



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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Resurrection



Photo by JT Burkard
(see page 13)



Newsletter of the NJ Chapter
BMW Car Club of America
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The Cone Catcher



by Larry Engel

Over the past couple of months, I've used parts of my allotted space to tell you about some of the people who make the chapter function on a week-to-week basis, and this month I'd like to continue talking about your Board.

Communication to members is an absolutely critical function. In regard to communications, two people in particular have been doing a fantastic job for years - Jerry Faber and Bob Conway. Jerry (who has a very low membership number, by the way) has been Bulletin Editor for several years, and Bob is our Webmaster.

Last month I mentioned that I hoped to improve communications to members in the year ahead. There are several things that need to happen when we communicate to you via the website or the Bulletin. In either case, Bob and Jerry have always made sure that the information is released to you as soon as they get it. For example, I can't count the number of times I've emailed Bob very early on a Saturday or Sunday morning and asking him to post something on the website, only to get a reply ten minutes later saying nothing other than "done".

Jerry has a tough job too. He relies on contributors getting their articles to him by the deadline, and invariably someone's late. We're in the process of moving the deadline up a week. We'd really like you to get your Bulletin at least a week before our monthly chapter meeting. But if we don't, it won't be Jerry's fault. More likely it will be because one of us didn't get our copy to him in time.

And then there's our Social Chairman, Al Drugos. When I first became active in the club, Al was the Vice President and ran the monthly meetings. I remember that he really ran a tight ship and kept things moving along, a quality that I try to mimic today with sporadic success - especially in Board meetings. (I'm trying, Al - really I am!)

Al is also the official tow truck driver at track events where we provide our own personnel for this function. This is a coveted job, as I learned last year when I was called to duty at a Summit Point event. We provide the crew using the track's truck at Summit, and Al and former Chapter President Neil Gambony have acted as driver and assistant in the recent past. Last year during the July Club Race, Al was elsewhere, so Neil was overjoyed to finally feel the power of commanding the old Chevy tow truck. I took his place as assistant, and frankly, the feeling of power and authority almost went to my head. Even though I wasn't driving, it was thrilling to head out on the track during a yellow flag to clear a wayward race car from the exit of turn two. After the first race, Al returned. Neil took his place in the passenger seat, and I was thrown out. Sometimes, you just don't mess with "Big Al".

Al's official responsibility as Social Chairman is to arrange our Annual Banquet, which will be held once again at the Grand Colonial in Perryville on February 20th. You can show up and pay at the door, but if possible let us know that you're coming by emailing Al or me. It's a fun night out at a great restaurant, and you'll meet some nice people! Come on out and join us!

And now a word about our sponsors.....

We're trying to meet with our current sponsors to make sure we're doing everything we can to give them their money's worth, and we're also trying to attract new sponsors to the club. In addition to Bulletin advertising, we're looking for partners that can sponsor some of our current and future events.

You may not be aware of this, but our annual budget is over a quarter of a million dollars. Our revenue comes from dues, event fees, and sponsors. We ran a deficit last year, and this year it shouldn't happen again. Our shortfall was caused primarily by a lighter than expected turnout at a couple of our driving events. When we're a few people short at an event that generates three or four hundred dollars of revenue per person, the budget can go out the window quickly. This is especially true when we set prices that are designed to be as affordable as possible for our members. The venues we use charge us by the day, not by the person. Our ad revenue could be a little higher, too. Many of our costs have increased over the past couple of years, as well. You know how it is.

In addition to seeking additional sponsors, we've done a couple of other things to avoid further cash drains. First, Monticello should attract a lot of people because few of us have driven it before. Secondly, we hope that last October's Intro School at Lightning has given some new people "the bug" and they'll continue to attend our events. We'll see how it goes, and we need your support! We want to make our driving events the safest and most enjoyable ones you can choose. If you have any suggestions on how we can improve, let the driving events committee or me know.

I'd also like to make a special appeal to those of you who still think that Summit Point is too far away. I've been doing the drive from Westfield in less than four hours, and I'm not a particularly fast driver on public roads. (No wisecracks about my velocity on the racetrack, please.) Summit Point is as close or closer to home than Lime Rock for many of you in the western and central portions of the state. It is in a beautiful area, and the lodging and food prices are much lower than we're accustomed to in New Jersey. In addition, the tracks are among the most interesting and exhilarating you can find anywhere. I love barreling down the chute into turn five on Summit Main and standing on the brakes to make the hard left hander, and the banked carousel turn on Shenandoah is an unforgettable thrill. You have to look out the top of your drivers' side window to see where you're going! Come join us at the Summit Point events - you'll be glad you did!

We're hoping to have corrals at the NJMP Grand-Am race and the Lime Rock Historic Races that include shelter and some sort of refreshments this year, but we need to find sponsors. As Vice President, Paul Ngai is in charge of meetings. Paul and I would both love to hear any meeting or event ideas from members. Feel free to email us if you have any thoughts. (The one caveat is this: If you have an idea and it's going to cost us money to implement it, you should also find the funding for it.) (OK, two caveats. We may also ask you to lead the charge in implementing your idea.)

We're going to have another great year, and we hope you'll all participate in our many activities. Until next time, keep the cones standing!

larry_engel@njbmwcca.org





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! Well the 2010 NJ Chapter Driver School Season will commence with our first event at Monticello, NY on Monday, 12 April. By my count this is our 37th season of running driver schools, and the Monticello event is a must-attend because Driver-School *Padrone* Jeff White pulled a rabbit out of the proverbial hat to get this event for us, and I do not think there is any guarantee of another. However, whilst we are all palpitating over Monticello [As I type this we have already received 25 student applications!], I need you to speed-shift your attention to our weekend Shenandoah event at Summit Point Raceway in West Virginia on 11-12 September.

Despite attractive recent promotions [See the NJ Chapter Website], NJ Shenandoah events have been less-than-heavily attended since their inception in 2005. [Indeed, the event may even be at risk if we cannot increase participation.] As a participant of every one of our Shenandoah events, I cannot for the life of me understand why this is so.

West Virginia is beautiful in September. The heat of Summer has abated - yes, even by the second week of September - and that heat really knocks the heck outta yours truly during July and August events, seemingly more so with each passing year. And September is the only shot you'll get at a NJ Chapter-quality WEEKEND driver school at Shenandoah in 2010.

Shenandoah is easy to get to. Many of you may hear "West Virginia" and assume it is "far" away. Well, for many of us it is about the same drive time, especially if one is towing, as Lime Rock Park in Connecticut. Plus the drive, which is much more Interstate, is easier. On my last two trips home from Shenandoah, I put my truck into 6th gear when I got on Rt. 81 Northbound near the track in WV and did not shift gears until I hit the first traffic light - 2 ½ miles from home in Hunterdon County!

The hotel accommodations in the Shenandoah area are nice and quite reasonably priced. Plus the track management, area residents, and officials seem happy to have us in their state as guests. This is not always the case at other NJ Chapter venues.

If we are all lucky at Shenandoah, we'll again have Gerry Chan as our classroom instructor. As I have previously written in *Philes' Forum*, I have been instructing since the late 1980s yet I still catch Gerry's classroom session when my driver-school day allows me to. I attend his track walk every year, as do several other instructors. I learn things about driving Shenandoah as well as teaching others to drive it. When he can, Gerry also takes his M3 or Miata out in the student groups, then provides feedback in the classroom.

But the foregoing are not why I am so fond of Shenandoah. It is the track itself. If you have a powerful car, Shenandoah has two nice straightaways, both of which have serious turns at their ends. If you have a "momentum" car and you know how to drive it, there are sections of the track where you can embarrass E90 M3s and Porsches. If you don't believe me, ask Warren Brown or Mark Derienzo, as either does this all the time in his E30 318is, loving every minute of it!

If you have a "momentum" car with a big motor, well, Alphonse, it don't get no better than that, but again, only if you know how to drive!

So if you really want to learn how to drive your car, whether it be powerful, "momentum" or both, there are a couple of things I need you to do for me, the other members of the Driver School Committee, and the NJ Chapter Board: Take a close look at the driver-school promotions on our website and very seriously consider joining us for the weekend at Shenandoah in September. Tell all your Bimmerphile friends and prospective friends. Join us if you possibly can. You won't regret it, and the folks who make ALL the driver schools possible will be grateful for your support!

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.

It has been said that, if you have an E30, it either has new front-wheel bearings or it needs 'em. [This probably applies to E36s as well.] The Bentley E30 "Bible" contains very nice instructions on how to replace front-wheel bearings, and I thought you might be interested in some tips that supplement the Bentley information. So break out your Bentley manual. Note to non-E30 Bimmerphiles: Don't stop reading here. The E30 procedure pretty much applies to most BMW rear-wheel drive models.



Photo #1 Don't Forget The Tone Rings Before we begin, note that E30 replacement front bearing/hub assemblies are available both with and without the toothed "tone ring" for the ABS. [Photo #1 depicts removed bearing/hub assemblies. You can see their toothed, or serrated, tone



wheels.] For the non-tone-ring hubs, if the car has ABS the installer is expected to remove the old press-fit tone ring and press it onto the new hub as part of the installation process. Do yourself a **big** favor and ensure that you procure the proper parts for your car. By the way, the tone-ring hubs will work on a non-ABS car.

Photo #2 Removing A Stuck Inner Race The Bentley manual states that the bearing inner race will probably remain on the spindle, and need to be removed with a puller. In all likelihood the inner race will remain about half way down the spindle, and you can remove it with a puller as shown in Photo #2. Note in the photo that rotor shield is still in place and that the puller's center post is bearing on a bolt that I center-drilled and inserted into the cavity of the spindle. Without this bolt, depending upon the **(continued on page 7)**

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Finish Lines by Thom Rossi

Over the past couple of years several new women have entered my life. Hold on there, folks, I'm not talking about stepping out on Mrs. R. I speak, of course, of the advent of navigators in my cars. Not only do these handy devices speak in a female voice, but they also seem to have their own personalities.

For example, this past weekend I drove Mrs. R's Lexus to and from Washington D.C. with the aid of the built-in navigation system. Now, I don't want to say that the system is "fickle", but if it had a theme song it would be "La Donna Mobile". Initially, she had mapped out a route with an estimated travel time of 6 ½ hours! What the heck? Someone had programmed a bizarre set of preferences into her: avoid toll roads, avoid interstates, and avoid paved surfaces. A little attitude adjustment was called for - just get me there as fast as you can. That gave rise to a reasonable route, using Route 1, the PA Turnpike, and Route 476 to bypass Philadelphia and dump me onto 495 South around Wilmington then on down past Baltimore to DC.

The bizarrely fickle system, however, refused to map that route in reverse, and even failed to notify me of several critical turns while in DC trying to get back on the highway to come home. Why didn't it tell me when to turn at key intersections in the city? I could almost hear it say "Do I have to tell you everything, can't you figure anything out on your own?" She never failed, however, to interrupt the radio at the most inopportune times. About half way home, the broadcast of the Jets game started on ESPN radio. That, of course, is just when I couldn't get the nav system to shut up and quit turning off the radio! "Sanchez starts the Jets in a shotgun formation, he takes the snap, backs up and - PLEASE...PROCEED...ON...I...NINETY...FIVE...NORTH...FOR...THE...NEXT...ONE...HUNDRED...AND...TWENTY...SEVEN...MILES...THE N...PROCEED...ON...I...NINETY...FIVE...NORTH...Ohhhh! What a PLAY! And that, my friends, will surely be the turning point of this game!" What gives, woman? Can't a man listen to a little football without being interrupted? Geez, I get the idea that SOMEBODY, doesn't like sports and needs a little attention!

You would think that these things would have machine level patience, but such is not the case. The Garmin system I use in my truck starts out with a pleasant enough attitude, but she just can't be trusted to maintain her composure for an entire trip, especially if I dare to override her commands. She doesn't snap right away. No, that would be too easy, too direct. She simmers, letting the resentment build until she finally can't hide it anymore. The first time I take a wrong turn or decide to force a different route, she responds in a cheerful and chirpy British accent with "Recalculating Route". She almost sounds like she's happy she has something to do and is ever so glad to be of service. However, if I deviate from her planned route again, I swear I can detect a more neutral tone, indicating that she's more than capable of calculating a new route, of course, but wouldn't I rather stick to the ideal route she's already so kindly provided to me. Never dare to override your Garmin system three times. That results in a downright frosty rebuke. Just the way she says "REEE-Calculating", makes it more than obvious that she thinks there is little point in continuing to provide directional services to a man who's so obviously congenitally incapable of recognizing the wisdom of following her directions. The implicit threat is there: screw up one more time, buster, and you have no IDEA how hard I'll make it to get where you want to go.

By far, the worst situation to find yourself in with a navigator is when there is a real live female in the car who also feels compelled to give directions. If you think about it, it's hard to find the win-win situation in this scenario. Situation one: two female voices agree on the intended direction, and the male driver has no choice but to stifle any sense of individual initiative no matter how sure he is that he knows a better way - the male driver loses. Situation two: both female voices agree on the intended direction and the male dares to take initiative, driving a known shortcut and waiting for the "women" to catch on - the male driver loses worse. Situation three: there is a disagreement amongst the female voices as to the intended direction - the male driver loses big time.

How do I know this? About a year ago, I took a road trip with my Mom and, you guessed it, a brand new nav system. As we were driving through the Washington DC area on the way to Florida, the nav system kept insisting

that I take 295 down to Route 50 to New York Avenue and struggle through the heart of the city before getting back onto 95 South. I happen to know that this is the stupidest way possible to make your way past DC. So, I did what any man would do: I improvised and stayed on one of the beltways to define my own path in a bold stroke of independence. The trouble is that the nav system went into a panic. Every two minutes she'd say "Proceed to the next exit and make a U-turn!!" This of course, would stimulate my mother to go into her own panic "Thommmmm! I think we better turn around! We're going to get lost!" No sooner would I get my Mom calmed down again by explaining that we were on a beltway that would eventually have to connect with 95 than the nav system would sense that she was on the verge of losing the argument and pipe up again with the instruction to get off the highway and turn around. Argghh! I know I saved at least 45 minutes of driving time by taking my own route, but dang, it was at the cost of flirting with a stroke as I had to do battle with my two navigators.

That experience, however, was to pale in comparison to the effect of my Mom and the Nav system actually disagreeing with each other. Everyone knows that the male brain isn't wired in a way that allows it to resolve a conflict between two female voices. It's not even a fair fight, the male brain will lose every time. Let me set the stage for you on this. We had driven about 500 miles that day in my Mom's Honda CRV, with two cats, a Chihuahua, and a parrot stuffed in the cab with us. You might say that nerves were a little frayed by the time we stopped for dinner. This, of course, is the moment that the nav system chose to get her revenge for my earlier refusal to follow her directions through Washington. After dinner, neither my Mom nor I could remember how to get back to the hotel from the restaurant. My Mom's idea was to retrace our route. The trouble with her idea was that we had stopped somewhere else after leaving the hotel and before going to dinner. Retracing our route would have brought us along three apexes of a triangle before finally arriving at our lodgings. Foolishly, I thought it would be a better idea to activate the nav system and let her guide us straight from the restaurant to the hotel. I still don't know if my Mom didn't hear the navigator, or if she was just messing with me, because every time the navigator told me to turn, she'd tell me to go straight or turn in the opposite direction. After three or four "recalculating route" messages interspersed with "no...NO!.. Don't turn HERE" from my Mom, I finally had to choose one voice to listen to. You probably already know that I screwed up and decided to listen to the nav system just because I wanted to get to the hotel and go to sleep. I spent the rest of the night trying to convince my Mom that I really did value her opinion and that, yes, of course I thought she was capable of getting us back to the hotel. I'm pretty sure I heard the nav system laughing in the background. As mentioned earlier, the male driver loses big time in this situation.

Nav systems... can't live with 'em; can't live without 'em.

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Upcoming Meetings

March Meeting

Our March Membership meeting will be held on Wednesday, March 17th at JMK BMW on Route 22 East in Springfield. Larry Koch, BMW of North America M Brand Manager, will be our guest speaker. Come on out and see JMK's new facility and hear what Larry has to say!

Stay tuned for the exact meeting time.

June Meeting

Our annual pilgrimage to BMW NA in Woodcliff Lake. June 18th. Make note and plan to be there.



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Philes' Forum (continued)

(continued from page 4) diameter of the puller shaft, the shaft will either have nothing to bear upon or it may possibly damage the spindle end. So be sure to take 15 minutes to modify a bolt and do the job professionally.

That's all for now, Bimmerphiles. I'll be looking to see your names on the Shenandoah participant roster!



Photo #3 You Won't Find One At Pep Boys!

In some cases, the inner race will remain in place at the inner end of the spindle, requiring removal of the rotor shield for access. The shield is held on by three 6 mm bolts [10 mm head], and unless you take your time and use liberal amounts of penetrating oil [from behind], it is likely that at least one bolt will fail upon removal. Don't say I didn't warn ya.



Photo #4 Stake It!

With the rotor shield off, you will have better access to the inner race, but getting the puller jaws behind it is sometimes difficult. Indeed, you may have to apply a chisel radially to move the race far enough from the spindle shoulder for the puller jaws to get purchase. This is no big deal, but you will probably damage the inner bearing shield in the process. This metal shield is pressed onto the spindle under the inner race. So have on hand a couple inner shields. Photo #3 depicts one of these shields, Part # 31-21-1-126-790 ["Cup"], about \$2.50. You do not want to be looking to find one of these puppies on a Sunday afternoon.

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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Finally, after properly torquing it per the Bentley manual, be sure to stake carefully the NEW spindle nut [See Photo #4] prior to installing the NEW dust cap

NJ Chapter of the BMW CCA Board Meeting

November 11, 2009

Board members present: Larry Engel, Jamie Kavalieros, Al Drugos, Neil Gambony, Jeff White, Barry Stevens, Warren Brown, Ross Karlin and Dave Allaway. Board members absent: Bob Conway, Deborah Kolar, Jerry Faber. Others present: Elihu Savad, Paul Ngai, Brian Morgan, Doug Feigel, Jeff Caldwell.

President

Larry Engel called the meeting to order at 7:33 pm at Alfonso's in Somerville. Al Drugos moved to waive the reading of the October minutes and Jeff White seconded (motion carried unanimously). Larry thanked everyone involved in the recent TireRack Street Survival (TSS) event, which was an outstanding success. Brian Morgan covered the event for an article to appear in the January Roundel. There was a general discussion of TSS expenses, and a \$200 donation to the Ramsey FD was agreed upon. Larry will write a thank-you note to Bergen County. Elihu Savad provided a possible date (5/16) for the NJ Expo Center which could be reserved for a 2010 TSS.

Vice President

Barry Stevens reported that the Open Road BMW meeting, with Larry Koch as guest speaker, was a success, and thanked Paul Ngai for arranging. December 1st will be the elections and Pinewood Derby at DCC. Barry offered to set up the January and February meetings. Brian Morgan noted that Klaus Schnitzer would be willing to do a presentation in January. Paul stated that JMK is a possibility for a meeting, and Larry reported that they would like to do March.

Treasurer

Warren Brown distributed the current P&L statement. Projected loss for 2009 will be slightly in excess of \$10,000, not including the Westlake School donation. Warren will follow-up with bank balances via e-mail. Warren strongly recommended an upward adjustment in newsletter rates. Warren made a motion to change the signature cards on the checking accounts. Larry suggested that this be handled at the next organizational meeting. After discussion, Ross moved to amend the Westlake School donation amount to \$5,000. Dave seconded and the motion carried unanimously.

Secretary

Dave Allaway announced the final 2010 Board slate as follows. President: Larry Engel, VP: Paul Ngai, Treasurer: Mark Mallory, Director of Driving Events: Jamie Kavalieros, Director of Social Events: Al Drugos, Secretary: Dave Allaway, Members-at-Large (two positions): Doug Feigel and Warren Brown. Given the uncontested election, Dave requested that a voice vote be conducted at the December meeting, and this was agreeable to the Board. Larry asked that the minutes note the Board's gratitude to Deborah Kolar and Neil Gambony for their years of Board service, and anticipated continued involvement.

Social Events

Al Drugos reported that a half-page ad for the 2010 Banquet will appear in the December and January newsletters.

Newsletter

No report. Larry stated that he would like to move the newsletter deadline up by one week, to get monthly meeting information in the hands of the membership sooner.

Webmaster

No report. Doug noted that Commerce Bank needs to be changed to TD Bank.

Business Manager

Paul Ngai described the advertising page sharing arrangement between Matt Sweetwood (Zeckhausen Racing/StopTech/Unique Photo) and Shade Tree Garage. Paul reported that Stable Energy missed this month's deadline, but may do a full-page ad next month. Paul suggested Saturday-morning DIY sessions at dealerships or other venues, and will follow-up on that idea.

Driving Events

Jamie Kavalieros reported that only one additional helmet was purchased, but the helmet loaner program was successful at the recent school.

Driver Schools - Jeff White provided actual vs. projected attendance and financials for all 2009 driver schools and races. Among the greatest shortfalls was the number of racers, and at this point he is projecting a similar 2010. A July Club Racing School was suggested by Jeff Caldwell. There was discussion on the necessity of a Friday track rental for this, which unfortunately is not possible. Total loss for Driver Schools was only \$2,300, with no cancellations, which is much better than most chapters. Jeff White reviewed the dates being requested for 2010, which are essentially the same as 2009. The possible loss of our May Lime Rock date to the SCCA was noted, and Monticello was discussed as an alternative. There was a discussion on co-event operation with the DelVal Chapter. Larry mentioned that NJMP had suggested a co-managed NJ Chapter event with the Audi Club, and there was strong consensus against doing this.

Autocross - Elihu reported a successful season with no rain-outs. The last event had 38 attendees and 15 runs. He is working on a schedule for 2010 for the NJ Expo Center and TD Bank Ballpark (public schedule expected next week). Elihu will do a tentative yes to Expo on the Sunday May 16 date. Elihu mentioned that PCA has done an autocross shootout with same-car competition. Ross stated that BMW of Bloomfield has a suitable car available. Under the topic of plaque-buildup, Dr. Savad brought some old autocross awards which could be rehabilitated and re-used.

Rally - Ross Karlin reiterated the need for prizes for the Whack Your Turkey Rally. Larry and Paul agreed to assist in this regard.

Old Business

None.

New Business

The next Board meeting was set for Wednesday, January 6th at Alfonso's. Warren motioned to adjourn at 9:15 pm and Al seconded (motion carried unanimously).

Respectfully submitted,
David Allaway, Secretary



NJ Chapter of the BMW CCA Board Meeting

January 6, 2010

Board members present: Larry Engel, Jamie Kavalieros, Al Drugos, Paul Ngai, Mark Mallory, Warren Brown, Doug Feigel, Jeff White, Ross Karlin and Dave Allaway. Board members absent: Bob Conway, Jerry Faber. Others present: Neil Gambony, Elihu Savad, Brian Morgan, Blake Smith, Vic Lucariello, Colin Vozeh.

President

Larry Engel called the meeting to order at 7:30 pm at Alfonso's in Somerville. Al Drugos moved to waive the reading of the November minutes and Jamie Kavalieros seconded (motion carried unanimously). Larry moved to appoint Ross Karlin as Member-at-Large, Jeff White as Member-at-Large, Jerry Faber as Newsletter Editor, and Bob Conway as Webmaster. Jamie seconded and the motion carried (5 in favor, 1 opposed). Larry thanked the recent and continuing Board members for their efforts, with special thanks to Deb Kolar, Neil Gambony and Warren Brown, and welcomed new Board members Mark Mallory and Doug Feigel. Larry expressed the desire to improve the lead time and notification to members on club events. Larry requested contacts with dealers who are not currently sponsors, with the stated objective of meeting with every general manager. Larry suggested a BMW sales-referral story thread on the website. Larry solicited ideas for new activities, with organization and funding, especially events which benefit the larger community. There was discussion on the insurance requirement for a go-kart event, if club sanctioned. Larry reviewed the current list of complementary Roundel recipients, and requested additions via e-mail.

Vice President

Paul Ngai reported the following general meetings: January 21st at DCC will feature Roundel photographer Klaus Schnitzer (Paul, Jamie and Elihu to coordinate AV equipment); February 17th at DCC (topic to be determined); March 17th at JMK BMW will feature Larry Koch (BMW NA) as speaker; and a June meeting at BMW NA is anticipated. There was discussion of potential speakers for a July meeting the week of the NJMP Grand Am race. Paul also mentioned a Do-It-Yourself session at a dealership or other facility, and will follow up with National Capital Chapter on their experience with this.

Treasurer

Outgoing treasurer Warren Brown distributed the final 2009 financials. Net loss was \$10,726.69, not including a \$6,000 refundable deposit for NJMP, to be recorded as a 2010 expense. Larry moved to amend the check-signing authority to: Mark Mallory, Paul Ngai and Doug Feigel. Dave Allaway seconded and the motion carried unanimously. Dave agreed to write a letter for the bank confirming the officer status of the three current signers. There was a discussion on a bank debit/credit card, with no action taken.

Secretary

Dave Allaway moved to appoint Doug Feigel as Business Manager. Warren seconded and the motion carried unanimously. Larry moved to appoint Neil Gambony as New Member chair. Mark seconded and the motion carried unanimously.

Social Events

Al Drugos reported that door prizes are needed for the Banquet, and Larry and Ross agreed to follow-up on this.

Newsletter

Jerry Faber requested, via Larry, that the newsletter deadline be moved to the 26th of the prior month.

Webmaster

No report.

Business Manager

A presentation outlining sponsorship opportunities, developed by Larry and Doug Feigel, was circulated.

Driving Events

Jamie Kavalieros reported that Brian Morgan and Francine Cracker have volunteered to master the Spring Rally, on a May date to be announced. Jamie volunteered to run another Gymkhana in connection with an autocross. Jamie noted that wristbands need to be ordered.

Driver Schools - Jeff White distributed a detailed list of 2010 driver schools including dates and projected costs, registration fees, attendance and profit/loss. Jeff indicated that the driver school committee will be increasingly active. A decision on joint events was deferred to the committee. Jeff reported that signed contracts are in place with NJMP and Monticello, with a final contract from SPR expected in March. The annual instructor seminar will be held February 27th at the Grand Colonial, speakers to be determined.

Autocross - Elihu Savad reviewed the tentative autocross schedule, now revised for April 18th as a regular autocross at TD Bank Ballpark, May 2nd as TireRack Street Survival (TSS) at NJ Expo Center, June 13th as a regular autocross, and September 12th now in conflict with Shenandoah (to be resolved). Larry volunteered to coordinate the TSS event. Vic Lucariello raised the question of doing a car control clinic for adults, and concern was expressed over the cost but no conclusion was reached.

Old Business

Larry noted his intention to execute the High Point Insurance agreement, as previously approved.

Warren asked about the Campgaw deposit refund and Ross agreed to follow-up.

New Business

Vic raised the question of club certification of NJ Collector Vehicle Program status for the E30 M3 and E30 318is. Larry agreed to provide to necessary letter to any interested parties, provided that they e-mail reference to production statistics.

The next Board meeting was set for February 10th at Alfonso's. Ross motioned to adjourn at 10:03 and Jamie seconded (motion carried unanimously).

Respectfully submitted,
David Allaway, Secretary



Driver School Schedule

The Driver School Committee is pleased to announce the 2010 driver school schedule. Following on from our success of last year we again have a schedule that runs from April to the end of October! Where possible, we have held registration fees constant with a modest increase for two events and a decrease for the new venue. You will notice some interesting changes to the schedule this year. Finally, we are again offering a series of promotions designed to make participating in multiple schools more affordable and to encourage first-time participants to come out and give our schools a try.

This year we start the season on April 12 at a new track - Monticello Motor Club. Monticello Motor Club is a premier facility built on the model of a "country club for car owners". MMC has chosen to open the facility to various car clubs and organizations this year and we are fortunate to offer a school that uses the entire 4.1 mile course. This track is longer than Watkins Glen and is the biggest track in our region. Photos, video and a track map can be found at MMC's website: www.monticellomotorclub.com. With up to 22 turns (depending on configuration), long straights and elevation changes, this will be a fun track to drive. This is a rare chance to drive a circuit for the first time. Given MMC's business model, we cannot be certain whether we will have the option to return in 2011. If you have an interest in this track, register early. We anticipate a full school.

Next up is our combined Driver School/ Instructor Training School at Summit Point Raceway on the Main Track on May 17-18 (Monday-Tuesday). This school is limited to students who have previous driver school experience, since we need to maintain a flexible schedule for the ITS candidates, but it offers more track time than any of our other schools. This school offers advanced students the opportunity to truly hone their skills. If you are interested in participating in the Instructor Training School, please contact our Chief Instructor Barry Stevens as ITS is by invitation only. With better weather expected in May, we look forward to a larger turnout than last year.

Our traditional June combined Club Race and Driver School to benefit the Westlake School is scheduled for Thunderbolt Raceway at New Jersey Motorsports Park on June 7-8 (Mon-Tues). Last year's school was completely full and we had a good response from the Club Racers. The Monday night banquet was a huge success and the Westlake kids had a great time. This school is open to all students; however, because we are sharing the track time with the Racers, we will only have 2 student run groups. Be sure to register early as this school will fill quickly.

In July we will be holding our annual combined Club race and Driver School at Summit Point Raceway on July 24-25 (Sat-Sun). This is always a well-attended event featuring close racing and a barbeque at the track on Saturday evening. Stay tuned to this space for possible further announcements about this event.

The theme of combined Driver School and Club Race is continued with the 3-day August event at NJMP on the Lightning circuit (Aug 13-15, Fri-Sun). Like last year, DelVal will be the hosting chapter. Once again we anticipate that this event will sell out quickly. Registration is being managed by our DelVal colleagues so please refer to their website for registration details.

In September we will be returning to West Virginia to hold a weekend school on the Shenandoah Circuit at Summit Point (Sat-Sun, Sep 11-12). This is really a tremendous school that is slowly building a faithful following of attendees. There are generally fewer students per run group and we have use of the skid pad for both days (the only school where that is possible). Shenandoah is a track that rewards driver skill and will make you a better driver. This is also the only track where you can run a replica of the Karussel from the Nurburgring - there is nothing to compare looking out your driver-side window to see where you are headed.

To finish the year we are repeating our Introduction to the Track Driver School. Last year's event was an overwhelming success with the largest single day turnout we have ever had. The Driver School Committee understands that there are hurdles for "first-time" students to overcome to try one of our events and so we have designed this school to reduce those hurdles as much as possible. First, the event is being held locally. Hotel rooms in the Millville area are relatively low priced and, for students who live in southern NJ, you could even get up early and drive down the morning of the event. Second, we are offering a \$50 rebate to our First Timers so that your final registration fee is only \$125. You will not find a better rate to get out on the track with personalized instruction anywhere. Third, this event will have 4 student run groups, rather than the traditional 3, and at least one of these run groups will be solely for First Time students (last year we had two groups of First Time students). This arrangement will allow instruction on the track and in the classroom to be specific for First Time students and will provide a smaller run group for First Time students allowing better spacing on the track. Fourth, we will have skid pad and car control sessions for First Time students to give you a better feel for your car and augment what you learn on the track. Fifth, for our First Time students, we may also be able to loan you a helmet for the event (please see Promotions). And, Sixth and finally, each First Time student will be assigned a Mentor who will contact you prior to the event and be a point of contact to answer any questions you might have before you arrive. Last year we had 38 student participants who had never been on the track and every one of them left with a huge smile on their face.


We must also emphasize that this school is open to students of any level of experience. We will have our traditional run groups in addition to our dedicated First-Timer group. This is the perfect opportunity to bring a friend, spouse, sibling or offspring to the track for the first time. Your companion will be in her/his run group while you are in yours.

As we have done in the past, we have been working closely with our friends in the DelVal chapter so that our combined schedules offer schools that are spaced apart well. Between the two chapters we offer events at 8 different tracks run in 9 configurations all within a half-day's drive, or less, of our membership. There is nowhere else in the country that offers this variety.

Registration is now open on the website with event descriptions and registration instructions for all events. We are again accepting payment either electronically via Google Checkout or by check. In the meantime, get your car ready, order new brake pads and we'll see you in the Spring.

School	Dates	Location
Driver School	April 12	Monticello Motor Club, Monticello, NY
Driver School/ITS	May 17-18	Summit Point Raceway, WV
Driver School/Club Race	June 7-8	NJMP- Thunderbolt Raceway, Millville, NJ
Driver School/Club Race	July 24-25	Summit Point Raceway, WV
Driver School/Club Race (hosted by DelVal)	Aug 13-15-23	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep. 11-12	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

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Driver School Promotions

Once again we are offering a series of promotions to enable students to attend multiple events this year. The goals of our promotions are two-fold. First, we want to encourage members who have never participated in a track event to come out and give it a try. Find out how your car was meant to be driven and become a better, safer driver in the process. Second, we want to reward those students who attend multiple events. The only way we can maintain our schedule is to fill our schools and we want to do what we can to make that possible.

Discounts will be issued as a rebate check following the event.

Promotions can be combined for even greater savings. Please e-mail the registrar to be sure you are properly credited.

The promotions are:

Loaner Helmets: This program is designed for students who are coming to one of our schools as a "First-timer" (you've never been to the track before) and have concerns about the costs involved. If you don't have a helmet to use, we may be able to help! We now have helmets that we can loan to you for the event (limited number and sizes), so sign-up early by contacting Jamie Kavalieros at helmets@njbmwcca.org. Take the plunge and come on out - you'll never forget it.

Jeff White

Promotion	Benefit
Register and pay for Monticello and Shenandoah by April 5 [@]	\$80 rebate issued after Shenandoah (\$495 total fee for both)
For "experienced students", attend Monticello School	\$50 rebate for Shenandoah [#]
For students who were "First-timers" at our 2010 October Intro School, attend Monticello	\$50 rebate for your next school*
Attend Summit Point ADS/ITS event	\$50 rebate for Shenandoah
Attend any 4 schools *	Receive a free school in 2011*
Attend Monticello, Thunderbolt, Summit Point or Shenandoah [^] as a First-time student	\$50 rebate for Shenandoah [#] or \$50 off your next school in 2011*
Attend our October Intro to the Track School as a "First-timer", i.e. as a student who has <u>never</u> been to the track	\$50 rebate issued after the event

[@] Must attend both events to receive discount

[#] Cannot be combined with the combined Monticello-Shenandoah registration promotion

* Excludes August Joint Event at NJMP/Lightning

[^] Shenandoah First-time students only entitled to 2011 discount

Autocross Schedule

OK Autocrossers. Time to get moving on prepping your car (and you). Lose those last 10 pounds and decrease your run times by half a second. Here's the schedule known at this time for our autocross season. See you there.

April	18	TDBP
May	2	EXPO *
June	13	TDBP
July	11	TDBP
Aug	8	TDBP
Aug	22	TDBP
Sep	19	PNC Bank Arts Center
Oct	10	TDBP
Nov	7	TDBP

*May 2 at Expo is planned as a Tire Rack Street Survival.

TDBP - TD Ball Park in Bridgewater.
 EXPO - Raritan Exposition Center in Edison
 PNC - Art Center off the Garden State Parkway

Vintage at the Vineyards

Date: May 28-30, 2010
 Location: Dobson, North Carolina
 Venue: Shelton Vineyards
 Target Audience: Vintage BMW Cars and Motorcycles
 Sponsor: BMW CCA Foundation

Contact: Bill Williams
 billwill72tii@verizon.net
 410.804.2267

May 28-30, 2010 - Vintage at the Vineyards - 7th annual gathering of vintage BMW cars and bikes. The event is located at beautiful Shelton Vineyards in Dobson, North Carolina. Weekends activities include scenic drives, wine tasting, hay rides, live rock-a-billy band Straight 8's and more. Friday meet-and-greet for vintage BMW owners sponsored by BMW CCA Foundation. The Foundation is also putting together a special display of prominent BMW race-cars. Nearly 300 vintage BMWs on display last year! For more info and link to registration, please visit the website: www.vintageatthevineyards.com . Reg \$10 per car. Festmeister: Scott Sturdy, scottsturdy@yahoo.com.

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Rescue e21 by JT Burkard

A few articles back I mentioned that another e21 followed me home. To be exact it was in June 09 when I got an email from Hank Farber, fellow club member, that said he had a lonely e21 just sitting on the side of his house that he wasn't doing anything with. Since I have a reputation for being into these cars, he contacted me to see if I would like to be the new caretaker of this 320i. How can I pass up an e21 in need?

I loaded up the truck, my car trailer, and a battery jump pack and headed out to see what was in store for me and Sandy. When we arrived at Hanks, I noticed this faded out Sierra Beige e21 with e30 snow tires on the back, dry rotted tires in the front, surface rust spots and an interior with Recaro seats that didn't match its carpet. Not the best first impression but I can see a car for what it can be. After a little history of the car and learning it was once in the hands of Ross Karlin and Dave McIntyre as well as other club members, it was only right to take this 320i and give it a new home.

The battery was dead from sitting for about a year or year and a half. I decided to try and see if it would take a jump. After several attempts, the little 2.0L came to life, sputtered for a moment but then the idle smoothed out. It smoked for a couple minutes but then cleared out. This is typical of any car that has sat for a while. This also helped in loading the car now that I didn't have to use my come-a-long to winch it onto the trailer. It needs some attention but its turning out to be a little better than I expect, or so I hope. I loaded it onto the trailer, strapped it down and left. On the way home we stopped at a local diner. Before going in, I checked it out even further and realized this was a nice solid car. When we were done with lunch I found a Turtle checking out the e21. He was right next to the trailer. I picked him up and put him back in the woods. Yup the appeal of an e21 spans all creatures.

Since I didn't have room at my house, I conveniently dropped the car off at my mother's home while she was recovering from ankle surgery. She won't mind if I use her driveway if she's not home would she? From what was supposed to be a two week drop off turned into a 5 months of further storage. Since she lives 25 miles from me, I didn't get to do anything to the car. When I traded off my Jeep for a Harley Sportster I freed up the space I needed and brought the e21 home to my driveway.

Now that I had the car within reach I had to go through the car and see what it needed. First order was to get a fresh charged battery in her. Once the car was capable of starting and running on its own I had a little more confidence in what I had. The next step was the check over all systems and see what else needed attention. The rubber rings that hold the muffler in place were all rotted or missing, the tires needed instant replacement, obvious fluid changes, wiper blades were shot, the sunroof leaked, and the paint was faded out. The brake rotors were a bit rusty from its slumber but everything seemed to be in good shape. The speedometer no longer worked as well. According to Dave, while he was driving the car the speedo needle started to fluctuate then it started to spin all around in a circle. After its clockwise dance it did its own version of the exorcist and spin backwards until the needle fell off and the speedometer stopped working entirely. When I tucked my head under the dash, the cable was disconnected from the cluster. I reattached it but now there is a hideous whirring noise so I had to disconnect it again. Looks like it will need to be sent out for repair. At least I found out the odometer still works.

The next step was to get it road worthy. I called up my local Firestone shop for a set of tires. In the 90's I worked for a Firestone for several years as a Tech and ever since I have used Bridgestone and Firestone products. I also get a dealer discount since my shop uses them. I couldn't believe my ears when they said a set of 4 185/70/13 tires were \$117.00 mounted & balanced. That's not for one tire, that's for all 4! I have a set of 13" BBS style wheels from a 1983 320is but I decided since I never see any e21's with the original steel wheels, I am going to mount the new skins on the steelies for nostalgic reasons.

I installed new rubber muffler mounting rings, a set of wiper blades as well as the tires. I registered the car and figured I would run into a few other issues as I started to drive it around. So far I have kept the travels local just in case of any other issues. The one low beam on the headlight

went out. I figured no big deal and I'll just replace both. When I swapped the old bulb out for the new one and tried it out, it still didn't work. Some how the wiring is messed up and now only the high beam works on this light, not the low beam. That will be a project I need to address soon. Also the clutch pedal gave way on me so I bought a new clutch master cylinder and slave cylinder. I should have checked the fluid first because it was just low. I figured there is a leak some where so I will wind up replacing both parts just to be on the safe side.

The body is in very solid condition. It was previously repainted and the hood and fender were replaced. Unfortunately from sitting the paint faded to the point it was chalky and it has various spots of surface rust here and there. No spot bigger than 3" long and not rot but those areas will need attention soon. The rain gutters are missing their trim but I do have ones off a parts car. I was able to bring the paint back to its former glory by sending it out to a professional for them to buff it. Let me tell you it shines like a new paint job. I was really impressed with the way it came out. You can tell it was a decent repaint as the finish came back nice and smooth. My original plans were to repaint the entire car a different color. Ross Karlin wasn't to please when I said that to him. I decided since the paint that is on the car is still serviceable, I will touch up the areas and see where it goes from there. It is also now the opposite of the black 77' e21 I have. That one is black with tan interior; this one is Beige with black interior.

The interior was changed over from tan to black with Recaro seats replacing the original non-sport seats. The only thing that wasn't changed was the carpet. That is still tan. I actually have a good carpet from my parts car that just might find its way into this one so everything matches. The seats are cracked on the side bolsters. This will be a project down the road. The original radio still works as well. That was a shock to me. The car is equipped with air conditioning but it appears this will need a recharge to work again. The sunroof crank is broken but I have another one from the parts car.

Over all, I am glad this e21 found its way to me. With the last 4 or so owners being CCA members, this 320i has had a fairly good life. It has found another good home and with a little effort, it will be a quality car. As of this moment, I've only put around 150-200 miles on it since I've only used it around town. After the tune up and fluid change, plus repairing the headlight issue, I will be testing its long distance driving abilities and hopefully, it will pass.

Stay tuned as I will be updating the status of this car in future articles.

Send comments and suggestions to: JTBurkard@comcast.net



NJ Chapter Calendar

February 2010

Wednesday, Feb 17, 2010 at 7:30pm
Bob Kakascik, President of Stable Energies will be at the Deutscher Club to talk about safety equipment and other safety devices for your BMW.

Saturday, February 20th
Annual Club Banquet. Held at the Grand Colonial in Perryville, NJ.

March 2010

Wednesday, March 17th
March Monthly meeting 17th at JMK BMW on Route 22 East in Springfield. Larry Koch, BMW of North America M Brand Manager, will be our guest speaker. Come on out and see JMK's new facility and hear what Larry has to say!

Stay tuned for the exact meeting time.

April 2010

April meeting - 4/21 at the Deutscher Club

May 2010

May meeting - 5/19 TBD

June 2010

June meeting - 6/18 at BMWNA

Welcome New Members

Yusuf Akdemir
Fitzgerald Algoo
Alan Antolick
Thiruullur Doddi
Patricia Driver
Martin Eagan
Andrew Ertman
Harvey Feuer
Nicholas Fortuna

Scott Gomez
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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.

Stable Energies at February meeting

Our February meeting will be at the Deutscher Club. Bob Kakascik, President of Stable Energies will be there to talk about safety equipment and other safety devices for your BMW. If you are serious about racing, you want to come to this meeting. Please join us at the Deutscher Club on Wednesday, February 17, 2010 at 7:30pm. All members are welcome.

Directions for the Deutscher Club can be found on the website under 'Directions'

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