



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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Destination: BavAuto Show and Shine



Article and Photos by JT Burkard

The road to New Hampshire was wet. It didn't start off that way but by the time we hit Connecticut it started to drizzle. Massachusetts one upped with a downpour that continued to follow us into New Hampshire. What would possess someone to take a freshly cleaned 1977 320i thru the rain on an 865 mile round trip? Why the Bavarian Autosport Show and Shine, that's what.

This would be our third attendance of this show. It's like a family reunion of BMW enthusiasts you only get to see once a year. Sandy and I have made friends over the years with various attendees. We also catch up with a bunch of e21 owners I've met on web forums. I was hoping to get up there at a reasonable time so I planned on leaving our house between 8:00 am

and 9:00 am Saturday morning. We actually left at 9:30 but close enough. On the way up, we had to make a Porkroll run to a buddy of mine and fellow 320i owner Chris in Massachusetts. He used to live in NJ and he cannot get porkroll in his area. Since he knew I was coming up for the show, he asked if I can bring him \$20 worth of this tasty treat.

After our pork products drop off, we continued north. We got into our hotel at around 5:30 pm. It was a little later than we expected but with the heavy rain, we were taking it easy. We got some rest after our long drive and by 7:45 we decided to search for a local fish restaurant to start off our mini getaway. I suggested Mike's Clam Shack, a favorite spot of ours, located on RT 1 in Wells Maine, but Sandy said 40 **(Continued on Page 11)**

Newsletter of the NJ Chapter
BMW Car Club of America
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September Meeting Held at Shade Tree Garage

This month, the Shade Tree Garage opened their doors to the NJ BMW CCA to host our chapter's monthly meeting. Shade Tree is no stranger to the CCA, as this is not the first meeting they have put on for us. I can guarantee this, anytime you leave a meeting at Shade Tree you will be that much more "car smart". In fact, you'll be in the office the next day answering car questions left and right. People will ask you "are you a mechanic? No, but I did go to a BMWCCA meeting at Shade Tree Garage last night". It's that good. Shade Tree was also very generous and supplied the club with pizza and soda for the meeting. That got them on my good side right off the bat!

The meeting started out with some free time to look at a few cars on the lifts. There were a couple e46's a couple e39 M5's and even a mighty e24! Most of us do not have access to a lift when we need to repair our cars. I absolutely love lifts. It is nice to be able to get a look at the underside of the car without being laid out on your back and your nose within half an inch from the oil pan. Not to mention the chance to see the engineering that goes into the business end of some of BMW's best. It's amazing to see the amount of planning that goes into even the underside of the car, which is not seen by anyone but back yard and professional mechanics. With great engineering, however, brings great maintenance.

Once we all sat down, our "Professor" Phil Eng gave us a great lesson on how to spot and diagnose things that maybe should be replaced before a failure occurs. He went over tires, ball joints, bushings and other typical wear items found on our BMW's. Many times if any of these items have a failure the repair bill will skyrocket! His slide show included pictures from actual BMWs during repairs, which covered most of the popular models. This was great because it showed you exactly what to look for on your own car for when you crawl under there yourself.

From there we went onto looking at the cars up on the lifts again. Shade Tree has a beautiful shop that is well equipped with state of the art equipment and tools. As one of the main points of this meeting was to show beginners to the track how to prepare their cars, Phil Eng, Vic Lucariello and Ray Adam took the time to go over each car and show what to look for. They went over each car with a fine toothed comb. From brakes to control arm bushings to axle boots and everything in between, the trio pointed out what would be acceptable for the street, necessary for the track and what demands replacement for any driving condition. It's amazing how a bushing that looks fine from a visual inspection can be completely shot. A little leverage from a pry bar can reveal a lot. It appears the "victim" cars on display were all in pretty good shape. I'm glad my car wasn't up there, I don't think it would have fared as well as these cars!

The meeting probably went a little later than planned, but it's so hard to go home when you're having such a good time with your buddies. Personally, I can't pass up a night of cars, food and friends. Come to think of it, even 2 out of the 3 at once is kind of hard to pass on! There were a good number of new members at the meeting, which is always good to see. Some of them were new to the club and others were long time members who had never attended a meeting till now. If you have not been to a meeting yet, or even not in a while, come on out and see what you are missing. I guarantee you will have a great night out. Again I would like to thank the Shade Tree Garage for hosting yet another highly successful meeting. Hope to see you all at the next one!

Jeff Burgess



The Cone Catcher



by Larry Engel

There's a lot of BMW stuff I need to download from my brain this month, so this column will cover several topics - some of which I think are important for club members to know and others which I hope are entertaining to some of you.

Support our sponsors and let them know we're grateful to them.

Many companies are looking at their budgets under a microscope these days, including our sponsors. Please, please, please make sure that you patronize our sponsors whenever it makes sense and let them know that you appreciate their support. I've been a regular customer at JMK's parts counter. I don't buy everything from them, but I'm on a first name basis with Paul and Benn. Most dealers have a club discount on parts. Make sure you ask for it. It helps them know that their club sponsorship is bringing in business. Don't forget folks like Bavarian Autosport, Bimmerparts, and Bimmertools. They support us, too.

I don't live close enough to Shade Tree Garage to use them for service on my cars, but if you've been to any of the club meetings they've hosted, you most likely wouldn't hesitate to trust your beloved Bimmer to them. They're professional and knowledgeable, and they've been very good to us. Let's make sure we return the favor.

I know that four people in my office alone have purchased new BMW's this year. Three of these sales were the result of a suggestion from me. One of these people is on their second three year lease. I know many of you can tell similar stories. I think we sell a lot of BMW's, but I sometimes wonder whether the dealers understand and value the club's role in their success. Make sure your friends let the dealer know that a club member suggested they check out a BMW.

Try to make sure that other BMW owners know the benefits of CCA membership.

I participated in a conference call for chapter presidents last week, and one of the subjects was club membership. Our membership has declined a little, and we want to redouble our efforts to recruit new members. Simply put, club membership makes sense for anyone who owns a BMW; especially if they think they might buy another one. Remember, you have to be a member for at least a year in order to qualify for the BMW rebates, but the membership cost is a fraction of the \$500 to \$1,500 club member rebate from BMW. Active club members don't need to be reminded about the other benefits of membership, but let your friends know that they don't have to be a car nut to appreciate their CCA membership. Numerous discount programs and other benefits provide value to any owner.

On a related topic, annual dues are scheduled to increase from \$40 to \$48 later this year. They haven't changed since 2004, so another eight bucks a year doesn't sound bad to me. Remember, you can prepay for a few more years of membership at the old rate if you do it before the increase takes effect.

And now, the usual ramble about the family fleet - cars with an "x" in their name and other stuff.

Last month I described my discovery of treasure right in my own neighborhood, a 1991 325iX. It took some doing, but we seem to have it mostly sorted. (Knock on wood.) The rough running and sputter was apparently caused by a faulty thermostat, which was fooling the car into thinking it was running cold and enriching the fuel mixture when the motor was actually at operating temperature. It doesn't run like it has a stuck choke anymore. Elizabeth is driving it to work every day, and the red iX has a much higher "cool factor" than the '93 Taurus it replaced. She's getting more comfortable with driving a stick, although she still has to overcome the fear of starting up on hills. She's been driving only on flat roads. The Taurus, which my father bought new, has found a new home. I hope it serves the new owners well.

At the end of this year we have to make a decision about what we're going to do when the lease on Karin's X3 expires. Never in my life have I agonized like this about a car buying decision.

I think the X3 is BMW's most underrated vehicle. Ours' is a 2007 model, and it's an absolute joy to drive. I've never been in love with the looks, but driving it is a blast. It has the same control layout as the E46 cars, which I prefer to the E90 series. We've been driving SUVs since 1991. (Explorer, Durango, two MDX's, and the X3.) I instructed two TireRack Street Survival students who had a Hyundai Santa Fe. Trying to drive that thing at eight tenths really made me appreciate the X3.

Having said this, the realities of the new economy, nine semesters of college tuition still ahead of me, our son Greg's wedding coming up next summer, and a general sense that I should do more to conserve the green stuff (monetary and environmental) have caused me to consider options that I wouldn't have anticipated in the recent past. I love my E90 M3, but I've already got 20,000 miles on it and I can't keep driving it at that rate if I want it to last. It makes sense to have another car that we can use on long trips. Besides, I really feel a need to own a vehicle that doesn't use as much gas.

We visited club member Tony Malgapo at Mini of Morristown, and we drove both a Cooper and a Cooper S. These are great little cars, and even Karin notices the trait common to all BMW products - you feel like you're wearing them instead of just driving them. Karin would really like a Mini, so you know we'll have one at some point. I think I'd insist on a Cooper S. (Power = Safety, after all.) Still, we might need more people carrying capacity for the time being.

I'd love to buy a diesel, but neither of the BMW diesel models are exactly what I need right now, and they're not in the budget. We test drove (forgive me) a Jetta TDI yesterday, and Karin didn't feel like she was wearing it. (Uh-oh! I've created a monster!) Except for this factor and the fact that it doesn't have a roundel, the TDI would meet most of our space, economy, travel comfort, and cost needs. This would be the stopgap solution until the kids are out of college and the balance sheet is repaired.

The other two options we're considering are to buyout the X3 or to lease a new 328i X-drive. (328Xi was a much more elegant name.) Neither of these options might be quite "green" enough from the cost and tree-hugging perspective, but I'll shed a tear if I have to give back the X3. I'm kind of hoping I can work out a killer buyout/CPO deal, but I'm not terribly optimistic.

By the time you read this, I will have made the decision. I haven't found the perfect solution, and I'm still hoping that lightning will strike and it will come to me. In the meantime, I continue to agonize and search for the answer.

Until next month, keep the cones standing!

larry_engel@njbmwcca.org





Philes' Forum

by Vic Lucariello

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]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed.

Recent submitters of emissions-test results are bimmerphiles Mark Derienzo, Bob Isbitski, and Dennis Krug. Bob and Mark are both driver-school Tech workers, and Bob also serves as an instructor. Dennis is our erstwhile driver-school registrar. Bob allowed that he put about 300 miles on his pristine 1991 E30 M3 this year. This reminded me that I need to take my own M3 out for some exercise, as it has gone fewer miles than Bob's!

In the April Philes' Forum, I wrote about the Infamous E30 M3 Alternator Bolt [IM3AB] and how it can back out under track conditions, causing an overheat situation. I also discussed a permanent "fix" for the problem. Well, wouldn't ya know, we had an instance at our recent Shenandoah Driver School where an IM3AB.....you guessed it..... backed out and caused an overheat condition! Luckily for the driver and for the rest of us



Photo #1 - Missing bolt.

Photo #2 shows that, in this unusual instance, the alternator/water-pump belt actually stayed in place instead of being thrown off.



sharing the track, he noticed that the motor was running hot and was able to pit before the motor disgorged its coolant onto the track surface.

Photo #1 depicts what I saw when I looked under the hood. The IM3AB remaining in place mitigated the overheat condition by continuing to turn the water pump, albeit slowly, after the bolt left the premises and the belt lost tension.

At the track,

the driver was able to replace the missing IM3AB, re-tension the belt, and continue the event! More importantly, no significant amount of slippery coolant got on the track surface to endanger other participants. Talk about luck!

Some of you may wonder why, at driver-school Tech, we specifically ask whether you torqued your IM3AB. Well, now you know why we ask, and why there is a specific item on the Driver School Tech Form for this critical 8mm fastener. My recommendation is that you replace your IM3AB with a stud as outlined in the April Philes' Forum.



Photo #3 - Tech Crew

Speaking of driver-school Tech, at Shenandoah I remembered to bring my camera and get a couple shots of the members of the famous NJ Chapter Tech Crew serving at this event. From left to right in Photo #3 are Bill VanOcker, Jeff Caldwell, Lisa Mellott, Larry Derienzo, and Greg Field. Notice they are all wearing their NJ Chapter Tech Worker shirts! In Photo #4 are Neil Gambony, Mark Derienzo [Larry's son], Scott Reiman, George Washburn, and Fred Beck. Some say that the NJ Tech Crew operates with surgical precision. Well, as you can see in the photo, Neil and George actually brought their surgical gloves!



Photo #4 - Tech Crew

(Continued on Page 7)

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Driver School - Shenandoah Report

Driver School - Shenandoah report: 5 down, 1 to go!

Sunshine! What a novel experience at a Driver School this year. For the first time all season we held a school with no wet weather at all. For the 40+ students who made the trip to the Shenandoah Circuit at Summit Point, we could not have asked for a better weekend: cool temperatures, lots of sun and smiles all around.

With small run groups, students had plenty of open track throughout the weekend. There is no doubt that Shenandoah is a challenging circuit with 17 turns in just 2 miles. Moreover, the circuit provides plenty of diversity with rising esses, falling blind turns, sharp turns and a long sweeping turn onto a straightaway that isn't completely straight! As we have said in the past, this is a track that will force you to improve your skills regardless of the car you drive.

Beyond the time on the track, students had skid pad sessions on both Saturday and Sunday. Spending time on a skid pad is one of the best uses of a student's time there is. Learning to feel how the balance of your car changes in the moment before it loses grip and then understanding what to do and what not to do to correct the skid can truly help you in normal driving in wet or snowy conditions. Our skid pad instructors were tireless and then treated us to displays of controlled drifting just to give everyone an idea of what real car control is all about.

Rounding out the weekend was our classroom instructor Gerry Chan. Gerry brings both a depth of knowledge and enthusiasm to our classrooms that each and every student commented on. He also did double duty by holding track walks on both Saturday and Sunday. This is another terrific learning tool to be able to stand at specific points on the track and understand where to place your car and why for both a fast and stable line through each turn. In summary, Shenandoah provides more opportunities for learning than any other event we hold. For those of you who have not yet come to Shenandoah, you owe it to yourself to put it on the calendar for next season.

So now we come to our final event of the season: our one-day school on Monday October 26th on the Lightning track at New Jersey Motorsports Park. We are trying something new this year. In addition to our "normal" run groups and schedule, we are creating a run group specifically tailored to students who have never been to the track before. Have you been listening to your friends go on and on all summer long about how much fun they are having with their cars at the track and want to experience this for yourself? Have you been afraid to "take the plunge" because of cost, time or trepidation? Then this is the school for you. We will have specific classroom sessions for new students, dedicated run group(s) and car control exercises. We are also offering a \$50 rebate to new students - we

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haven't seen prices like these in years. However, if you are an experienced student and want to get in one more event before the end of the season, then come out and join us - we need you. For experienced students we will have our usual mix of classroom and on-track sessions. Those of you who have been to Lightning know it is a fun, open track that is a great circuit for beginners but has enough nuance that experienced students will always find something to improve on. Please check the website for updates - we are getting a very good response to this school. Come out and see what a terrific driving machine your BMW is. Have fun, hang out with your friends (and make new ones) and become a better driver. What could be better?

We'll see you at the track!

-Jeff White

2009 Driver School Schedule

School	Dates	Location
Introduction to the Track Driver School	Oct 26	NJMP Lightning Raceway, Millville, NJ

2009 Autocross Schedule

Dates	Location
Oct 11	TD Bank Park, Patriots Park, Bridgewater
Nov 1	TD Bank Park, Patriots Park, Bridgewater

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Philes' Forum (continued)

(Continued from Page 4)

We of the driver-school persuasion should be grateful for our Tech Crew members. These folks are at the track at the crack of dawn, ready to look at 100 or so cars so that the event can begin on time. Heck, most of the crew are even able to participate in event-eve Tech. One way the rest of us can express this gratitude is by getting to the event on time and through Tech before it closes. Our Tech Crew members are event participants too, you know, and they are anxious to fulfill their Tech responsibilities and get on with their day.

While still on the subject of driver schools, those of you who attended our tech session at the Shade Tree Garage in Morristown [www.shadetreegarage.com; 973-540-9880] on 16 September know that our hosts John and Dan O'Connor and Phil Eng provided an interesting meeting. The topic was what to look for under your Bimmer when preparing it for a driver school.

The evening began with a slide presentation by Phil that addressed some of the E36 and E46 suspension items that should be checked as part of an undercar inspection. John and Phil then segued into inspections of "victim"

Bimmers provided by our members. Most of these cars are bound for our October driver school at New Jersey Motorsports Park, and their owners wanted to learn how to do their own pre-event vehicle inspections. Ray Adam and I had fun participating in the inspections.

Judging from the number of positive comments I heard and by the amount of Shade Tree-supplied pizza that was consumed, I rate the evening as quite a success. Thanks very much to our friends at Shade Tree for hosting the meeting!

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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Finish Lines

by Thom Rossi

When I was at Summit Point this summer, someone in the paddock asked me if I was still driving Otto, an e39 540i, as my daily driver. My affirmative response led to another question: why are the used e39 540s available so inexpensively? That in turn stimulated my curiosity and I recently got around to doing a search through Edmunds on-line to check out some prices for Otto's duplicate. Much to my surprise, a great many examples of this model with mileage in the low 100k zone can be found for asking prices between \$7k - \$9k. Granted, most if not all were automatics not the 6 speed manual preferred by me, but it's my understanding that automatics generally have better, not worse, resale appeal than their three-pedal cousins. Otto was minted in 2001 and has about 119k miles on his clock, so I'd estimate that he'd fetch \$8k or less if sold.

This strikes me as extraordinarily inexpensive for one of the most enjoyable and versatile cars I've ever owned. Otto's seen track duty, has pulled a few long hauls, and makes a great daily ride. His 3850lb mass doesn't seem all that burdensome by today's standards, with the new M3's not much skinnier than that. His V8 engine is entertaining enough, providing plenty of thrust for ordinary road use. In my humble opinion, the gas mileage isn't all that terrible, with reasonably conservative driving easily yielding just a bit more than 20 miles/gallon. The other day as I was rolling through Hopewell on my daily commute, I happened to catch a glimpse of Otto's reflection in a plate glass window, and I must say, he's a fine looking gentleman who's aging quite gracefully.

So why so cheap? The best I can figure, it comes down to some cold hard realities of the cost of ownership for these aging, trackable limos.

People who know the marque will also know that as these V8's ripen, they hit a wall of high maintenance costs in the low to mid 100k mileage zone. As I previously wrote, last winter I refurbished Otto's entire cooling system when the water pump seized. Just getting the parts set me back several hundred dollars, and I think a skilled mechanic (not me) would have probably spent at least 20 hours of labor on this project. The car also hits a service 2 interval at 120k miles. This spring I did a brake job. While replacing rotors and pads yourself is not cost prohibitive, having this work done at the dealer is not cheap. Another unscheduled repair hit me in the spring when Otto's alternator quit on me. I wouldn't have thought that replacing the alternator would be all that big of a deal in terms of parts and labor expense, but of course I was wrong. It turns out that the alternator on the M62TU engine is water cooled. A Bosch rebuild will cost you about \$500, but prices can run up to \$900. Because the alternator is water cooled, replacement involves first draining the radiator and engine block, then removing the cooling fan and belts and finally finding a way to pry the old unit out of its water jacket. It took me about 6 hours to do the job on my lift. It would probably take less than half that time for an experienced mechanic, but still, it wouldn't be an inexpensive job at the dealership. The bottom line is that all totaled, if I were paying a dealership to maintain this vehicle I figure my minimum outlay for this year would have been at least \$6k, probably closer to \$8k. That doesn't account for Otto's current needs: new rear tires and some replacement front bumper trim. And I just know that there's a whole list of maintenance and repair work waiting in the wings. For example, Otto is still running the original clutch, exhaust, and air conditioning components. I'm just going to take a SWAG at the cost for these repairs, and put them at another \$5-\$10k at dealership pricing.

All of this adds up to a cost-of-ownership problem that explains most of the current pricing for used e39 540s. Figure the three year cost of ownership, exclusive of gas, taxes and insurance, as: purchase (\$7-\$9k) plus maintenance and repairs (\$12-\$18k) to reach a 3 year total of \$19-\$25k. I didn't even account for the additional cost variable posed by an automatic transmission, the failure of which could easily tip another \$5k into the maintenance and repair budget, mushrooming the 3 year projected costs to a staggering \$30k.

And for your \$20-\$30k, you get the privilege of driving a car that's close to a decade old, at least one body style out of date, and will undoubtedly inconvenience you with the occasional need to make unscheduled visits to the shop for repair, such visits being facilitated by a tow truck.

Now, let's compare that to the cost of leasing a new BMW for the next 3 years. BMW recently ran a lease special on the 328i model. The deal was

a 36 month lease for \$399/month, with a \$2,500 down payment and an annual limit of 12k miles. These days I don't put more than 12k miles a year on Otto, so I view this as a fair comparison, though for those of you with long commutes 12k is a joke. Leasing the vehicle for 3 years gives the advantage of not having any maintenance or normal repair work that gets lobbed at the owner. Therefore, one can predict with a high level of certainty that the comparable cost of ownership would be just under \$17k.

So here's what it comes down to. You could spend \$20-\$30k to purchase and maintain a used e39 540 for the next 3 years, or you could spend \$17k to lease and maintain a brand new 328. In the latter case you get a car with contemporary styling, safety features, and electronics for entertainment. This makes the leased car an easy decision, even if you account for the fact that at the end of 3 years you have to turn it in. We can't expect that three years from now the 540 would be worth much more than its "cash for clunkers" price floor of \$4500. At best, that makes it a break even versus a lease on the new car.

All of this makes me wonder if maybe the asking price on the used 540s is even a bit higher than it should be, which is just the opposite of what I was thinking when I started writing this column. This prompts the question: should I sell Otto and get a newer BMW?

That proposition has a different set of economics associated with it. First, since Otto was paid for long ago, I face no acquisition cost for the next three years by keeping him. Second, I've already taken on about half the maintenance and repair expenses I anticipate over the three year ownership period beginning in 2009. Third, my repair and maintenance costs are lower than dealer charges because: a) I have a sympathetic wife who let me build my own auto shop in the back yard and; b) I have a sympathetic mechanic who doesn't mind coaching me through the repair process and bailing me out when I get in over my head. All things considered, I'd be surprised if Otto's cost of ownership over the upcoming three years exceeds about \$6k for maintenance and repair. That's far less than I'd pay for a newer car.

In fact, when viewed through that prism, the economics of keeping Otto even gives me a little money to play with. I'd still come out way ahead of the game with a few upgrades like a new iPod-friendly sound system, and some nick/scratch/dent repair. Dare I even think: supercharger?

Adding to the economic incentive to keep Otto in service are the emotional components to the decision. I still like the e39 styling better than the contemporary 5 series. I don't want to scale down to a 3 series, unless it is a new M3, the purchase price of which is comparable to Otto's new-car price. And by keeping Otto as opposed to buying a 328 or even 335, I get to drive a V8. For those of us born before the first moon landing, "more cylinders is always more better", as carbon footprints are and probably always will be invisible to us.

Bottom line is, while Otto may not be a good deal for anybody else at what I would think of as an attractive selling price, our current relationship suits us both just fine and neither of us is looking to trade up or out anytime soon.

Life in the Electric Lane - Dollars and Cents (Sense?)

One question we are asked frequently when driving the electric Mini is: How much does it save you on gas? Let's take a look at that question. According to Mini, at \$0.18/kwh the cost to run the car for 100 miles is about \$5.00. Using a recent PSEG bill, our all-in cost of electricity is \$0.188 per kilowatt hour (pretty close) meaning it costs about \$5.22 to run the 100 miles range. To be consistent, we will use Mini's own numbers for a gasoline powered automatic transmission Mini Cooper. According to Mini's website the combined fuel mileage rating is 28 mpg. So, to travel 100 miles we would use 3.57 gallons of gas. If we assume a price of \$2.70/gal then the 100 miles costs \$9.64. Let's extrapolate that out to 12,000 miles per year so that fuel costs for the year would be \$626 for the Mini-E and \$1157 for the gas Mini. For our calculations below, we will assume a 4% annual rate of increase in each of these costs.

Beyond fuel costs, what about other, general operating costs? Let's make a big leap of an assumption and assume that you will buy and hold onto the car for 7 years. Well, if both gas and electric versions are offered for sale it is probably safe to assume they will have similar warranties. That means for the first 3 years maintenance is included in the purchase price. Warranty repairs extend to 4 years and so it is only beyond 4 years that repairs will come into play. Although the Mini-E is heavier, tire wear will likely be similar and if you get brake pads replaced before the maintenance period expires, they could easily last similarly for both cars and so no savings there. We will also assume that insurance coverage for both cars will be similar since we have no data to suggest otherwise. Electric motors certainly have fewer moving parts than an internal combustion engine but we don't have any reliability data on the longevity of internal bearings, brushes and drivetrain components. One thing is for sure - you won't have to replace any exhaust component on the Mini-E. If we consult InternetAutoGuide.com, they give estimates for maintenance and repair costs for used cars. For a used Mini, in the years outside warranty, the maintenance costs total \$1326 while repairs are \$684. If we make generous (and possibly unjustified) estimates for the Mini-E, we can guess half the maintenance costs (no fluid changes) and we'll guess half the repairs (fewer moving parts) yielding \$1005.

So, to this point in our discussion we have fuel and operating costs over a 7-year period of:

	Mini- E	Mini (gas)
Fuel	\$4,944	\$9,138
Maint. & Repairs	\$1,005	\$2,010
Total	\$5,949	\$11,148

From this we would conclude that the Mini-E will save us about \$5200 over the 7-year period we plan on owning the car. Thus, if the purchase price of the Mini-E was no more than \$5,000 above the price of the gas version, we might think it a worthwhile purchase. There is, however, one cost we have not discussed and that is only occasionally mentioned in the press: BATTERY REPLACEMENT.

We all know that batteries do not last forever and need to be replaced. I picked a 7-year time frame for the specific reason that several articles have mentioned that the expectation for electric vehicles is the batteries will need replacement between 5-7 years. The Mini-E battery consists of over 5,000 small Li-ion battery cells. While some reduction in production costs can be forecast if the car goes into mass production, I think it is unreasonable to assume that costs will fall dramatically. While there is no estimate for a replacement cost for the Mini-E battery pack, Tesla will sell you a commitment for a replacement battery today for their car for a mere \$12,000. And so, in one step, we have completely eliminated the cost savings for the Mini-E compared to the gas-powered Mini. The Mini-E may, in fact, cost more over the 7-year period since the extra depreciation of the battery must be considered in the costs of operation.

As we all read press releases from BMW, Nissan, GM, Toyota and others stating that they will be producing and selling electric cars for general release, pay particular attention to how, or if, the topic of battery replacement is addressed. Cost reductions in the future will come and will be the result of a combination of advances in battery technology yielding more powerful batteries in smaller sizes but the next few years may be financially painful for early adopters as the industry shakes out and standards are adopted.

And now for our "livability" update. We are 3 months into the one-year lease period. The 100-mile range continues to be a real limitation for us. Trisha's days seem to vacillate between driving 120 miles all over central Jersey and her 40 mile round-trip commute. On the former days she takes the gas-powered Mini and on the latter she uses the Mini-E. Given this, we are managing just fine without the high-voltage charger (that issue remains unresolved with Mini) as the 40 mile range can almost be recharged overnight and the occasional day when the car stays in the garage allows us to fully charge the battery. The Mini-E is still fun and easy to drive. For certain uses and owners, the appeal is very real.

That's all for this month. Next month's topic is still under consideration. Keep your eyes open for a silver Mini with yellow mirrors and graphics - that car you don't hear pulling up next to you may just be us.

Jeff White

Whack Your Turkey Rally 2009

Mark your calendars for this year's Whack Your Turkey Rally Sunday, November 22. The Rally will start and end in western Bergen County. Starting location will be announced soon, best to check the website for updates and specifics. This year we have yet another Rally Master our own Ross Karlin; remember the Rally master is always right. Thanks Ross for taking on this Iconic club event. Grab your car keys and pencils and get ready for a fun, frustrating and challenging event.

Jamie Kavalieros
Driving Events Chair

Welcome New Members

Rabia Ahmad
Kathryn Anderson
Matt Anderson
Theresa Biedermann
Dennis Bogdan
Laura Borys
John Carter
George Carzis
Lawrence Catena
Karl Chen
Arthur Cirkus
Grayson Connors
Kimberly Eason
Melissa Fetch
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Adil Imam
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Diana Rochford
Steven Samedy
Celia Santana-Samedy
Herman Schachtel
Alan Totten
Jesse Valpone
Joe Van Mater
Steven Warbet
Rodger Zepka



NJ Chapter Calendar

October 2009

Wednesday, October 21st
Monthly meeting at Open Road BMW in Edison.
Meeting starts at 7pm. See website for more details.

December 2009

TBD
November-December Monthly meeting.

November 2009

Sunday, November 22nd
Whack Your Turkey Rally. See website for more details.. See website for more details.



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MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:
BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

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

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

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Show and Shine

(Continued from Page 1) minutes was too far to drive for dinner. She said we should look more locally. Portsmouth is full of good eateries so I fired up the computer and did a search. From 7:45 - 8:30 we were looking at menus, locations, and prices. By the time we decided it was getting late so we changed plans to get something closer to our hotel, we only had 30 minutes before restaurants close. Most of the places around here close at 9 pm. We took too long and by the time we got to the restaurant, they stopped serving. The nice quiet dinner of New England Clam Chowder and Haddock we were hoping for got changed to Wendy's fast food with cold fries and warm melting Frosties. Not the romantic dinner we were hoping for, and honestly one of the worst meals we've had in recent times.



Fast forward to Sunday, the day of the show. We get up at the crack of dawn, 6:30 am to get to the show by 7:45-8:00am. This place fills up fast and if you don't get there early, you'll be parked in no mans land, or worse forced to park on the road. Our hotel was about 12 miles away so we had to get there before the lines get too long. They usually have to turn away over 100 cars that show up late. We pull into line at around 8:10 am to find about 50 BMW's of various years, makes and models in front of us. The guy in the e46 M3 directly in front of me was using this wait time to spray wax his car in the road.

I looked in my mirror and noticed another 20-30 cars pulled up behind us. This is going to be a good show. Lots of e30's, e36's and e46's made up of the majority of the BMW's but everything from 2002's, a gorgeous Alpina 3.0CS, and even an Isetta were in attendance. There were two e30's set up as rally cars there as well. Walking around I spotted a 323 I recognized. It was a guy named Joe I've only known from web forums but I have been following the build of his car for the past couple years. He finished it last year but this was the first time I had met him and seen the car in person. It was beautiful. I met up with my friend Chris, the porkroll guy. His e21 is packed with a wicked turbo m10 engine. He says it's well in the 200hp realm but he is a little vague on its actual HP numbers. A little sandbagging perhaps? Those who have ridden in it say it will give an M3 a run for its money. I have yet to experience it. I also ran into one of our fellow NJ chapter members, Tim Meritizis, his wife Kelly and their baby daughter. It's nice to see a familiar face in a crowd of strangers.



The folks parked on either side of us were very nice as well. The one couple drove up from the Pocono's in their e39 530. This was their first time at this show and they seemed to be enjoying themselves. The couple to the other side of us was from the Lakes Region of New Hampshire. They had a nice e36 M3 convertible with Dinan mods and only 36,000 miles. They

were raffling off for their church another M3 Convertible (in Techno Violet) they owned. When they found the Dinan car, they donated the older M3 and were selling raffle tickets with the proceeds going to their church. For \$20 I said what the heck with my luck, I might win it!

car was restored to perfection and everywhere you looked, it was immaculate. There was a crowd around it the whole time. Other noteworthy cars were a beautiful 635csi parked a couple cars down from me. This was a well modified car with the right looks and attitude. The Isetta was also something you don't see on a regular basis and this was a nicely restored piece as well.

There were more 2002's this year then I've seen here ever before. Usually you will see a handful of them here and their but it looked like a few came out in groups as there were at least 12 some grouped together. As always, the e21's were in limited numbers as only 6 showed. 4 of them I knew. My own 77, Chris's turbo monster, Joes 323 and another one owned by a guy named Kevin who rode up with Chris. The other two were a nice original bronzit '81 and a very nice Baur e21 that was nice enough to join us for a group shot.

The people of BavAuto held a great show. The turn out was tremendous and they say every year it gets bigger and bigger. They had some great give-aways for those who donated to the Susan G Komen foundation. They also provided lunch free of charge. It was a lot better then the dinner Sandy and I had the night before. While I was there, I got a few items I needed for the e21s - might as well

save on the shipping.

That night Sandy and I decided to have our nice dinner out. I asked a few people at the show if they knew of any good fish places in town. We got a recommendation for the Weathervane in Kittery, Maine so we decided to try it. This made up for the horrible dinner the night before. The chowder (or chowdah as they call it) was great, the food was wonderful and the atmosphere was as expected of a New England seafood place. We highly recommend it. Also there is a place on RT 1a in Portsmouth called The



Golden Egg that has a great breakfast. It's where all the locals go. Overall, it was a nice weekend. We got to exercise the ol' e21 on the highway, see some nice cars, and enjoy some of New England's food. Plus, the leaves are starting to change. It couldn't have been a better weekend... well maybe without the fast food.



JT Burkard

Send comments and suggestions to JTFormula@aol.com

My number one pick of the show was a stunning, silver Alpina 3.0 CS. This

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