



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

January 2010

<http://www.njbmwcca.org>

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BMW CCA NJ Chapter Donation to Westlake School



Article by Larry Engel

For many years, the club has used the proceeds of the annual summer club race to support programs for the disabled students at the Westlake School in Westfield. This year, we were able to present a check for \$6,700.

The donation was made possible by the generous support of JMK BMW in Springfield and BMW of Bloomfield. Significant matching gifts were also provided by the National BMW CCA. In addition, Ronn Langford of MasterDrive donated the proceeds of his book sale at the National Driving Events Conference when he heard about our work.

Six Westlake students attended the race this year, and in addition to riding along for pace laps on the racetrack, they were each presented with a framed photograph of themselves in a race car. The photos were donated by Matt Sweetwood of Unique Photo.

Pictured left to right are Elihu Savad, Autocross Chair; Larry Engel, Club President; Ross Karlin, Club Race Chairman; David Bailey, Westlake School Supervisor of Instruction; and William Presutti, Union County Educational Services Commission Superintendent.

Newsletter of the NJ Chapter
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The Cone Catcher



by Larry Engel

The New Year is always a time of change, and so it is with the New Jersey Chapter of the BMWCCA. Although much will remain the same with the club this year, some things have changed.

Two long-standing board members have stepped down after many years to give someone else a chance. Neil Gambony has served the Chapter for many years, including three as President. As my immediate predecessor, I have appreciated his wise counsel and sage advice. He really made my job a lot easier by being available to help out.

Deborah Kolar has also served in numerous capacities. Most of you will remember her as Driver School Registrar and Secretary. If there's an unsung hero in the club, it's Deb. She's always been available to help out, and has taken the lead in getting more stuff done than she gets credit for.

While Neil and Deb have stepped down from the board, we can look forward to their continued participation in club activities. If things get done half as well without their presence on the board, I'll consider us fortunate. They have both played a major role in our success over the past several years.

Saying goodbye to board members also means that we get to say hello to new faces. Mark Mallory has been active in autocross for about as long as I have. He's the owner of a beautiful M coupe, a couple of Sevens, and most recently an E46 M3. I'm really happy that he has agreed to serve the club. Mark will act as Treasurer, replacing Warren Brown. Speaking of Warren, he's taking a much needed break from the Treasurer duties, but he'll remain on the board as one of the two elected at-large members.

Doug Feigel joins us as the other elected at-large board member. Doug has been involved with the club for a few years and has quickly taken a role helping out on the autocross committee. He's got a very clean looking E30 325e, and he's really been able to get it properly sorted over the past year. We look forward to Doug's help.

As I mentioned in last month's column, Barry Stevens has moved from Vice President to Chief Instructor. This is one of the most important jobs in the club, and Barry is maintaining the high standards set by Blake Smith.

Paul Ngai has moved from Business Manager to Vice President, and we've already begun to discuss some of his great ideas. He'll be a terrific Vice President.

I'll be talking a little bit more about individual board members next month, but I thought it was important for you to know about the changes.

Family Fleet Update

Less than four days passed between turning in our X3 and the first major snowstorm of the season. Sorry folks, the snow was my fault. I knew that we'd be walloped as soon as the Engel family became SUV-less for the first time in close to twenty years.

The snowstorm gave me a chance to test most of the fleet in winter conditions. The new Mini Cooper S is fine with four Blizzaks on it, although I'm still not a fan of front wheel drive understeer and torque steer, which is magnified in slippery conditions. I'd also like to shift gears for myself, and our Mini has an automatic. I've never been completely comfortable driving a car with an automatic transmission. I guess it's just another manifestation of my control-freak personality.

I drove my son's 2001 Camry in both dry and snowy conditions during the last week. While I was impressed with its smooth and quiet ride in dry highway conditions (even with the four cylinder engine), I couldn't stand driving it in the snow because it didn't communicate with me at all. I really couldn't feel what the car was doing - truly the anti-BMW.

Next, I took the 325iX for a spin. Holy smokes, Batman - what a snowmobile!!!! I can't get over how much fun it was blasting around in the snow in a nineteen year old car. It didn't take me long to understand why

this car has such a rabid following. It's amazing how with a heavy right foot you can get the tail to hang out like you'd expect a rear wheel drive car to behave in the snow, yet with a lighter touch on the throttle the car seems like it will hook up and plow through anything winter can throw at it. This car has all season tires on it. I can't imagine how it would be with snows all around.

Finally, my E46 warhorse is in full winter daily driver mode - and perfectly capable of confident and secure winter travel. I remain convinced that a modern rear wheel drive car with traction/stability control and four good snow tires is really all you need for winter driving. For the emergencies when you have to go somewhere with a foot of snow on the ground, the E30 iX seems as good as any SUV, and is a heck of a lot more fun to drive!

The only thing I don't have in the fleet is a cargo hauler. This could be a problem. It has already been an inconvenience. I'm in charge of snow removal at my parents' house, which is around the corner from my own. I thought that the Mini would accommodate our small snow blower, but I was wrong. The chute is too high and won't fit. I could leave the hatch open and drive around the corner with the machine hanging out the back, but this past week I dragged it through the snow. On my return trip, a couple of neighbors got a complementary sidewalk snow removal. I didn't clear snow on the way over to my parents' because I wasn't sure I had enough gas.

I'm hoping that I don't miss the cargo hauling capability too much, but the home center is one of my favorite stores and I remain concerned. We'll see how it goes, but I sure hope they're coming out with that 3 Series hatch!

It's January and Daytona Beckons

By the time you read this, it will be the middle of January and the Rolex 24 at Daytona will be only a week or two away. I'll be attending the race for the fifth year in a row. A bunch of chapter members used to go every year, but last year I went on my own. I had a blast just walking around the place for four days. I ran into several people I know and met some new friends, as well. I've always enjoyed the warm and welcoming aspects of sports car racing. It looks like we may have a group going this year, once again. I hope we can get a really big turnout at the Thunderbolt Grand-Am race this year. It has moved from May to July, and maybe we'll be able to find a sponsor that can provide some hospitality for club members. We'll work on this.

I've rambled long enough for this month. Until next time, keep the cones standing and your car out of the snow banks!

larry_engel@njbmwcca.org





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! Here's wishing all of you a happy, healthy and safe 2010!

Philes' Forum is commencing its *twenty-fourth* year of publication! To all of you who have read and contributed to the column: Thank You! For this *Philes'* installment, I have a follow up to last month's Ross Karlin OBD II inspection saga. Also, some tips for cam-cover replacement on double-overhead-camshaft motors.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email 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. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report.

Recent submitters of inspection results are Bimmerphiles David Cushing and former driver-school hotshoe Renata Melnitshenko. Thanks!

Bimmerphile David sent in passed-test results for his E30 1987 325e with over 350,000 miles! As far as he knows, the drivetrain is original and the cylinder head has never been off the motor! As I wrote David, what amazes me is that the automatic transmission is still alive and well after all these years and miles.

For those of you who are new to BMWs, the M20 motor in the E30 325e [e for eta, the Greek letter used as a symbol for efficiency] and 325 was a long-stroke, low RPM 2.7 liter version of the vastly more popular 2.5 liter 325i motor. The eta motor produced only 121 HP at a relatively low 4250 RPM while the i motor produced 168 HP at a more BMW-like [for 1987] 5800 RPM. The eta, with its higher [numerically lower] overall gearing, ran at about 21% fewer RPM than did the i, and the eta easily achieved 30 miles per gallon on the highway. Both the e and i motors were single-overhead-camshaft designs, and used a timing belt to drive the camshaft. For a few months of E30 production in the 1988 model year, there was a 2.7 liter "super eta" motor that was kind of a combination of the original e and i motors.

Whilst we're talkin' motors, for many years, BMW used on the M10, M20 and M30 single-overhead-camshaft engines, a simple alloy camshaft cover [BMW calls this a "Cylinder Head Cover", and many folks refer to it as the "Valve Cover"] with a one-piece gasket. With the advent of the M50 double-overhead-camshaft [DOHC] sixes with their coil-on-plug ignitions [This is where each spark plug has its own ignition coil, mounted right over the plug itself, and there is no distributor or spark plug wires.], BMW went to a more complicated, albeit still aluminum alloy, camshaft cover with a multi-piece gasket. In addition to the multi-piece gasket, each cover hold-down nut is fitted with a rubber grommet, or seal. This design persists to this day, except that most of the more recent motors use a "plastic" camshaft cover, and some have returned to a 1-piece gasket.

The earlier M50 alloy camshaft covers tended to leak oil into the spark-plug wells and the later motors with "plastic" covers tend to leak oil externally as the "plastic" warps with age. So you will probably be faced with replacement of the camshaft cover gasket [and the "plastic" camshaft cover, if you are so blessed], regardless of which motor you have [and regardless of whether it is a 6- or 8-cylinder, by the way].

Although camshaft-cover replacement is a relatively straightforward R&R

job on most BMW motors, there are a couple of pitfalls one should be aware of. Photo #1 depicts the typical hold-down hardware for an M50 and later camshaft cover. The piece on the left is the rubber grommet, and you will need 15 of these on a six-cylinder, and they are normally not included with the cover gasket set. So remember to get them when you pick up the gasket. Part number 11-12-1-437-395 is the grommet that fits many

Photo #1



motors, but double check when you source your parts. The piece in the middle of the photo is a metal washer. Be sure to remove the washers and grommets BEFORE you remove the camshaft cover. Why, you ask; won't they stay stuck to the camshaft cover? Well, Alphonse, if you leave them on the camshaft cover, I guarantee that, regardless of how hard they seem to be stuck to the cover, when you remove the cover at least one washer and/or grommet will fall into the motor! Photo #2 is of an M54 motor in a 2002 E39 525i - camshaft cover removed. Would you like to have to retrieve a washer or grommet from here? I didn't think so.

If you look carefully at Photo #2, you can see the spark plugs in the bottom of their wells. Once you have gotten this far, pull a plug or two and examine the electrodes under a magnifier. If the electrodes exhibit any wear whatsoever, or if a spark plug is difficult to remove and "squeaks" on the way out, now is the time to replace the spark plugs. After all, you are literally lookin' at 'em. Be sure to use the BMW-specified spark plug.



Photo #2

Last month I wrote about Ross Karlin's experience getting through an OBD II inspection wherein wife Karen's E46 failed even though the "Check Engine" light [MIL] was not on and there were no trouble codes stored in the engine-control computer [DME]. The Bimmer failed because, even though a repair had just been done, a trouble code reset, and the MIL extinguished, two of the DME's diagnostic monitors [which are reset along with trouble codes] had not yet executed in the 75 or so miles Ross had driven from Rick Kiceniuk's shop in Annandale to the northern New Jersey test location. Monitors showing as "Not Ready" [not having executed] when the DME is scanned for trouble codes is grounds for inspection failure. After Ross and Karen put a couple hundred more miles **(continued on page 7)**

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Finish Lines by Thom Rossi

A couple of months ago I was driving Otto (my 2001 540) into work on a fine early fall day. I had the windows open as we climbed up a hill on one of the back roads I drive, which allowed me to hear a little warning sign from Otto - a tick-tick-tick noise that sounded almost like the faint tap of engine pinging. But, wired up with knock sensors and having a big electronic brain and all, Otto shouldn't be capable of pre-detonation. Curious, I thought.

Having noticed that the car was developing a problem, I suppose I could have done what most people would do and either ignore it or bring it in for repairs, or maybe just turn the volume up on my cell phone to drown out the noise. But I operate under the misguided notion that Mrs. R. will somehow be impressed with my independence if I do things for myself. It doesn't usually work out that way, but that never has stopped me from trying.

Over time the noise grew from a tick to a clunk, and it became clear that it wasn't coming from the engine, but someplace under the car. I noted that the occurrence seemed to be much more obvious under either acceleration or deceleration, and that the frequency was linked with indicated speed rather than engine RPM. The noise, therefore, had nothing to do with the engine and had to be coming from someplace further back in the drive train. The knocking didn't change frequency based on gear selection, so that left the drive shaft, differential, and CV joints to consider.

Putting Otto up on the lift, I found that if I grabbed hold of the drive shaft and twisted, I could cause the clunk to happen, further narrowing the problem to one of three points on the drive shaft: the guibo connecting the drive shaft to the tranny, the center support bearing, or the CV joint connecting the drive shaft to the differential. The only thing standing between me and the drive shaft was the exhaust system and a bunch of heat shielding.

I say "only" when referring to the exhaust system, but it had been many years since I'd messed around with the exhaust on one of my cars and, frankly, I didn't have pleasant memories. Considering that Otto is nine years old and has 120k miles on the clock, his exhaust system looked pretty free of rust, but I was still leery of starting to unbolt it. Back in the 70's when I was first working on my own cars, mufflers and pipes wouldn't last more than about 40k miles without gaping holes rusting through them. My memories of working on them are that they only failed during miserable, cold, wet weather, and every repair required me to snake my way under the car with my back in an ice cold stream while I tried to temporarily hang the systems with bent coat hangers as rust flaked off the chassis and accumulated in my eyes. I also remember that every u-bolt and hangar was encrusted in rust, impossible to unfasten, and equally impossible to reach with a hack saw. Oh what larks!

With all that in mind, I figured I'd better talk to somebody before I started ripping into the exhaust system; just to be sure I wasn't getting into unnecessary work. A quick trip to Steve Vicari's shop netted me some good advice and pointed me in the direction of the drive shaft CV joint. I left his shop with a CV gasket, a tube of BMW CV lube, and some helpful hints on making the repair.

First, instead of taking the exhaust system completely off the car, I strung a few bungee cords across the frame and unbolted enough of the system to get it to hang down a few inches and give me some room to work on the drive shaft. Next, I unbolted the heat shielding and the center support bearing to allow me to maneuver the drive shaft. Finally, I disassembled the CV joint, allowing the drive shaft to hang suspended on a nylon strap. Inside the CV joint, the old grease had turned into the consistency of shoe polish, with very little lubrication of the CV cage and bearings. I noticed that a lot of oil had leaked out of the joint and dirtied up the surrounding heat shielding. This leads me to believe that BMW CV grease is really a suspension of high molecular weight components in lighter oil. The CV joint must act like a centrifuge, over time separating the components, forcing the lighter stuff out the seams and leaving the heavier components in the joint to cake and become a semi-solid paste.

After cleaning and repacking the CV joint, reassembling the whole thing wasn't that hard except for the darned exhaust system. I guess the

consequence of having an exhaust that can last 120k miles and still look like it can go another 100k is that the thing weighs a TON! I didn't realize it when I unbolted it because the bungee cords I'd hooked up took the weight of the system as soon the support brackets were loose. Lifting the system back up the 10 inches or so needed to reconnect those brackets, though, was a Herculean challenge. I wish I'd had a transmission jack handy. I truly had to struggle to do a one handed military press with my left arm while my shaky right hand tried to align the bolts and reconnect the brackets. The effort nearly killed me! Either that system is massively heavy (probably true) or I'm getting a lot weaker as I get older (definitely true). I guess I could have called Mrs. R. into action to connect one of the brackets while I held the system in place with two hands, but no, I had to be Mr. Independent. The price of my independence was wickedly sore muscles all the way up and down my body for about a week. Ouch!

I'm not sure I would attempt this job without access to a lift. There are too many heavy components and tight spaces to negotiate to do this while lying on your back, I think. It's not that it couldn't be done, but it wouldn't be a pleasant job. I am happy to say that my efforts were rewarded with a quiet ride, and Otto is once again completely clunk-free. Perhaps best of all is that I was able to finally pry an admission out of Mrs. R. that she actually is just a tiny bit impressed with my DIY-er skills.

Life is nothing if not ironic. Shortly after the culminating moment of my 30 year effort to get Mrs. R. to admit with grudging respect that I MIGHT know what I'm doing, I blew my hard-won positive image by smashing Otto into the back of another car in stop-and-go traffic. Argghh! After all that TLC and pride of ownership, I may have doomed Otto to the used parts bin in a moment of inattentive driving. Given the low value of these e39's in the used car market, and the high price of parts, it seems unlikely to me that Otto will escape the scrapper's jaws once the insurance adjusters have their way.

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Congratulations to 2010 NJ Chapter Board Members

Elections held at the December 1st membership meeting yielded the following results by unanimous acclamation:

- " President - Larry Engel
- " Vice President - Paul Ngai
- " Treasurer - Mark Mallory
- " Secretary - Dave Allaway
- " Director of Driving Events - Jamie Kavalieros
- " Director of Social Events - Al Drugos
- " Member-at-Large - Warren Brown
- " Member-at-Large - Doug Feigel

In addition to the above, the 2010 Board appointed the Newsletter Editor, Webmaster, and two additional Members-at-Large. As noted in the November Board minutes, special thanks go to Neil Gambony, Deborah Kolar and Barry Stevens for their years of service on the Board and expected continued involvement.

Pinewood Derby Results December 1, 2009

- 1 Jamie Kavalieros
- 2 Elihu Savad
- 3 Mark Mallory
- 4 Chris Leckenby
- 5 Mike Marvuglio
- 6 Zoe Hellman
- 7 Cai Hellman
- 8 Larry Engel
- 9 Doug Finley
- 10 Mark Derienzo
- 11 Derek Derienzo
- 12 Douglas Feigel
- 13 Larry Derienzo
- 14 Aidan Derienzo
- 15 Neil Gambony
- 16 Jackie Mallory

Philes' Forum (continued)

(continued from page 4) on the car, it passed re-inspection with no problem.

A couple weeks ago I was in Summit at NJ Chapter member Eel Chang's Ashwood Exxon [908 277 2985] having my truck inspected. Eel does the inspections on all our vehicles, including my Mom's. Eel and his Dad also have a gas-only station, Union Fuel, in Union on Morris Avenue. Anyhow, as Eel and I were chatting, the mailman [er...letter carrier] fortuitously delivered the December *NJ Bulletin*. [How Editor Jerry Faber arranged this is beyond me.] I was reminded to tell Eel about the Karlin item in my column, and Eel provided a bit more information concerning failing inspection for OBD II monitors showing as "Not Ready".

It had been my understanding that having any monitor show as "Not Ready" was grounds for inspection failure in NJ. Eel informed me that for vehicles up to and including the 2000 model year, 2 monitors can be "Not Ready" and the vehicle will still pass inspection. For vehicles 2001 and newer, only one monitor can be "Not Ready". So thanks, Eel, for making all of us a bit better informed!

That's all for now, Bimmerphiles. Again, Happy New Year!

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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Whack Your Turkey Results

COMPETITION CLASS

PLACE

1	Doug Humphrey	Jon Trudel
2	Larry Engel	Karin Engel
3	James Hildreth	Janice Hildreth
4	Mark Mallory	Jackie Mallory
5	Bill Leighton	Barbara Leighton
6	Joseph Minervini	Elaine Minervini
7	Jamie Kavalieros	Doug Feigel
8	Robert Schulsinger	Caryn Schulsinger
9	Doug Finley	Marilyn Finley
10	Brian Morgan	Francine Cracker
11	Neil Gambony	Bob Isbitski
12	Tom Mulligan	Pamela Mulligan
13	Marc Goeller	
14	Robert Levine	Carol Levine
14	Ray Lynch	Corinne Lynch
16	Rob Chrzanowski	Tim Farnsworth
17	Bob Baumhauer	Marge Baumhauer
18	Christopher Holewski	Nadine Holewski
19	John Hulbrock	Mark Hulbrock
20	Matt Sweetwood	Nurith Sweetwood
21	Chris Leckenby	Alli Sui
(DQ)	JT Burkard	Sandy Burkard
(DQ)	Kevin Corry	Ron Rapuano

FAMILY CLASS

PLACE

1	Jeff White	Trish White	Lucas, Nellie
2	Michae Boudway	Yasmin Boudway	Isabella, Paret
3	Suzanne Ferguson	Rodger Ferguson	Miguel, Marion
4	Scott Buono	Rick Gander	
5	Pat Panzer	Curt Panzer	Kathy Evans
6	Larry Befeler	Lisa Befeler	Dave Gardiner
7	Barry Siegel	Stuart Siegel	Hannah, Jack
	James Little	Evan Little	Carole

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		Place	Total Points
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Douglas	Feigel	2	79
Mark	Mallory	3	75
Chris	Leckenby	4	72
Dave	Ngo	5	68
Doug	Finley	6	62
Chris	Faust	7	58
Mark	Wiercinski	8	56
Jon	Trudel	9	55
Ray	Jordan	10	49
T. J.	Pierson	11	47
Michael	Marvuglio	12	44
John	Zemkowski	13	42
Larry	Engel	14	38
Clayton	Ferrara	15	38
Christopher	Graff	16	36
Elihu	Savad	17	36
Patrick	Bard	18	32
Marilyn	Finley	19	32
Christopher	Holewski	20	32
Michael	Chen	21	31
Doug	Humphrey	22	31
Ivan	LeGrand	23	31
Colin	Vozeh	24	30
Norbert	Brunhuber	25	26
Patrick	Nosker	26	26
Christina	Jordan	27	25
Mark	Mankoff	28	23
Andrew	Snyder	29	21
JT	Burkhard	30	20
Sandy	Burkhard	31	20
Yani	Avraham	32	19
Jim	Anderson	33	18
Edward	Hansen	34	18
Paul	Wooding	35	18
Steve	Pulvers	36	17
Andrew	Staiano	37	17
Walter	Baliko	38	16
Neil	Gambony	39	15
Anthony	Pierro	40	15
Karin	Engel	41	15
Karen	Bard	42	14
Hector	Ruiz	43	13
Carl	Weissman	44	13
Dave	Allaway	45	12
Matthew	Cahn	46	12
Deborah	Kolar	47	12
Ross	Karlin	48	12
Karen	Karlin	49	12
James	Hildreth	50	12

Note: Table contains first 50 places

NJ Chapter Calendar

January 2010

Thursday, January 21st

Monthly meeting at the Deutscher Club. We are privileged to have Klaus Schnitzer, who will present his photos of the BMW CCA. You won't want to miss this meeting. Meeting starts at 7:30pm

February 2010

TBD

February Monthly meeting.

Saturday, February 20th

Annual Club Banquet. Held at the Grand Colonial in Perryville, NJ.



Welcome New Members

Akil Acevedo
Richard Bodmer
Jeff Bruckner
Willa Bruckner
Foster A Burke
Foster Scott Burke
Oscar Cerda
Trayton Davis

Scott Drasnin
Robert Eckman
Nicholas Fortuna
Toshiyo Hayashi
Maurice Jackson
Jeffrey Korber
Ronald Kudile
John Mancuso

Jeffrey Mathews
Maximiliano Merino
Alan Novitsky
Jody Novitsky
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Roy Southerland
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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: \$48.00.
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. Contact the National BMW CCA Office for details.

Klaus Schnitzer at January Club meeting

Klaus Schnitzer, photographer for Roundel, Bimmer, and many other automotive publications, professor of photography at Montclair State University, and long-time New Jersey Chapter member, will show his work,

including images from upcoming stories, at the January monthly meeting at the Deutscher Club. Please make note of the special night; the meeting will be held on Thursday, January 21 at 7:30 PM.

Please Join Us
Annual BMW Dinner
The Grand Colonial
Saturday February 20, 2010
7pm-11pm
The Grand Ballroom



86 Route 173 West, Perryville, NJ 08827

Please Send Checks To:
Al Drugos
P.O. Box 6754
Bridgewater, NJ 08807
Please Make Checks Payable To:
NJ BMW CCA
\$55 per person
\$60 at the door
LIVE ENTERTAINMENT!

Directions
From Northern New Jersey
Interstate 78 West to Exit 12 (Jutland-Norton).
Turn left at the Stop sign and continue to traffic
light. At the traffic light head straight down
Service Rd. Rt. 173 West. Continue for approxi-
mately ¼ mile and the Grand Colonial is on the
right hand side.

Live
Jazz Music
and
Singer



Who's not paying attention? Real reason for 540's customization in Thom's story on page 6.

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