



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
April 2010

<http://www.njbmwcca.org>

Volume 41 Number 4

## March Monthly Meeting



Larry Koch speaks to club.



Photos by  
Paul Ngai

and the club listens.



Keep on Truckin' er SAVing

The March chapter meeting was held on the 17th at JMK BMW's new facility in Springfield. Beautiful Spring weather and guest speaker M Brand Manager Larry Koch drew a crowd of about a hundred club members and guests. JMK was founded in 1965, and the completely new facility features a two story showroom, multi-level garage, and a drive-in covered service welcoming area.



Roger Kosempel, JMK Owner and Pedro Santos, Wholesale Parts Manager

Larry Koch talked about the race season for **(Continued on Page 9)**

Newsletter of the NJ Chapter  
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# The Cone Catcher



by Larry Engel

As I mentioned in last month's column, I returned to Florida for a few days last week to meet up with my middle son Chris and do some guy stuff. We used my mother-in-law's house in Naples as our base of operations. Unlike my visit earlier in the year, I was able to complete my trifecta - car stuff, golf, and fishing. We just hit a few balls at the driving range, but it counts as golf. The bass weren't really biting, but I did manage to catch a couple.

The car stuff made up for the low-level golf and fishing action. We drove two hours northeast to Sebring on Friday and Saturday. I had never been there, and seeing the 12 hour race was one of the things I wanted to check off my bucket list. From Naples, three-quarters of the trip takes you through orange groves and cattle range. And talk about flat? We're talking billiard table flat. The crowd at the track was immense, and I'm glad I bought the BMW Corral ticket, even though we drove Chris' Camry to the race. The Florida Suncoast Chapter hosts the Corral, and they had two TV's set up. One was carrying the live Speed Channel feed, and the other alternated between timing and scoring and the in-car feed from the Rahal-Letterman M3s.

Unlike my January trip to Daytona, the weather in Sebring was fabulous. Saturday was particularly magnificent, with temperatures in the mid 70's and a cooling breeze under brilliant sunshine. It was just wonderful.

When we arrived on Friday, we took a walk through the paddock. One of the first things we saw was the BMW promotional display, which included the 3.0csi that won Sebring 35 years ago. The company was celebrating the anniversary of their first Sebring win with cake and festivities. There was also an E46 PTG car and an E92 GT2 car in the display area, as well as a street M3 and X5M. There were a lot of BMW corporate types around. Long-time chapter member Matt Russell was one of them, and of course Martin Birkmann was there, too. They hosted the club members in the BMW paddock on Friday afternoon. Everyone was able to go "behind the ropes" and watch the crew working on the cars while Matt and Martin said a few words. Everyone enjoyed anniversary cake in the paddock, too. Of course Bobby Rahal was there, and so was Dr. Mario Theissen, BMW AG's Motorsport Manager.

As we were walking through the paddock on Friday, we happened upon a man polishing a beautifully prepared E30 M3, which was being run in the SVRA Historic event that was one of the other races set for the weekend. The owner and I got to talking, and when I mentioned I was from New Jersey, he introduced himself as Scott Hughes. Scott was President of the New Jersey Chapter in the 1970's, and his description of how he achieved the office sounded familiar - something about excusing himself from the meeting for a few minutes and being congratulated on his election when he returned. I also met Fran, his wife. Scott and Fran Hughes are legendary in the club, and it was great to meet them. Among other things, they were instrumental in creating the Driver School and Club Racing programs in the BMW CCA.

Friday night we returned to Naples for a nice dinner with Karin's mom, and we left the house at six on Saturday morning to return to Sebring. As is the custom with sports car racing, spectators are allowed on pit road just prior to the start of the race to see the cars and drivers on the grid. The crowd was huge. The GT2 pole-winning M3 failed post-qualifying inspection and had to start from the pits. In addition, it was damaged during a morning warm-up crash. It was trying to make its way to the pit stall through the throng, using its throttle as a horn. Ace driver Bill Auberlen acted as traffic cop and helped get the car to its starting spot.

The race started at 10:30am, and it had been our plan to watch for a few hours, return to Naples for dinner, and watch the end of the race on TV. Chris had to drive from Naples to Clemson, SC on Sunday, and I wanted to make sure he got a full night's sleep.

Although I generally prefer the wheel-to-wheel racing in the rival Grand-Am series, the ALMS cars at Sebring were incredible. The Rahal-Letterman M3s compete with Ferraris, Corvettes, Porsches, and a Jaguar and Ford GT. The cars look beautiful and the sounds are incredible. Most impressive, however, are the diesel-powered Peugeot prototypes. They're

almost silent, and they accelerate like rocket ships! It was really a thrill watching them come right at us down the long back straight. The BMW Corral was at Sunset Corner at the end of the straight, and you could watch the cars coming directly at you like darts heading towards a bull's eye. You think they're going to run into you until they brake and make the 180 degree turn to the front straight. It was so cool to watch. We also walked around and watched from other vantage points. The most impressive to me was the hairpin near the hotel, where you could watch the cars accelerate at an impossible rate and slow suddenly for the very tight turn.

When I got home, one of the first things I did was "drive" the Sebring track on Forza Motorsport 3, and I tried it using the game's Peugeot 908 and Rahal-Letterman M3. I really improved my pace on the game after seeing the track in real life. I have to admit that I have a long way to go, though. The real Peugeot has a fast lap of 1:45 and change, and I'm still 10 seconds slower on the game. The real incredible thing is how quickly the diesel can accelerate to insane speeds. On the game, I reach over 180 on the front straight and into the hairpin, and almost 190 on the back straight. I can only imagine how fast the real car is.

The Peugeots finished 1-2 overall, and the Rahal-Letterman M3s finished second and third in GT2 and 7-8 overall, a great showing. They had a bit of bad luck with yellow flags and ended up behind the pace car but almost a lap down to the class-leading Ferrari - a deficit they just couldn't make up. In the process of trying, Joey Hand had the fast lap in GT2, with a 2:00:895. It looks like the BMW fans are going to have something to cheer about this year.

All this race watching has me chomping at the bit to get out on track myself. The trusty E46 has new braided brake lines, caliper pins and bushings, windshield, radiator, and hoses. All I need to do is throw a set of track pads on and have some fun. I can't wait for Monticello! Until next month, keep the cones standing!

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## Spring Rally - May 23

The New Jersey Chapter will host a spring rally on Sunday, May 23. Rally masters Brian Morgan and Francine Cracker have designed a route that runs on back roads in Mercer and Hunterdon Counties. It will be a gimmick rally, with competitors following a set of route instructions and answering questions along the way. The rally will end at a restaurant where participants may purchase lunch.

There will be two classes, the competition class for a driver and navigator and the family class for teams with more than two participants. Those entered in the competition class will score points in the New Jersey Chapter Championship Series.

The rally will begin at It's Nutts restaurant at 1382 River Road (Route 29) in Titusville, NJ, just north of the Washington Crossing Bridge. The restaurant will be open. Registration opens at 9 am, with a drivers' meeting at 9:30 and first car off at 10. To sign up, please e-mail [briansmorgan@comcast.net](mailto:briansmorgan@comcast.net), with Spring Rally in the subject line. Please include the names of the driver, navigator, and other participants. The entry fee of \$20 will be collected at registration on the day of the rally.

Brian Morgan



# Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This time out I have some things for you to consider as you look over your car after that seemingly unending winter we just endured.

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.

Last month I received a lone inspection report, this one from the NJ Chapter's inveterate Doctor of Autocrossing, Elihu Savad. El's E30 M3 turned in some terrific numbers, with hydrocarbons [HC] at 5 [!] ppm [Limit - 220 ppm] and carbon monoxide [CO] at 0.01% [Limit - 1.2%]. And with 160,000 miles, no less. Heck, I have seen *ambient air* readings of 2 ppm HC! [Regular readers will recall Renata Melnitschenko's emissions data from last month: 181 ppm HC and 0.55% CO. See what I was talking about?]

Whenever you check or change the brake fluid on your E39 5-Series [96-03], be sure to examine the drain hole in the bottom of the cowl cavity that houses the brake master cylinder and brake booster. I have seen reports where, due to a clogged drain, the cavity has filled with water and ruined the brake booster. Indeed, in one extreme case, the water reportedly invaded the brake booster itself and then froze, thereby rendering the brakes inoperative! Quite a frosty-late-for-work-Monday-morning surprise, I would say.

Where exactly can you find the brake booster and master cylinder on your E39? I am glad you asked, Alphonse. Photo #1 depicts the left- [driver]



**Photo #1 Master Cylinder Hides Under Here**

side cowl area on an E39. Removing a spring clip and cover gets you to the cabin-air filter on that side, as shown in Photo #2. [There is another cabin filter on the right side of the car, so check that one as well while you are at it.] Removing another spring clip and disconnecting the left-side cabin-intake duct allows you to remove the access cover for the brake-booster and master-cylinder cavity. Photo #3 shows the drain hole in the bottom of the cavity [under the master-cylinder tube nut]. Ensure that the hole is not clogged or obstructed with debris.

BMW's since the 320i era have been fitted with wear sensors on their disc-brake pads. Typically, the left-front and right-rear inner brake pads are



**Photo #2 Cabin Filter Exposed**

fitted with the sensors. When the brake pad has worn to the replacement point, the pad sensor contacts the brake rotor, illuminating a brake-wear warning on the instrument cluster and on the i-Drive screen [on vehicles so



**Photo #3 Drain Hole Under Master Cylinder And Booster**

equipped]. On newer Bimmers, rather than just illuminating a warning lamp, the wear sensors actually provide an estimate of the number of miles of remaining brake-pad life! Pretty trick, eh? With all this technology, you might think that you never have to examine your brakes; that you can just wait until the brake-wear warning comes on. Well, Alphonse, I am afraid that I cannot agree with that.

I recently looked at an E39 that was emitting a distinct grinding sound from the right front when the brakes were applied. The right-front pads were worn right to the metal, and as you might expect, the rotor was ruined from the metal-to-metal contact. I would not have wanted to have to stop this car in a hurry from highway speeds! Curiously, the brake-wear-warning lamp was not on.

Photo #4 depicts the removed left- and right-front [lower one in photo] inner brake pads. Despite the extreme wear on the right pad, the left pad [You can see the wear sensor on the top center of the pad.] still had about 4 mm of friction material remaining. [The thickness of a new brake pad for this car is about 12 mm.] The pad sensor contacts the rotor when there is about 3 mm of material remaining, so this explains why the wear-indicator lamp was not on.

**(Continued on Page 11)**

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# Finish Lines

by Thom Rossi

My trailer is now resting comfortably at David and Peggy Finch's farm. There it stands as a testament to the question: what the heck was Thom thinking when he bought that thing?

My insanity was first ignited by the advertising brochure for my F-350, which showed the truck towing a gigantic backhoe on a gooseneck trailer. It wasn't long before I convinced myself that a truck with a 25,000 lb towing capacity demanded a more challenging task than towing my open trailer and race car. Seriously, I'm that susceptible to a slick advert.

Then I started staying at the track in Bill Van Ocker's camper and I realized that it was actually a pretty good thing to have some portable living space. It gives you a nice place to change in and out of your racing suit, great camaraderie with a group of hard-core trackies who also camp at the track, and much easier mornings.

Slowly, a plan emerged from my smoldering neurons: get a big trailer you can sleep in. I started looking last year for living quarter trailers with enough room in their garage to hold my race car and a few track essentials. At first, I looked at "reasonable" sized trailers: around 30 feet. A tight fit for the car after living space was accounted for, but do-able.

I blame the final combustion of my flawed thinking into a bonfire of madness on Barak Hussein Obama. Buried deep in his economic stimulus package for 2009 was a little known tax credit for the purchase of qualified plug-in electric vehicles. Some enterprising genius who runs a golf cart company figured out how to make his carts street legal and qualified for tax credits. In fact, the amount of the tax credit allowed for these glorified golf carts is exactly equal to the retail price! In other words, as long as you pay at least \$6,500 of federal taxes, you can get that amount of money back from the government if you bought one of these vehicles before the end of the year. Basically, Uncle Sam was offering to buy me a free golf cart. How could I turn that down? The plus side of having a golf cart at the track is that it will be very helpful in getting me to and from the bathroom quickly and often: an important consideration at my age. The down side is that you have to get the golf cart to the track.

Suddenly my tight fit into a 30' trailer became impossible. It was time to think bigger.

Then there's the economic collapse. It's been dragging on much longer than anyone thought it would, so just about everything I want is being sold cheap by somebody who can't afford to keep it, including a gigantic trailer.

The confluence of all of these factors convinced me that it was a good idea to buy a used 40-foot gooseneck enclosed trailer from a racing team at a great price. Doesn't it sound like a good idea to you, too?

My first hint that I might have been a little irrational came when I was towing the box home for the first time. I recalled that our first house was 40 feet wide. Hmmmm, maybe this is a little excessive, a voice in my head started to whisper. But, like crazy people everywhere, I've learned to be skeptical of the many voices in my head. When I got home and saw this thing in my driveway, though, I knew.

Next came my ill-fated attempt to store the trailer behind our house. Let's just say I found out that you have to travel a mere 70 feet or so off my driveway to find mud: deep mud. The kind of mud you can't drive a dually through, especially with an 8,000 lb. box strapped to it. Ever wonder how deep a rig like that can dig itself into the ground? When I finally did get the thing un-stuck, I was left having to store it right next to my driveway. My neighbors literally put their house up for sale that same week: coincidence?

My intention was to find a storage facility and get the trailer off our property before it started to annoy Mrs. R. Then the snows came, turning my trailer into the three-axled equivalent of a beached white whale. When the Spring thaw finally came, I begged David Finch to let me store my trailer at his place; a proposition to which he and Peggy mercifully agreed. That left the small matter of getting the trailer from my house to his. The only reason that might sound easy is because I forgot to tell you that there are two routes to take between my house and the Finches': the hard one, and the

impossible one. Guess which one my nav system sent me on. Following the directions of a nav system requires the same leap of faith that some people are able to muster when, for example, Congress decides it is going to "reform" our healthcare. Just follow one step at a time; don't worry about what comes next. Which is what I did, at least until I got to the impassable bridge about a mile from their farm. The thing about finding yourself unable to proceed in the forward direction is that you have to find a way to back up. In this case, I had to back up a mile-long hill, on a twisty 1.5 lane country road, with absolutely no rearward vision. By the time I got to the top of the hill with David's guidance, the road was lined with curious farmers who had stopped their work to come watch the show while plucking their banjos and making pig squealing sounds. Scary.

That is how my trailer finally came to rest at the Finch farm. How is Mrs. R. taking all of this? Let me sum it up for you this way. Just before I towed my trailer to the Finch's place, I decided to clean it up a bit. Mrs. R. is the cleaning expert in my house and I frankly didn't have a clue where to start. So I asked her to come out and take a look inside the trailer to give me some advice. "Where should I start?" I asked. She appeared to give it some thought, looked right at me with a straight face and said, "Step one: sell it."



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## Upcoming Meetings

### April Meeting

Our April 21st meeting will be held at ShadeTree Garage in Morristown, NJ. Marge and Jon have put together a great program for us that evening. Phil will show us how to change brake fluid and Chris will show us a few tricks on car detailing. The meeting will begin at 7pm with meet and greet starting at 6:30pm. We look forward to seeing everyone there!

### May Meeting

Murray Smith, author speaker, and entrepreneur, has extensive knowledge in motorsports history and will speak on a variety of subjects. Location to be determined. May 19th.

### June Meeting

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

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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.

**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](mailto: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 <sup>@</sup>	\$80 rebate issued after Shenandoah (\$495 total fee for both)
For "experienced students", attend Monticello School	\$50 rebate for Shenandoah <sup>#</sup>
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 <sup>^</sup> as a First-time student	\$50 rebate for Shenandoah <sup>#</sup> 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

<sup>@</sup> Must attend both events to receive discount

<sup>#</sup> Cannot be combined with the combined Monticello–Shenandoah registration promotion

\* Excludes August Joint Event at NJMP/Lightning

<sup>^</sup> Shenandoah First-time students only entitled to 2011 discount

# Life in the Electric Lane - Temperature-dependent driving (or not)

It has been a couple of months since my last update. Well, this one will be short as that is a metaphor for the driving range of an electric vehicle in cold weather. As the temperature dropped in December and January so did the driving range on the Mini-E. Unfortunately, this is not a case where we are looking at a few percentage points difference - this is a change of 20% or more!

As an example, in late January when the temperature was in the mid-20's, I needed to take a 50 mile round trip up to Sparta and back. Starting the vehicle after a full charge, the indicated range was about 85 miles. If you recall, back in August and September, we could usually get 100+ miles from a charge. Mini sent an email at the start of winter warning that we might see diminished range in the months ahead and their warning was manifest here. On this day, I was mindful of my speed, the roads were dry; I did not have the heater on any more than necessary and didn't need to run any other accessories. By the time I rolled back into the garage an hour later, the charge gauge showed I had expended 80% of the charge. That yields a range of only 62.5 miles! With this range, the Mini-E became useful and reliable only for weekend trips to the bank and post-office and so spent most of its time parked.

Fast forward a month and I need to take the same trip. This day the temperature was in the 40's, I drove essentially the same as the previous trip (we try to keep this as scientific as possible) and when I pulled into the garage I was now down at 30% charge. The higher temperature had allowed for a longer apparent range. Now let's add an additional level of uncertainty. This time I needed to take a quick (5 mile) run into town so I hopped back in the Mini-E (without any charging) and now the charge indicator said I had 35% charge remaining! How did I gain 5% charge with the car sitting in the garage for 10 minutes? Adding to the confusion is that I drove into town, did a couple of errands and when I got back in the car, I had picked up another few percent of charge such that when I arrived back home I had more indicated charge than when I left!

This seems to be a case of software that is not complete with respect to its predictive abilities. I am not an electrical engineer so I will let our other members tell me why I am wrong but it seems that the charge remaining in the battery pack should be an absolute number and not dependent on software. Thus, the charge indicator gauge should be able to show that value in a manner exactly analogous to the fuel gauge. What is variable is how far I can go on that charge just like it is variable as to how far I can go on 10 gallons of gas in the regular Mini. While our engineer friends might enjoy constructing a curve of driving distance against temperature, that should be a calculation that Mini has completed and programmed into the driving distance software and hardware. I understand that the calculation will be continually be updated as driving conditions change, accessories are used, etc. but this is a case where the car is clearly not fully baked. The lack of certainty in terms of how far your car will take you is beyond inconvenient - in the winter it is dangerous.

The severe temperature dependence is obviously a significant drawback for fully electric vehicles. The auto makers often cite that owners can use a car for 80% of their usual driving if it has a 100 mile range. I have not seen percentages when that number falls to 65 miles but its utility is clearly significantly diminished. Indeed, we can all imagine the hue and cry if we purchased a gas-powered car and were told that we would get 30 mpg in the summer but only 20 mpg in the winter.

So, while the temperature remains low, the Mini-E remains parked most of the time. The Roundel this month discussed the electric 1-series. This car is also listed with a 100-mile range. It will be interesting to see what markets BMW chooses as its test markets - don't be surprised if the concentration is coastal California where, like Goldilocks' porridge, the temperature is not too hot and not too cold. Stay tuned for the next update.

- Jeff White

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# Out of Control

by JT Burkard

I need help. I am completely out of control. Call the mental health ward, I need a room. Psychiatric evaluations might be in order. Is there no end to what I will do? The power of a good price far exceeds any logical consideration of what I will buy. Like the faithful night of April 18th, 1775 when Paul Revere rode his trusty steed across the land proclaiming "The British are coming, the British are coming" I too have been invaded. Are you confused yet? Well so am I. I bought a 1989 Jaguar XJ6.

What? Blasphemy. How can I go buy one of those Brit cars? Have I strayed away from fine German engineering and my family roots? Have I lost my marbles? Have I given up Bratwurst for Fish and Chips? Has the power of the Union Jack taken control of my thought process? Am I going to start talking with an English accent and yell Yeah Baby from my Shaguar? Perhaps I found a liking for ascots, tea and scones? Jolly good and tally ho.

Now before you pull my membership and send hate mail because I am writing about one of those cars with a jumping cat on the hood, I was really in search of a quality e30 convertible. Like my usual fashion, I was scouring the internet for a drop top for the summer when along the way I found a couple other e30's, an e34, a couple 2002's, three different e21's, and a Porsche 924. Yup, I said the P word. Actually that was something Sandy liked and wanted to drive that as a commuter car. It was an 87 924s (944 drivetrain) and it looked like it was in nice condition. Heck that is German and I once owned a 944.

The problem was it was white (I prefer Guards Red), an automatic (who buys an automatic Porsche?) and it was a 924. Also it had a starting issue, or should I say non-starting issue. The owner said he put sensors and other stuff into it and still nothing. Talked with so called "experts" on several forums and still no start. He told me the symptoms, I did 1 hour of research on the internet, called him up and told him to check a couple things. Sure enough I fixed it over the phone. Superman of diagnostics? Nope, just know what to look for I guess. Because of this, I helped him sell his car as now he knew what the issue was and it ran again. Ok, so now I don't have to buy it. I'll just send him my bill for my vast knowledge sites to look stuff up on.

Jump ahead a couple days and a woman walks into my shop and asks "Do you guys buy old cars?" - I work at a classic car dealership where the newest car in the showroom was from 1973. I asked "What do you have?" She proclaimed she owned an 89 Jag xj6 she needed to get rid of by 12:30 that day. It was unregistered and sitting at her mothers Condo and the association was threatening to tow it away. Well, sounds like a good opportunity to buy something on the cheap. Then she offered it up for "a really cheap price to get it gone". No need to say anything else.

About an hour later, I took the short 1 mile drive to this cars location and first spotted an earlier XJ6 from the early 80's in black. I was hoping this was it and she was wrong on the year because it looked good and those had beautiful classic lines. Then I noticed her white 89 and thought "that's still not a bad looking car". That was until I had seen the two flat tires on

the other side, the outside door handle hanging out of the door, the headliner sagging, and the door panels on the rear passenger door was loose on the floor. Plus, the "Leaper" hood emblem was removed by someone. So far, this was not a good impression. She said it would start if I jumped it. So out came the cables and sure enough, she fired right up. Then I noticed "77,000" on the odometer. Hey, now we are getting somewhere. It seems mechanically sound. The brake warning light was on but beyond that it was a decent car. Some cosmetics and a brake fix and we might have another car for the fleet, and of course another one to sell as well.

I struck a deal at a price I couldn't resist. I handed her a fist full of dead presidents in exchange for the title and got this thing towed back to my shop. Then I realized something. Jaguar parts are twice to three times the price of BMW parts. Argh. The brake issue that is normally a simple fix on our cars and most others I buy is not so simple after all. These things use a hydraulic system that it shares with the suspension. Sure they may ride nice but ARGH!!!! What the heck did I get myself into? Oh and the door handles are super expensive as well. The next time someone says to you "BMW huh, parts must be the price of Gold" you can tell them "that's nothing, you should see Jag prices, they are the price of Platinum". This might be the last Leaper I buy. Remember that vast knowledge of places on the internet I knew about? None of them crossed the English Channel and now I am treading water without a personal flotation device.

So now we are back to 8 cars again. The tan e21 is still sitting in the driveway waiting for me to install the new clutch slave and master cylinders. I keep staring at it thinking "I need to get that going again" since this was my commuter car for the grueling 3 miles I need to go everyday. One hour worth of work and I just seem to pass that one by. Oh and my Dodge Ram decided to throw gear lube out of the pinion seal and the posi unit is cracked. We are not doing well in the running car department. So many cars and nothing to drive. What's the sense of owning all of these things if I can't drive any of them? Large metal driveway ornaments? Modern art of the automotive type? It's a good thing I won that BMW Cruise bike a couple years ago. That might be the only thing I have left to ride. And I might lose a pound or two. Wait... the Black e21 is to the rescue! Yup, that one is still going strong.

So now I have a driveway full of dead iron and a "Leaper" at my shop with no brakes. What would be the most logical thing to do? Sell off the dead wood? Maybe repair the tan e21 and put that on the market? Put both the tan e21 and Jag on the market, finish parting out the other e21, and maybe get the truck fixed? That seems logical right? Nope, I am back to looking at e30 convertibles again. Why have one project when you can have a half a dozen? The more the merrier.

Hey, why does this white jacket have very long sleeves and why are the walls of this room padded?

Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)

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## March Meeting

**(Continued From Page 1)** BMW, which features the return of the Rahal-Letterman M3s in ALMS and multiple teams in Grand-Am. BMW has increased its support of the Grand-Am series this year, and several of the Daytona Prototype teams are running Dinan/BMW engines. He also reviewed the M product line and fielded questions from the audience.

The JMK meeting was something of a homecoming for Larry. It was the first dealer he visited as a rookie zone rep when he first went to work for BMW in the '80s. After Larry's talk, a drawing was held for numerous door prizes, and several attendees went home with some great stuff, including great looking BMW luggage sets.

Special thanks to JMK General Manager Robert Schoeneman and Service Director Carlos Duarte for setting up the meeting, and to the entire JMK staff for making the club feel welcome.

- Larry Engel



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# Best Time to Buy a Car

This Fall, a buddy of mine (we'll give him a fictitious name, like Mo) Mo and I were standing in the pits in Lightning and we were discussing the prices on E36 M3s. I suggested that you could get a good running E36 M3 for around \$5K these days. Mo disagreed and said that would be closer to \$10K. I acquiesced and agreed that \$10K would get you a fine car.

Since the season is over... I have been thinking about building a Wally Jordan / Nafi Coker motor. M20 Block with S5X parts. Or find a trashed M3 with a complete drive train. My M52 2.5 motor runs well, but been wishing for an engine that could run in the same ballpark as the 6 cylinder M3s.

I am constantly looking for good deals on a car. I wasn't even thinking what the date was, then I got an Autotrader notice around 4:00 pm on Weds 12/30 (you know, the last week of the year between Christmas and New Years).

98 E36 M3 207K Miles. \$6K. Open Road BMW.

There is no way I am paying \$6K for anything with >200K on it... But I will look.

Emailed the shop and verified it was a stick car and it had a sunroof (if it had no sunroof, I might have spent \$6K).

Drove down to look at it Thursday am (you might remember this as a NJ Blizzard morning). Talked to the sales guy. The car has a disclosure. Dented nose and the Check engine light is on, and I have to buy it as is. Ok, I'm thinking this is just getting worse by the minute... but I'm here so I might as well look at it.

We drive from the used car showroom, across Rt1, across Rt 27 until (20 minutes later) we come to a lot with hundreds of BMWs, (saw a new 335 D, very cool).

It's in a back lot covered in snow and dirt. Down right gross. Grille is dented. Someone backed into it. They replaced the grilles that had gotten punched out, but the surround that holds the grilles now needs to be straightened. Not critical stuff for a donor car.

I get the keys... fumble with the key fob for the viper alarm (stupid alarm) and get it started. Engine runs smooth. Clutch engages nicely. Oil smells good. Coolant smells good. The Oil cap doesn't have any goo inside of it.

Body panels all have correct serial numbers. Air dam isn't scraped. Wheels have no curb rash. Spare tire well has no rust. Looking like a good car to get the drivetrain out of.

We go back to the showroom where I ask for Carfax, Buildsheet and Service records. He says no problem.

Turns out this car is a single owner car that was bought and serviced at Open Road for the whole time. The car is white and was ordered as a stripper. It only has one option, M Contour wheels. I am starting to feel better about this car.

I told him I like it, but there is no way I am paying Dealer retail for a car that won't pass inspection (check engine light and airbag light are both on).

I start at \$4K and we meet in the middle, closer to my number. Last day of the year, last day of the slowest month, my favorite day to buy a car. I buy so many cars on the week between Christmas and New Years. It's not even fair, it's easy.

But then they tack all their stuff on. (They even detailed it and gave me a full tank of gas.) with tax and processing, it wound up closer to their number (sigh).

Okay the deal is done, now I need to figure out how get this parts car to a place where I can start working on it.

I can't bring this car home. We are at full capacity in the Home lot. Six cars

with the college kid home and I already have one overflow car at my mechanic (we will give him the fictitious name Rick).

Next thing I do is call Rick. I had good news and bad news for him. The good news is that I found a parts car for his daughter's E36, but the bad news is I need to keep it at his place. When he got done yelling at me, he agreed that it was a good idea (anyone who knows Rick knows that you don't leave long term vehicles at his place).

So, this morning I got my 19 year old college kid (Jordan) and got her to go down to Open Road with me. We get there and there is a pretty sharp White E36 sitting out front (starting to feel better about this). We go inside and they hand me the owner's manual and 4 keys (I hate getting a used car and then having to go pay BMW for spares). We sign 30 pages of stuff and then we leave. Me driving the parts car.

I drove it from Edison to Annandale (Rick's) and it is a tight ride. Very comfortable. Only issue is a clunk from right rear that I think is upper shock bushing.

We haven't looked underneath it yet. If we get it up in the air and the bottom of the car is solid, this will raise another question.

Should we part it out, or should we build this car to race specs and retire the current E36 track car?

Stay tuned!

- Mirril M. McMullen

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## Autocross Schedule

Our 2010 autocross season opener will be April 18 at Patriots Park in Bridgewater.

Sorry we couldn't set up the autocross school in March as we had hoped. I would like to know if members are interested in either an autocross school or a car control clinic. Let me know and maybe we can make it happen later in the season.

Come on out for the first event. Don't be shy; we have lots of experienced autocrossers who love riding in other people's cars. BMWs do many things well, and this is one that they do best.

Also, time to sign for the Tire Rack Street Survival on May 2 at NJ Expo Convention Center. Please check the website for the application.

- Elihu Savad

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

## Philes' Forum (continued)

**(Continued From Page 4)** Ideally, the side-to-side and inner-to-outer pad wear variation on a BMW is minimal, and the pad-wear sensor provides adequate warning when the brake pads are worn to the replacement point. Why was there such a variation in pad wear on this particular Bimmer?

There are several things that can cause brake-pad-wear variation. One is



**Photo #4 Worn E39 Front Brake Pads**

sticking caliper pistons. As brake calipers age, they tend to build up corrosion between the caliper pistons and their bores. This corrosion is greatly exacerbated by lack of brake fluid changes, so it is important to change your brake fluid at least every two years, as recommended by BMW. On our personal cars, I follow BMW's earlier recommendation [The one they had prior to including brake-fluid changes as part of the maintenance included in the cost of the car.] and change the brake fluid yearly. On the 114,000-mile E39 in question, the caliper pistons exhibited no sticking whatsoever, and easily retracted into their bores to accommodate the new brake pads I installed.

Another cause of uneven brake-pad wear is a caliper that does not slide properly on its mounting pins. These pins are set in "rubber" guides, and if the caps at the ends of the guides are left off or lost, crud can accumulate between the pins and their guides. On the subject E39, the end caps were present and the pins showed no sign of corrosion, so I cleaned them up and reinstalled them.

Yet another cause of uneven pad wear is a brake hose that, instead of allowing free brake-fluid flow into and out of the caliper, is acting as a check valve and trapping hydraulic pressure in the caliper when the brake pedal

is released. In a mild case, the caliper with the bad hose keeps the pads slightly pressed against the rotor, and the pads wear prematurely. In an extreme case, the caliper keeps the brake applied all the time and overheats and ruins the rotor, sometimes even setting the brakes on fire! A severely sticking caliper piston can also cause this, by the way. On our subject E39, the brakes seemed to be releasing properly both before and after I installed the new pads. And I checked for proper release with the brakes both cold and hot.

A malfunction in the Antilock Braking System [ABS] can cause uneven pad wear, but the uneven wear is usually accompanied by other symptoms, such as the vehicle pulling to one side when the brakes are applied.

So I really cannot tell you why our E39's brake pads wore unevenly. However, I can tell you that I intend to keep a close eye on the wear of the new brake pads. If I see even a hint of uneven wear, then I will install new calipers and hoses.

And of course the whole point of the foregoing tome about brake-pad wear is that you really shouldn't trust the pad-wear sensors to inform you when the brakes need replacing. Remember, your Bimmer has eight brake pads, and there are wear sensors on only two of them. A visual inspection by someone who knows what to look for is really the way to go. Maybe that is why BMW includes examination of the brake pads as part of their Inspection I and Inspection II services! Actually, with late-model Bimmers going 20,000 to 30,000 miles between "Inspections", you really need to have the brake pads checked much more often than that.

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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## Driver School Schedule

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	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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# NJ BMW CCA Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting  
March 10, 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, Barry Stevens, Brian Morgan, Vic Lucariello.

## President

Larry Engel called the meeting to order at 7:27 pm at Alfonso's in Somerville. Jamie Kavalieros moved to waive the reading of the January minutes and Al Drugos seconded (motion carried unanimously). Larry reported on the BMW CCA National Chapter Conference which he, Mark Mallory and Neil Gambony attended this past weekend. Among the items noted were: declining membership, which does not seem to have impacted the NJ Chapter in the past year; the need to make increased use of electronic media beyond the website; and the aging of the membership and differing interests of younger BMW owners. Larry noted that the TireRack Street Survival (TSS) school is May 2nd, with 10 registrants so far, and instructors needed. Neil has secured the water. The High Point (HP) affinity agreement is now in effect. HP will be placing a full-page ad this month, and paying postage. Larry asked about HP using the NJ Chapter logo on a specific web page linked from our website, and there were no objections from Board members.

## Vice President

Paul Ngai reported on the following planned general meetings: March at JMK BMW, Larry Koch of BMW NA to speak on racing developments. April at Shade Tree Garage, with stations on detailing and brake fluid changes. May at DCC, guest speaker to be determined. Paul noted that the New York Chapter will be hosting a pre-opening event at the New York Auto Show, the same as last year, for advance-ticket holders only.

## Treasurer

Mark Mallory reported a \$6,440.09 year-to-date deficit, with \$54 thousand cash on hand. Registration is looking good for Monticello. Warren Brown is working on the 2009 financial statement, due to National by the end of March. Warren is also working on the 2009 taxes. Mark will e-mail information from the National conference on changes to applicable tax laws.

## Secretary

No report. Note: There were no February minutes, as that meeting was cancelled due to weather.

## Social Events

Al Drugos reported that the banquet went well, as was acknowledged by all, including an abundance of door prizes. There was an approximate \$1000 loss, very close to 2009. Al suggested another chapter social event at Patriots Stadium ballpark, and the suggestion was enthusiastically received. No corral has been available, but Al will follow-up with the ownership on this. A NYC dinner-cruise was suggested by Al, and this will be further discussed.

## Newsletter

No report. There was a discussion of newsletter sizes and costs. It was noted from the conference that National will soon have a blast e-mail capability, at a cost of 7/10th of a cent per member, which may impact our newsletter options. Doug, Paul, Mark and Larry will work on advertising rates.

## Webmaster

No report. It was relayed from Bob Conway that recent problems with the website hosting have been resolved, and we will also be moving to a new host.

## Business Manager

Doug Feigel thanked everyone who has assisted in the past two months. Signing authorities have been updated at our bank, and statements are now being correctly mailed to Mark. Doug reviewed the signed and paid contracts, and those still pending. Doug noted that we had 14 donation sources, including 8 out of the 14 New Jersey BMW dealerships. Doug has compiled a complete list of dealer, donor, and sponsor contacts. Brochures are being distributed at dealerships as we visit them. Written Business Manager procedures are being created by Doug. Larry noted that he and Ross will work out HP event sponsorship opportunities.

## Driving Events

Jamie Kavalieros reported that the recent planned autocross school was cancelled due to financial and organizational considerations. Needed driving events supplies for 2010 have been ordered. We have an excess supply of shirts, which will be made available for purchase at meetings. Terry Wright, social chair at DelVal will be running a go-kart event at Lehigh Valley GP in March and co-sponsorship was proposed to us. The Board consensus was to decline due to short notice. Brian Morgan reported that the Spring Rally will be held May 23rd at the same starting point as last year.

## Driver Schools

Jeff White reported that we have 57 paid registrants for Monticello, which puts us in the black already, less shirts. The Advanced Driver/ITS School has only 10 registrants

so far. We have 26 registrants for Thunderbolt. Jeff reported that through the support of Scott Hughes, a Club Racing School is being planned for the July event at Summit Point. Jeff is looking for volunteers to assist with this. Promotion of driver schools is being pursued at Motorsport.reg, MyTrackSchedule.com and Grassroots Motorsports magazine. Brian offered to assist with the latter. Non-member registration was discussed. It was agreed that we will cross-promote events with DelVal, but not share administration. Vic Lucariello noted that our 2010 Tech Forms have been modified in compliance with the recent new recommendations from National. Paul noted that Shade Tree Garage has offered to do pre-event tech inspections for a nominal fee, although the practicality of this was questioned. Ross Karlin reported that the NJ Chapter will be hosting the North Atlantic Region instructor seminar on March 20th, and we are planning for 100 attendees. Guest speaker Ron Langford will also be visiting the Westlake School. We have requested \$3000 in funding from National for the seminar.

## Autocross

Elihu Savad reviewed the autocross schedule. Elihu is working on other dates for an autocross school, possibly in June. Larry asked whether an adult car control clinic and autocross school could be combined. Mark noted that the National autocross rules have been rewritten and simplified. For autocross paddock attendance, as with driver schools, minor waivers must be signed by both parents.

## Old Business

The list of complementary Roundel recipients has been submitted. The 2009 Campgaw deposit has not yet been refunded.

## New Business

The next meeting was scheduled for April 7th. Ross motioned to adjourn at 9:07 pm and Jeff seconded (motion carried unanimously).

Respectfully submitted,

David Allaway, Secretary

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## Driver Schools - Come to Summit Point

By the time this article hits your mailbox, we will likely be on our way home from the first Driver School of the season at Monticello Motor Club. A full report will be forthcoming next month. So, let me take this opportunity to talk about our school for May: the combined Driver School and Instructor Training School.

For those of you who run in either the Intermediate or Advanced run groups, this school offers more track time than any other school that we run. The atmosphere of this school is more relaxed than usual because of the flexibility we require in order to conduct the Instructor Training School. The longer run groups over two full days allow each student to concentrate on perhaps two corners or a particular technique in each run group and truly hone that skill. The run groups are smaller than usual and so everyone has plenty of open track. Summit Point is a track that allows you to work on left foot braking, trail braking, wide field vision to look through corners, and more. In short, the same reason we use this track for ITS, is precisely what makes it a great track for each student to become a better driver.

If there are any of you who have run in the Advanced group for some time and want to be considered as a candidate for ITS, please do not delay in contacting Barry Stevens. The ITS program that we run is now the same program run by the Genesee and Patroon chapters and is being adopted by chapters across the US. Our ITS program is more rigorous than many other marques and the result is that the instructors that work with students at our schools are better trained and more able to help every participant become a better, safer driver.

As I write this, we are a long way from being full. I urge you to take the time and come to the May school. We should have fantastic weather - none of the cold we had last year and none of the heat we will have in July. We'll see you at the track.

- Jeff White



...with Elihu Savad

### Fixing a Hole

I think rust holes in older cars are like mice in New Jersey. If you believe your home does not have mice, you probably haven't looked hard enough.

I moved my E30 M3 from where it was parked all winter, and noticed something on the ground beneath it. A large chunk of old foam insulation from the transmission tunnel, but this one had the attachment hardware still connected to a small piece of rusty sheet metal. Egad! There must be a hole in my floor! A quick inspection from underneath showed that this fastener came from the driver floor, just in front of the gas pedal where the heel rests.

Visions of rot ran through my mind, as I realized the floor must have rusted from the carpet side. The legitimate way to repair this is to remove the carpet. Easier said than done. The carpet is molded 3-dimensionally in a single piece, and removal requires removal of the door sill trim, front seats, console, lower seat belt rail, lower A-pillar trim, most of the dashboard and the heater core as well, if I recall correctly. Just for the sake of inspection, I didn't really want to do all that.

I removed the driver seat and the door sill trim, loosened the lower seat belt rail, and removed the underdash panels. With difficult, and some rope, I was able to coerce the carpet high enough to see and reach the suspect area. The carpet was wet underneath, as melting snow must have found its way through a windshield leak I have not been able to locate. There are holes in my carpet by the dead pedal, as well as the gas pedal, and I had noticed that sometime the carpet would feel damp, but never when I tested the area. Without actually feeling the underside of the carpet, it may be difficult to determine if there is moisture. The only hole is usually where the gas pedal comes through the floor. If you can elevate the carpet there with a bent instrument, you can put a couple of fingers under and feel for damp padding.

Holes in the carpet allow abrasive dirt underneath, and in the area where

the feet rest, your feet will grind this wet slurry right through paint and rust-proofing, exposing bare metal, hastening the perforation that I had found. Inspection of the hole showed it was about the size of my thumb, right in front of the welded bracket that secures the gas pedal. Legitimate repair calls for welding new sheet metal to replace the rusted panel, but this hole looked pretty small, and I began to feel glad that I had found it early on. Cutting and welding in the area looked risky, as the hole was just to the right of the brake lines and the frame rail.

I used a rotary rasp and wire brush to remove the rusty metal. Besides the hole, there was a larger area with only surface rust. I treated the whole area with a rust converter and then applied three layers of fiberglass mat trimmed to surround the gas pedal bracket. When it was set, I applied undercoating to the whole area. I hope that I prevented rust from progressing, as I figure the areas where water had collected are now rustproof, if not dry all the time.

While the fiberglass and undercoat were drying, and the carpet was elevated, I placed a small fan to speed the drying of the carpet.

Had I not seen the debris in my driveway, I probably wouldn't have bothered checking under the carpet and applying what I now believe is a fortuitous piece of prevention. This patch may prevent the necessity of welding in a new floor. I was also told that the underbody insulation in this area fails over time and sags away from the body, allowing rot to commence underneath. Many owners simply remove it with no replacement.

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## 2010 BMW CCA Membership Drive

The BMW CCA National Office has announced their membership drive for 2010. Anyone who recruits a new member will receive BMW CCA Bucks as well as be eligible to enter into the contest of fabulous prizes depending on the number of new members they sign up. The membership drive will run until December 16, 2010.

A new member is worth 5 BMW CCA Bucks. The "bucks" are redeemable towards any BMW CCA merchandise, any BMW CCA National event including Oktoberfest or you can simply apply them towards your membership renewal. It will only take 9.6 new members to cover your next annual membership renewal.

Now for the top prizes in the membership contest: The grand prize this year for recruiting new members is a one-day M School at the BMW Performance Center. Two nights of lodging for one is included. However you'll be on your own for transportation to get there. The caveat for this is you will need to refer 50 new members to be eligible.

The 2nd place prize is a registration for the 2011 Oktoberfest being held in Birmingham, Alabama. You'll need to refer 30 new members to qualify. 3rd place is a Valentine 1 radar detector; just 15 referrals will put you in the running for that.

There are some rules in effect for this contest. Members who work for a BMW dealership or an independent shop are eligible to participate in the contest; they will be competing against members of the same category. Memberships purchased by dealers for their customers are not eligible. This exclusion is in effect even if a current BMW CCA member is listed on the application.

A new membership is defined as a membership for an individual who has not previously belonged to the BMW CCA or an individual who was previously a BMW CCA member but whose membership lapsed at least 6 months prior to the date of the new membership. A membership with a corresponding associate membership counts as one new membership.

To be eligible for the contest, current BMW CCA members must be a paid up member in good standing through December 31, 2010. Members that were comped a membership by the BMW CCA or by any Chapter are ineligible.

There are three ways a new member can join. The 1st way is calling by phone to: 800-878-9292 to submit the application with a credit card. The 2nd way is visiting the BMW CCA website at [www.bmwcca.org](http://www.bmwcca.org) and submitting an application on-line. The 3rd way is sending it in the mail to the BMW CCA office at 640 S. Main St. Suite 201, Greenville SC 29601-9919. Please be sure of whatever method you use to sign up a new member that it has your name and membership number on it so you will receive credit for the new member.

Should you desire more information regarding the membership contest or would like to get some membership applications, you can contact me directly at: [neilgambony@njbmwcca.org](mailto:neilgambony@njbmwcca.org).

Neil Gambony

# NJ Chapter Calendar

## April 2010

Wednesday, April 21st

Our meeting will be held at ShadeTree Garage in Morristown, NJ. Meet and Greet at 6:30pm. See their ad on page 2.

## May 2010

Wednesday, May 19th

Murray Smith, renowned author, will speak to us on a variety of subjects. Location TBD

Sunday, May 23rd

Spring Rally to be held. See the back roads of Mercer and Hunterdon Counties. Details on Page 3.

## June 2010

Friday, June 18th

Our annual pilgrimage to BMW NA in Woodcliff Lake. This is always a great time. 6pm.

## Welcome New Members

Ramon Carrion  
Alessandro Civick  
Sandra Douglas  
Peter Dragan  
Brian Edwin  
Ethan Forchette  
Jennifer Galbraith  
Conrad Greifenstein

Brian Hudick  
Sylvia Janetzki  
Jeremy Knapp  
Mark Mariak  
John Pattman  
Chris Sarmiento  
Christina Shu  
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Len Soccolich  
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Chief Tech Advisor  
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JEFF WHITE

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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.

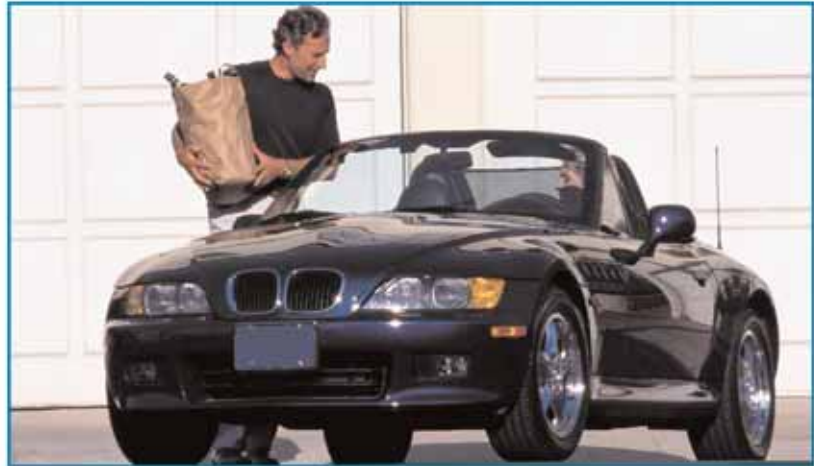
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BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
800-878-9292 (Mastercard or Visa)

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