber. I bought a new battery for it and sent it to the transmission shop. With all the talk of swapping automatic transmissions or a 5-speed conversion, I... I mean WE decided to just get the automatic rebuilt. Mike Miller was knowledgeable enough to fill me in on a slight detail I over looked when I bought a used automatic for this car. The transmission I got was the same model but it came from an early e30 318i. The e30 has an electronic speedometer and the e21's speedo is cable driven. There is no provision to convert one to the other even though the transmission is virtually identical. Darn! What about the 5-speed you ask? Well, my wife's input seemed to outweigh my need to row my own gears. Plus, the automatic is much nicer for those club rallies. This on the other hand will give me perfect reason to buy that e30 convertible in the spring, as a manual transmission.

2008 holds another first for me too. I finally got to go autocrossing. For the years I've been in this club, this is my first time flinging a car between cones set up in a scattered but calculated pattern to provide a course of seemingly untold fun. I used the most stock car you could imagine to provide the most thrills you get from controlled chaos. My plans are to purchase the "new" BMW before the autocross season starts. It's never too late to start a new hobby.

As the year ends, there are changes to the club as well. We thank Neil Gambony for his service as President of our NJ chapter as he hands over the torch to Larry Engel. Neil's service to the Club has been done with honor. As Larry takes the reins, he should be able to fill those shoes with great confidence as well. This is a new chapter in the clubs book and I see it growing even better as it has for the many years it has existed.

In the past few years I have held an e21 gathering for all owners of e21s to attend. This event was also open to anyone else who wanted to attend regardless of the car you drove. Unfortunately 2008 was postponed indef-

initely as I had too much on my plate. I was approached to hold another gathering in 2009 for the e30 crowd since there are a lot more e30 owners out there. I would like to combine the e21 event and invite those with e30s to attend as well in hopes to get a larger gathering. As before, anyone who wants to join in the fun is welcome. In the past I've had folks as far as New Hampshire take the drive just to hang out and be among fellow Bimmer owners. If this is something you would be interested in, please contact me at the email listed on the bottom.

So as 2008 comes to an end, 2009 will start with a new promise. There will be more cars to be bought, more events to be held and attended, and new friends to be made. If you haven't been to a club meeting, rally, or autocross event, maybe 2009 will be your year. I encourage all members to get out and make yourself known.

Lastly, I would like to thank all of the people over the past year that have emailed and approached me in person to tell me how much they enjoyed these articles I write for this newsletter. It is nice to know that these ramblings are found interesting and entertaining to others beside myself. I hope I can continue to provide fascinating readings for the New Year. You never know what may happen; perhaps I will find Alien espionage out at Groom Lake... or an abandoned 2002 needing a new home.

JT Burkard

Send comments and suggestions to: jformula@aol.com

BMW Car Corral (and Discounted Tickets) at NJ Motorsports Park Thunderbolt

The Grand-Am Rolex and Koni Challenge Series return to Thunderbolt Raceway at New Jersey Motorsports Park on the weekend of May 1st to 3rd and we've made arrangements for discounted tickets and special infield BMW Car Corral parking during this exciting event. We're also making arrangements for special guests to stop by and say hello.

Grand-Am Rolex is one of the premier sports car racing series in North America, and their season starts each year with the Rolex 24 Hours of Daytona - held the last week in January. Several Dinan BMW powered Daytona Prototypes are competing in the 24 this year. You'll also see names like Penske, Ganassi, and Brumos, among others. The Rolex series has two classes, Daytona Prototypes and GT.

The Koni Challenge is the primary support series for the Rolex, and features production based sports cars in two classes. BMW and Mini are both well represented in this series. Teams include Turner, Kinetic, Automatic, and RSR.

Both the Rolex and Koni Series will be running at Thunderbolt, and each will be conducting dual class endurance races.

When tickets go on sale, all you need to do is mention the code "BMW" to get a 10% discount off the regular ticket price. (Regular prices are \$65 for a 3 day pass and \$55 for Saturday and Sunday only.) Your race ticket will be coded for entry into the infield BMW corral parking area. You must make sure that you order your tickets with the "BMW" code to get the discount and the infield parking.

To order tickets, you can go to NJMP.com, or call the NJ Motorsports Park ticket office at (856) 327-7217. Online ticket ordering will be available in early February. For more information on the Rolex Series, go to grand-am.com.

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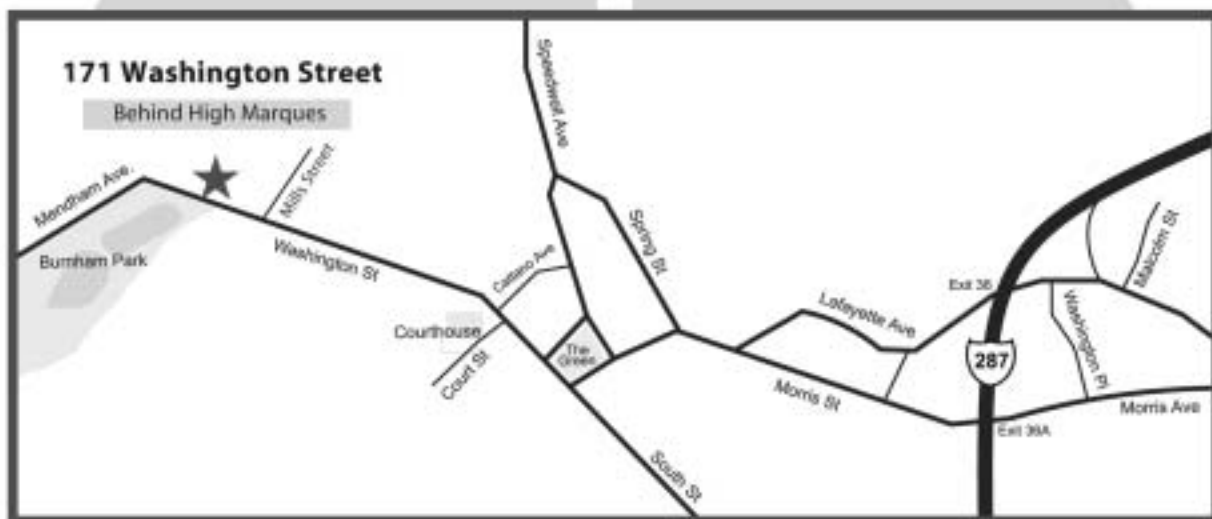
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NJ Chapter Calendar

January 2009

Wednesday January 21st
Monthly meeting at the Deutscher Club in Clark.
David McIntyre and Ross Karlin will present their
Targa Newfoundland adventure.

February 2009

Wednesday, February 18th
Monthly meeting. Details to follow.

Saturday February 28th
Club Banquet at the Grand Colonial Restaurant
and Banquet Center in Perryville, NJ.



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ROSS KARLIN

NEIL GAMBONY

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ROBERT CONWAY

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BRIAN CORRIGAN

NEIL GAMBONY

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NEWSLETTER CONTRIBUTIONS

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ADVERTISEMENT POLICIES

Advertising Rates Per Issue

Full Page - \$300 Half Page - \$160 Quarter Page - \$80 Business Card - \$55

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 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.

NJ Chapter BMW CCA By Laws

ARTICLE I-PURPOSES

Section 1. The purposes of this corporation are, to the extent permitted by law, to promote interest in the BMW automobile and in driving activities to encourage safe and skilled driving and to conduct classes, publish literature, and organize activities related to driving.

Section 2. The activities of this corporation shall not be conducted for pecuniary profit. No part of the net earnings of the corporation shall inure to the benefit of any person having a personal or private interest in the activities of the corporation.

ARTICLE II-AFFILIATION

Section 1. This corporation is a subsidiary organization of the BMW Car Club of America Inc., a Massachusetts corporation, and subscribes generally to the purposes and activities of that corporation.

Section 2. Notwithstanding the above, this corporation shall have complete freedom and discretion to carry on its activities as it sees fit, except as limited by its Certificate of Incorporation, its Bylaws, and by law.

ARTICLE III-MEMBERSHIP

Section 1. All persons owning BMW automobiles and all persons having an active interest in BMW automobiles are eligible for membership. Prospective members must make an application to the National office.

ARTICLE IV-ELECTIONS

Section 1. All members in good standing are eligible to hold office, to nominate candidates for office, and to vote for candidates for office.

Written notice of candidacy must be provided to the secretary by the date of the Chapter Executive Board Meeting preceding the election. The date will be announced in a chapter newsletter to be delivered to the membership at least one week prior to the board meeting.

Should no nomination for a given position be received by the deadline, the Board's secretary will accept nominations until one week prior to the election. After that date, if no candidate has been identified, the board may appoint an eligible member to the position.

Section 2. The election of officers shall be by secret written ballot of the members at the December general meeting. Officers elected will be installed as of January 1st following the election.

Section 3. If a vacancy occurs between election dates, the vacancy will be filled by a member appointed by a majority vote of the Executive Board.

Article V-OFFICERS

Section 1. There will be eight elected officers, including a President, Vice President, Director of Driving Events, Director of Social Events, Secretary, Treasurer, and two Members-at-Large.

Section 2. The Executive Board shall be comprised of the elected officers of the Corporation, the Chapter Newsletter Editor, the Chapter Webmaster, and two Members-at-Large appointed by the elected officers.

Section 3. All Executive Board members shall hold office for a period of one year.

Section 4. The officers shall have the following duties:

A. President. The President shall be the chief executive officer of the corporation and he/she shall preside at all meetings of the Executive Board and of the members. He/she may sign, in the name of the corporation, contracts or other instruments authorized either generally or specifically by the Executive Board, and he/she shall have general supervision of the affairs of the corporation.

B. The Vice President shall, in the absence of the President, officiate at all meetings. He/she is responsible for arranging, scheduling, and coordinating programs for general membership meetings. He/she shall perform these and such other duties, and have such authority as from time to time shall be delegated to him/her by the President or the Executive board. In the absence of the President or in the event of his/her death, disability, or refusal to act, the Vice President shall perform the duties and be vested with the authority of the President.

C. Director of Driving Events. The Director of Driving Events, with the guidance of the Executive Board, is responsible for organizing, scheduling, and coordinating all Chapter driving events, including autocrosses, driving schools, rallies, and other events designated by the Executive Board. He/she is responsible for keeping a record of points accumulated by members in the Chapter's Championship Series.

D. Director of Social Events. The Director of Social Events, with the guidance of the Executive Board, is responsible for organizing and coordinating social activities of the Chapter, including banquets, picnics, and/or other activities agreed upon by the Executive Board.

E. Secretary. The Secretary shall cause notices of all meetings to be served as prescribed in these Bylaws and shall keep Minutes of all Executive Board meetings. He/she shall have charge of the corporate records of the corporation. He/she may attest to the execution of contracts or other instruments signed in the name of the corporation which are authorized and proper in the conduct of its business.

F. Treasurer. The Treasurer shall have the custody of the funds and securities of the corporation and shall keep or cause to be kept regular books of account for the corporation. He/she shall account to the President whenever he/she may require, concerning his/her transactions as Treasurer and concerning the financial condition of the corporation.

G. Members-at-Large. Members-at-Large will perform such duties as may be assigned them by the Executive Board.

H. Chapter Newsletter Editor. The Chapter Newsletter Editor will edit the chapter's newsletter and will administer production and distribution of the newsletter. The Editor will be appointed by the board at its first meeting following the election.

I. Chapter Webmaster. The Chapter Webmaster will update and maintain the chapter's web site. The Webmaster will be appointed by the board at its first meeting following the election.

Candidates for the positions of Newsletter Editor and Webmaster must make their interest known to an officer in advance of that meeting.

Section 5. An officer may be removed with or without cause by a two-thirds vote of the members present at a special meeting of the corporation, provided that notice of the proposed vote shall be given to all members in the manner provided by these Bylaws.

ARTICLE VI-MEETINGS

Section 1. Meetings of the corporation shall be called by the President or Executive board whenever necessary or suitable to the activities of the corporation.

Section 2. The Executive Board shall meet at such times as they may by majority vote determine, or at the call of the President.

Section 3. The Secretary, or his/her appointee, shall

notify all members of every meeting of the corporation by written notice, mailed postpaid to each member at least five days before the date of the meeting.

Section 4. Sixty members of record shall constitute a quorum at a general membership meeting of the corporation, and one-half of the Executive Board members shall constitute a quorum at a meeting of the Executive Board.

Section 5. Robert's Rules of Order (Revised) shall be the parliamentary authority of the corporation.

Section 6. The annual meeting of the members for the election of officers and for the transaction of such other business as may properly come before the meeting shall be held in December of each year, as determined by the Executive Board. Notice of the time, place and purpose of such meeting shall be given as provided in Section 3, preceding.

ARTICLE VII-CORPORATE POWERS

Section 1. Except as otherwise provided herein, the Executive Board shall exercise all powers of management of the corporation.

Section 2. The Executive Board may appoint committees as it sees fit, and may delegate to the President the power to appoint committees.

Section 3. It shall be the policy of the Executive Board to consult the members on any matters concerning the general welfare and conduct of the corporation, but failure to do so shall not affect any action taken by the Executive Board.

ARTICLE VIII-PERSONAL LIABILITY

Section 1. All persons or corporations extending credit to, contracting with, or having any claim against the corporation shall look only to the funds and property of the corporation for the payment of any debt, damages, or judgment, or decree, or any other money that may become due and payable to them from the corporation, so that neither members of the Chapter nor its Executive board shall be personally liable therefor.

Section 2. The Corporation shall indemnify any and all persons who may serve or who have served at any time as directors or officers, Newsletter Editor, Webmaster, Driver School Chairperson, and/or non-officers who serve as officials at Chapter events or functions and their respective heirs, administrators, successors, and assigns, against any and all expenses, including amounts paid upon judgments, counsel fees and amounts paid in settlement (before or after suit is commenced), actually and necessarily incurred by such person in connection with the defense or settlement of any claim, action suit, or proceeding in which they are a party, or which may be asserted against them or any of them, by reason of being or having been directors or officers of the Corporation, except in relation to matters as to which any such director of officer or former director or officer shall be adjudged in any action, suit, or proceedings to be liable for own negligence or misconduct in the performance of his/her duty. Such indemnification shall be in addition to any rights to which those indemnified may be entitled under any law, bylaw, agreement, vote of stockholders, or otherwise.

ARTICLE IX-AMENDMENTS

Section 1. These bylaws may be amended by a two-thirds vote of the members present at a general membership meeting. Notice of said meetings shall contain the subject matter of the proposed changes. The Executive Board or any ten members may cause the Secretary to include such information in the notice to members.

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