



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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Wings



Photo by Elihu Savad

Newsletter of the NJ Chapter
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The Cone Catcher



by Larry Engel

I normally use this space to ramble about car-related stuff in my life and the lives of other club members. This month I'd like to shift gears a little (pun intended) and talk about various topics that fall more into the areas of Chapter administration, activities, and communications.

In regard to administration, most of you are aware that the Chapter ran a deficit last year, caused mostly by the effects of a soft economy and an ambitious activity calendar. As a percentage of our overall budget, the deficit was small. However, it did make a dent in our working capital, something we can't allow to happen again.

I'm happy to report that so far this year we look like we're going to be OK. There are a couple of events left and we need a good turnout to meet our budget. We're not at the point where we're unconcerned about the budget, but we feel a little better than we did this time last year. We really need healthy turnouts at Shenandoah and Lightning to make our numbers.

Autocross attendance has also been a little light this year, and we can't figure out why. Several theories have been suggested. The most frequently expressed opinion is that many of the former regulars have moved on to other things. This is probably the most likely case. Speaking for myself, I'm doing much more track stuff than I used to, and I'm not a regular autocrosser anymore. I did stop by at one of the autocross sessions a while ago, and I was happy to see a lot of new faces. I remain convinced that it is one of the best activities anyone can do to become a better driver. I can't think of anywhere else where you can pay the measly fee of \$40 and learn so much about handling dynamics and car control. It's also the most fun you can have in second gear, and you won't believe how much you get the adrenaline pumping.

Finally, although the Bulletin's production costs have stayed fairly constant, postage has crept up over the past couple of years, and ad revenue has declined, as has the ad revenue on the web site.

I'm very proud of both the Bulletin and the web site. I always look forward to reading the regular columns in the Bulletin, and I'm surprised how many people say they read it cover to cover. I know this because every month I get several comments about something I've written, and it's a great feeling to know that people appreciate the effort. Jerry Faber does a great job putting it together and getting it out the door every month, too. I don't know what we'd do without Jerry's efficient skills in producing our Bulletin. [Blush - Ed.]

Our website is also very popular, and we get thousands of visits a month. Bob and Greg Conway have done a fantastic job of maintaining the site over the years, but Greg has started medical school and Bob would like to take a break. Bob's in the process of finding a new webmaster and we hope we can make an official announcement soon. Needless to say, we should be grateful for the efforts of Bob and Greg. Our website has been a fantastic tool in allowing us to communicate with each other. I wouldn't be surprised if it was the most used CCA site in the nation. All you have to do is look at our bulletin board and compare the number of posts to others, including National's. I think this is largely due to the fact that the Conways developed and maintained a site that works well for us.

Discussion of our communication channels leads me to another thing I'd like to talk about. Both the Bulletin and the Website are important tools for the club and its' members to communicate with each other. The club maintains these at considerable expense. While they are designed for members' use, including the posting of things for sale by members, we do not allow businesses to use our media for commercial purposes unless they advertise with us. There have been more than a few cases in my term as President where I have had to contact a business and explain our policy because they have posted what we view as commercial ads on our free bulletin board. We always ask if they are interested in advertising with us, and frankly I've been surprised at how reluctant some of them are to spend even a small amount of money to advertise.

I hope that our members will all support our policy. The fact is we need significant ad revenue to maintain our services to members. This is

especially true in lean times. Club members and our sponsors should support each other, and they do. As members, let's make sure that our sponsors know we appreciate their support. Let's also make sure that potential sponsors also know and understand our position on this. We welcome new advertisers and want to partner with them for mutual benefit. I think we should all view unauthorized commercial use of our website as unacceptable. I get upset about this because I don't like the idea of someone profiting from the efforts of volunteers.

One other thing that's been on my mind is the subject of alternate activities to get more people involved in the Chapter. We've discussed several possibilities, and none of them seem to get any traction (Again, pun intended.) The board thought the ballgame in Bridgewater was a great idea, but the turnout has been disappointing. Likewise, aside from a few vocal supporters, the idea of a golf outing didn't get much response. A few members have been trying to get a driving tour organized, but it seems only a few people are interested.

I should mention that sometimes holding these events gets complicated. Any club event that includes driving must follow certain rules according to National policy. This includes getting liability insurance (which means an expense) as well as getting a liability waiver signed by all participants. This is the main reason we haven't supported some of the bigger BMW enthusiast events that have been run by other groups. We are required to follow certain guidelines that we're afraid the organizers and participants of these events wouldn't approve of, and we respect this. We're happy that our members participate in these events, and don't mind if our members spread the word as long as it doesn't compete with our events or those of other CCA Chapters in our region.

We'd love to hold events that would attract new members and/or get current members more involved in our activities. At the same time, we don't want to copy an event that someone else is doing successfully. If you have any thoughts on these subjects, I welcome your comments. Email me at larryengel@njbmwcca.org or join us at a board meeting. I'll warn you, though. If you have an idea on a great new activity you should be ready to do the legwork to gauge interest, prepare a budget, and organize it!

Once again I think I've used all my space. I'm looking forward to seeing more members at future events. So until then, keep the cones standing!





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This time out I have a follow up to last month's item on collector-vehicle registration and an item about changing your voltage regulator.

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 in *Philes' Forum* I wrote about my experience in obtaining collector-vehicle status from the New Jersey Motor Vehicle Commission for my 1988 E30 M3. Well, I received some nice responses, two of which I would like to share with you.

Bimmerphile and inveterate *Philes' Forum* correspondent Ken Hillers wrote to report that his E30 325is was granted collector-vehicle status via the application process that I described. This is the first non-M3 E30 that I know of to be granted this status. If there are others out there, I would like to hear from you. Thanks, Ken!

Bimmerphile Terry Kennedy contributed the following:

"I read your article on registering a collector vehicle in NJ. There's one thing that people need to be very aware of, that wasn't pointed out in your article - the vehicle must be FMVSS-compliant (and say so somewhere) per the year of manufacture."

"There is an obscure reference in the MVC fact sheet at: http://www.state.nj.us/mvc/pdf/Vehicles/FACT_SHEET_Collector_Car_Status.pdf 'Collector Vehicles are subject to all applicable equipment requirements for year of manufacture and although not subject to inspection, they may be issued a summons for equipment violations if the required equipment is not maintained.'"

"You might slide by on a used car, but showing up with a non-FMVSS car and a MSO (initial title-like document from the manufacturer) is a recipe for a headache. Particularly if the VIN isn't from one of the recognized major manufacturers."

Thanks, Terry. In the interest of brevity, I had attempted to cover the foregoing by stating that the vehicle must be stock. Your information is of course much more comprehensive.

A couple months ago, NJ Chapter driver school Padrone Jeff White contacted me regarding a problem he was having with an E30 325ix. The E30 had a no-crank condition, and Jeff had determined that the battery was severely discharged.

After a bit of testing with a voltmeter, Jeff determined that the battery had become discharged because the generator [AKA alternator] was not providing an adequate charge. Indeed, the generator was behaving rather erratically; it would charge for a short period following a start, then quit. To me this smacked of a voltage regulator problem, not a generator problem.

In the mid 1970s [Wow, that was 35 years ago!] BMW began using voltage regulators mounted inside the generator, where they remain to this day. Previously, the regulator had been external and usually resided on the

fenderwell. As you might expect, the function of the regulator is to regulate, or control, the vehicle's battery-bus voltage such that adequate voltage is maintained for the vehicle's electrical accessories and for keeping the battery fully charged. The regulator does this by varying the amount of field current supplied to the generator's rotor [the part that gets driven by the belt]. Although the regulator in a new BMW is "told" what to do by an external computer that considers many variables, the regulators of E30 vintage pretty much just look at bus voltage.

Anyway, Jeff was able to replace the E30's voltage regulator and restore the generator to operation. As I had advised Jeff, in my opinion, repairing an original-equipment [OE] generator or even finding a known-good used OE unit is a far better alternative to installing a "rebuilt" generator, even a brand-name one. In my experience, which transcends BMWs use of internal regulators, forget using "no name" rebuilt generators.

After consulting with Jeff, and with the approach of Joanne's and my trip to Colorado this summer, I figured I had better check out the voltage regulator in her 86 325e, even though it seemed to be charging properly. The regulator, which is held in with two 4 or 5 mm diameter screws, is easy to remove from the back side of the generator. [On many BMWs this can be done with the generator still in the car.] That is, if these steel screws, which thread into the light-alloy generator housing, are willing to come out without breaking! If yours are recalcitrant, don't force them. You can try holding a soldering iron on their heads, then letting them cool off. Repeat as necessary. It is probably a good idea to remove the generator prior to trying this trick, and in all cases you should remove the battery negative cable before doing any generator work other than replacing the drive belt.



Photo #1 depicts the 325e's old regulator [on the left], back to back with a new regulator. Note the difference in the lengths of the brushes! The brushes, which are spring loaded, bear against the generator rotor and carry the field current provided by the regulator. As the brushes wear, the spring tension decreases, and ultimately

the field current, and hence the generator output, is affected. Although replacement brushes are still available, at least for Bosch regulators, I decided to replace the 25-year-old regulator and keep the old one for a spare. Photo #2 shows the back of the alternator with the regulator removed. It is interesting to note that the same regulator is listed as being used on E21s [320i], E36s through '95, and E34 sixes through '93.

When doing generator work, remember that until you remove the battery negative cable, that big red wire coming off the back of the generator is electrically "hot" even with the ignition off. I learned that when BMW regulators were still on the fenderwell!



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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NJ Chapter of the BMW CCA Board Meeting Minutes

August 4, 2010

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

President

Larry Engel called the meeting to order at 7:30 PM at Alfonso's in Somerville. Al motioned to waive the reading of the July minutes and Jeff seconded (carried unanimously). Larry noted that we had a \$10,000 loss last year, and he has a desire to break even or better this year (to be discussed under Treasurer's report). Larry noted that Paul Ngai has been working on the Lime Rock Park Vintage Festival, and would like a club banner for the corral. Larry also noted that the Biergarten event at Deutscher Club of Clark, scheduled for September 17th, needs vintage German cars for display, and we would like to be equally-represented with other marques. Larry also noted that we need to discuss banquet options (see Social Events). Larry reported that we are still working on a new webmaster, for which Board approval will be required.

Treasurer

Mark Mallory distributed the year-to-date profit & loss statement and balance sheet, including an income and expense report by event which was reviewed in detail. The Instructor Seminar reimbursement (\$3,000) from National has been approved but not yet received. An additional \$2,500 reimbursement has been requested for the Instructor Training School, but has not yet been approved by National. Various sponsorship payments for the Thunderbolt event have been either received and not yet reflected, or not yet received. Jeff reported that the driver school program should come in break-even or better this year. The \$200 net loss for TireRack Street Survival (TSS) needs to be reconciled, and Larry and Mark will meet to resolve this. Mark will notify Larry if the High Point Insurance payment is not received within a week. Ross will follow up with Bloomfield BMW. It was decided that no decision needs to be made at this time on elimination of the December newsletter.

Social Events

Al Drugos reported that the TD Bank Ballpark get-together on August 19th will have the same best-in-the-house seating as last year. Al will display a flag across the street for meeting and ticket pick-up. In regards to the banquet, Al stated that he will attempt to contain costs to the same as the past three years. He has obtained price quotes from four venues.

Business Manager

There was a discussion of unpaid advertising. Doug Feigel will ask Bob to pull a banner ad from the website. We have a verbal agreement with Liberty Mutual, with

an ad contract pending. In response to a potential advertiser inquiry, the Board confirmed that the standard terms of payment for website banner ads is not negotiable. Larry asked about rates for one-day driver school sponsorship, and the Board agreed to \$2,500, which would include advertising on event T-shirts.

Driver Schools

Jeff White reported that the BMW Club Racing school at Summit Point was a huge success, with 17 students. Scott and Fran Hughes were very pleased with the event. In addition, we had 27 racers for the race (vs. 22 last year) and the school and races ran flawlessly. The Spirit of Club Racing autographed checkered-flag was awarded to the NJ Chapter in recognition. There was a discussion of event schedule conflicts across organizations. Jeff made reciprocal event notification agreements with other organizations at the beginning of the season. Jeff will notify posters of other events on our website that reciprocity is expected.

Autocross

Elihu Savad reported that the next autocross will be this Sunday at TD Ballpark, and another in two weeks. Elihu and Mark will work on the PNC contract for September. As a result of an incident at the last autocross, the course design will be modified. Also, new procedures will be put in place limiting routine incident response to EMTs and event organizers.

New Membership

Neil Gambony reported that he will be sending out new membership letters shortly.

Old Business

Larry still needs to write a letter to Bill Wade regarding the TSS reimbursement policy. Ross Karlin is still pursuing a Port Authority lot. Campgaw remains a problematic site, due to the rough surface and lack of water. Expo is too expensive without full sponsorship. It was noted that BMW NA is now sponsoring a similar program. At this point, there is no momentum toward a second TSS school in 2010. Larry will follow up with Scott Barton on the 24 Hours of Lemons presentation for the September meeting. It was noted that the autocross trailer still needs to be registered.

New Business

Ross suggested a post-Targa Newfoundland presentation at Unique Photo.

The next meeting was tentatively scheduled for September 15th at Alfonso's in Somerville, providing that this does not conflict with the general membership meeting.

Al motioned to adjourn at 9:19 PM and Dave seconded (approved unanimously).

Respectfully submitted,
David Allaway, Secretary

Blizzards and Business Trips

by Mirril McMullen

It never fails.

Does anyone here travel for business and have a family at home? I have been traveling for business off and on for 23 years. Travel comes in spurts and dribs (if that isn't a word, it is now).

The Wife and I have a pretty good working relationship about this. If I am gone too much, she tells me to rethink my priorities. If I am home too much... she suggests I take a business trip.

Have you ever gotten this call? "The baby has chicken pox, the well broke, your father is coming to stay and you (me) have to be in Miami for what reason???". It goes with the territory. (The kicker is that my wife does as many business trips as I do these days, another story).

So in my job (this is relevant because it funds my car habits, the kids habits, the money pit house we live in) my employer has just merged, taken over, integrated, synergized with another major Pharmaceutical company. When they schedule the critical meetings on what bodies get to stay and what bodies stay not so much, you make sure you attend those meetings in person. One of these meetings was scheduled for Feb 10th. If you remember, this was a huge blizzard event in NY/NJ. NJ is very cool about this. Most people don't pretend to be able to drive in snow, so most businesses cancel, schools cancel etc.

The Wife and I are from New England and Upstate NY, so we are comfortable in anything that hits NJ in the blizzard department. We both have AWD trucky things. Mine is a Chrysler SUV with 30inch rubber. The wife has an X3. The X3 is perfect for her. Now... the Wife is not a Wimp. Before she had the X3 she was driving an E39 Sport Stick. She would scare the junk out of me with her drinking a Starbucks, shifting, cell phoning

without a headset. I think you get the picture. The X3 with Bluetooth and a slushbox is a much safer ride for everyone involved.

The morning of the blizzard we talked about what was happening. I am going to the city and I will be back in two days. She will be perfectly safe with enough food and cable DVRs to keep the kidlets fed and entertained.

I drove into Manhattan in the Detroit SUV in 6 inches of snow and got to the meeting spot. Life is good, until the High School Angst 16 year-old starts getting nervous.

She talked The Wife into taking the X3 out to make tracks in the driveway (in case she was going have a potential hang out date during the blizzard). I never got the reason for why this event happened. Our driveway is 150' long uphill with a bend at the top, lined with Cherry trees on the off-camber edge. Going down is easy. Getting up is the challenge.

I was in the meeting where we are deciding who gets employment and who gets a package. Then I get a call, but my phone is on mute so it goes to voicemail. On dinner break I pull my voicemail and find the unfortunate message that the X3 has slid off the driveway and is sitting in the cherry trees. I break away and call the Wife from a small room where a few of us are eating dinner. The guy sitting next to me overhears the conversation (he also owns an X3) and he says, hit the DSC button. That locks the center differential. I looked at him like he had four eyes, what the heck is he talking about?

Now, I am "A Car Guy". A younger me would have read and re-read every page in the manual and would know about every option for the complete

(Continued on page 11)

Autocross Schedule

Sep 19 PNC Bank Arts Center
 Oct 10 TDBP
 Nov 7 TDBP

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

- Elihu Savad

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Bimmer...Beemer... we all should have both by JT Burkard

So far the newly acquired e38 has been a fairly good buy. Sandy and I are enjoying it since we put it on the road. Of course it needed a few items but I have gotten a lot of the issues taken care of already. The headlight lens is replaced; the fog lights are also replaced as well as a new mirror cover on the driver's side. A new radiator, expansion tank, and hoses were installed with the use of proper BMW coolant topping everything off. Several people have asked what the difference is and why wouldn't I buy just any coolant, or the cheapest. There is a difference. The BMW coolant is nitrite, amine, and phosphate free. This helps prevent corrosion and electrolysis damage. Plus, it's a really cool blue color. Not to bore you any further with fluid talk, this concludes my cooling system public service announcement.

My tan e21 has finally gotten its full tune up I've been putting off. Let me tell you, I should have done this sooner. I have done some things over the last year I have owned it, but I didn't realize the wires were the originals or at least they seemed they were from 1977. It also appeared the cap, rotor, and possibly the points were also original. Points you ask? Yes, this ol' e21 has points, something that went away shortly after in the early 80's. It's amazing how those little things make a car so much better and an absolute pleasure to drive. I thought my tan 320i was a little sluggish but never paid much attention to it. The automatic e21 always seemed a bit quicker, which shouldn't be the case. After the tune-up was done it made a huge difference. I actually planned to install a tii distributor from a 2002 but now I am going to hold off. This little car is even more of a blast to drive. I have to stop putting things off this important for so long. Too many projects and interests pulling me in all directions.

Speaking of...

How many times have you spoken with someone and they say "Hey, that's a nice Beemer you got there?" - 9 times out of 10 you just ignore the common misuse of the term. We all know Bimmers are the cars from BMW and Beemers are their motorcycles... or at least I hope you would know this by now. We will revoke your membership if you don't.

So why am I bringing this up you ask? Some may guess that I have an itch for a BMW brand motorcycle. You might be correct. A friend of mine is a Beemer owner and his love for these finely crafted motorcycles has become infectious. His newest is a K1200S, a beautiful sport touring bike that looks like a flying bumble bee. Yes, it's yellow and black. He asked if I was interested in attending a meeting of the New Jersey Shore BMW Riders in Avon by the Sea. I said why not. Those two wheeled wonders have Roundels on them so I'll see what it's all about.

It's interesting who you might run into. As I walk in, I see my friend Nowell, who invited me, and his son, who also owns a Beemer. I sat down at the table not knowing what to expect. I look over to my left and there is Hank Farber, one of our CCA members who is also a BMW motorcyclist. I also got my tan e21 from Hank. What a surprise that was. Hank wound up joining us at our table. I have to say the BMW riders are much like us in the CCA, a very nice group of people passionate about their brand. I was told that once I ride a BMW motorcycle, I will never want to ride my Hondas again. We'll see about that. At the end of the meeting I was handed one of their newsletters by one of their members (I am sorry, I forgot your name). I mentioned I wrote for our NJ BMW CCA newsletter and he said "I know who you are; I read your articles every month." - He is apparently a CCA member as well.

When the meeting was adjourned, everyone spilled out of the restaurant into the parking lot to graze the two-wheeled wonders everyone rode in on. I took the e38 even though I was thinking about riding my 1981 Honda CB900c. It was either drive a BMW car to a BMW motorcycle meeting or ride a Honda motorcycle to a BMW motorcycle meeting. Either way, I wasn't riding Beemer style. It didn't matter as one of the members offered to sell me his bike, a beautiful 1998 R1100R 75th Anniversary edition, one of only 500 built. As beautiful as the bike was, I seemed to have left my stack of Ben Franklins at the bank. As many of you can guess, I was thinking about it hard. I also found out what BMW really stands for "Bikes Made Weird".

But I have priorities right now. Three that all could use a little something.

Plus I have that pesky (or as the English say Dodgy) XJ6 Jaguar mistake I purchased and the 83 Mercedes 300d I started to fix up. With just the repair bill from the 300D, I could have bought a used e30. Yeesh, what do I get myself into with these things? If I can sell off those two, I'll put a little into the save a Bimmer fund and maybe with what's left over, if anything, I will search for a BMW cycle.

But wait, I have a BMW cycle - Bicycle that is. This is the BMW Cruise bicycle Sandy and I got from a first place finish at the Spring Rally we won. After watching the Tour de France on VS all July - something I do every year - I decided I needed to get into shape. Well, round is a shape but not the shape I would like to be in anymore. I just brought the bike to a shop to get tuned up. You want to cause a stir at the local bike shop or bike trails, bring out a BMW bicycle. No one ever heard of or saw one so it was quite an interesting conversation piece. Maybe the Beemer guys would allow me to ride that in their club? It has a BMW emblem and it has two wheels.

So as usual, my interests are about as grounded as a dirigible pilot. Bimmers, Beemers, and what the heck would be the nick name for a BMW bicycle? Beekers? Bammers? Who knows? It's late and Sandy and I are going to be flying to Sin City tomorrow for vacation. I need to get some sleep.

Stay tuned next month - VEGAS!

JT Burkard

Send comments and suggestions to jtburkard@comcast.net

Upcoming Events

9/3-9/6 - BMW Corral at the Lime Rock Park Historic Festival

Every Labor Day weekend, Lime Rock Park presents the best array of vintage racing east of Monterey—but never on Sunday! On that day, Lime Rock sees a concours display of some of the most spectacular vintage cars in the country. As an added plus, the first 50 M cars signing up at the corral on Saturday will be allowed on the track for a parade lap during the lunch break. In addition to the corral, space on the track is available on Sunday, at no cost, to all clubs that want to show their cars. Participating Club members will receive a Vintage Festival program and poster, an event hat, and a Lime Rock Park lapel pin. Ticket manager Mike O'Flinn can be reached at 860435-5000, ext. 306, or by e-mail at mike.o@limerock.com. For further information, you may email Paul Ngai.

NOTE: Monthly Meeting Date change.

9/15 Monthly meeting at Deutscher Club

9/17 - Biergarten at the Deutscher Club of Clark NJ

All members are invited to come out and enjoy our Gemütliches atmosphere in our authentic Biergarten. Each evening will feature live entertainment. We will feature German Cars, showing our German Culture and Engineering. There will be plenty of good German food and beverages available to satisfy every appetite. So plan on spending the evening at the Club with some friends and take advantage of all it has to offer! Experience the excitement of a true German Biergarten right here in Clark, NJ. The Biergarten will be open from 5:30 pm to 10:00 pm. The clubhouse will stay open later, so there is no need to leave early! ALL EVENTS WILL TAKE PLACE RAIN OR SHINE

Finish Lines

by Thom Rossi

From the time that little Miss R. took her first driving lesson, she's wanted to learn how to drive a car with a manual transmission. This makes me happy because it is my belief that using a manual transmission forces a driver to pay more attention to driving and be less likely to be distracted with iPods, text messages, phone calls, etc... I've also seen first hand how it changes a young driver's attitude toward the road and the car and increases their awareness of what's coming ahead.

The first time I got in the car with my son behind the wheel back in the early days of his learner's permit, I vowed that I would simply observe and not critique his driving on the two mile drive home from his school to our house. After all, he had already had six hours of in-car instruction, so how bad could it be? That was probably one of the scariest rides I've ever had in an automobile. We slalomed more than drove back to the house. I have a hard time remembering the details of the drive because I often get it confused with my memories of taking the family through Mr. Toad's Wild Ride at Disney World. The most amazing part of the experience, however, came when we parked in the driveway and got out of the car. That's when my son looked at me with all the innocence of the "unconsciously incompetent" and said, "I don't know why people think driving is so hard!" Well, after that ride I understood perfectly why people think that! As his driving skills became more reliable and started to catch up to his confidence level, we just couldn't get him to slow down to what we thought was a reasonable speed for sharp corners. All that changed, however, when he was forced to learn to drive a stick - his first car was a 1985 325e. Suddenly, he had to plan what gear he would need to be in to get through a corner and that meant slowing down enough to shift gears. Viol la: problem of over-confident driving solved!

This summer, Mrs. R. informed me that we had an urgent need to add another vehicle to our fleet as a means of avoiding inter-sibling warfare over the 325xi we use as a spare family car. I hesitated for a while, thinking that a family with six cars and four drivers would find a way to coexist peacefully without adding a seventh car; however, such thoughts were soon proven to be misguided. In a way, it was kind of nice to be spurred on by Mrs. R. to go out and buy another car, so I started a hunt, which concluded in June with the purchase of a 2001 Audi A4 Quattro from club member Al Dragoz for the youngest of the R.'s. It's a car that's particularly well suited for a young driver: the 2.8L V6 is adequate but not overpowering, four wheel drive gives a little extra security, and it has the full complement of air bags, ABS and other modern safety features. It also happens to have a five-speed manual transmission, making this the perfect learning vehicle to fulfill Miss R.'s desire to drive a stick. With 105k miles on the odometer, naturally there were a few maintenance and repair items to catch up on, but this only added to the appeal to me because it meant a low initial purchase price (and a chance to use my slowly growing mechanical skills for the benefit of the family).

There was just a bit of concern within the family about forcing Miss R. into a manual transmission car before she might be ready for it. But I know enough about her character to understand that she has the "stick-to-it-iveness" needed to learn the art of stick shifting in short order. The situation reminded me of when she was about 5 years old and wanted to learn how to ride her bicycle without training wheels. I spent a couple of evenings with her doing the typical Dad thing, holding onto the back of her seat to help her balance. But she didn't wait for me to spend much more time with her, she just went out on her own around the house and practiced non stop for a few days until one day she announced she had mastered it! Easiest job I ever had as a father.

Her first lesson in driving a stick shift was an exciting event at the Finch farm. The day we showed up to pick up her car, David and Peggy Finch were home, Big-Al was of course there, and our chief driving instructor, Barry Stevens, was also hanging out. I took Miss R. for a few laps of instruction around the farm. In the meantime, David Finch got a used clutch set up on his workbench so he could show her how the contraption worked and what exactly she was trying to do with her feet on the clutch and gas pedals to make the car go and stop. He took her for her first road ride, came back in 10 minutes and pronounced her ready to drive.

Over the course of the first few weeks of June we found a little practice circuit around the local roads where traffic was light, and the stop signs were placed where only a slight incline had to be negotiated at most starts. Along the route, there is a town park with a long driveway and parking lot, and I thought this might be another nice place to practice. What I hadn't thought about was the super aggressive speed bumps in the driveway, which reached up and tore apart the patchwork quilt of exhaust pipe repairs that had been keeping the muffler loosely attached to the engine.

This initiated a several-week-long labor of love as I got the Audi in prime condition for Miss R. to use. I found a great on-line source for Audi parts (Partsgeek.com) and got replacement pipes and cats to bridge from the muffler system to the exhaust manifold. With all the tools available from my racing hobby, including a lift, replacing the old components with new ones was rather straight forward and it gave me something fun to do for a couple of days while Mrs. and Miss R were on the road for a college tour. Next came solving a mysterious intermittent fault with the antilock brake system. A trip to the Audi dealership in Flemington and a little help from a friendly technician with a code reader pointed me in the direction of replacing the ABS electronic control unit. Another order placed with Partsgeek.com (which saved about 25% from the dealer parts price), the availability of the lift, and a well-stocked toolbox made this job pretty straightforward. It was a bit hard to find the time for this one, but I ended up taking it on as a night project one evening and got the ABS working plus new brake pads on all four corners by about one a.m. after an eight p.m. start. The job took longer than anticipated because I was unfamiliar with the type of calipers used on the rear of the Quattro. Instead of simply being able to compress the brake piston back into the caliper using a clamp, a special tool is called for which rotates the piston clockwise as it applies pressure. After much trial and error, I found that the action of the tool could be mimicked with a custom ground piece of flat stock and a pushing action similar to using a large screwdriver.

True to form, Miss R. mastered the stick shift and is now driving the Audi regularly without any help from me. In fact, she's now instructing her friends and her boyfriend on how to drive the manual. Which, in my totally unbiased estimation, makes her the coolest girlfriend in her high school. The other day she even asked me a question about downshifting that gives me hope that she'll soon learn to heel-and-toe. She's given the car a name, Starla, which means she's fallen in love with it and that makes me happy, too. She's even busy making it her own with bumper stickers that reinforce the feminine persona of Starla. It makes my late nights working on the exhaust and brake systems very much a worthwhile part of a gratifying experience for me.

Driver School Schedule

School	Dates	Location
Shenandoah Driver School	Sep 11-12	Summit Point Raceway, WV
Introduction of the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

NJ Chapter Calendar

Meeting Date Change

September 2010

Wednesday, September 15th
Presentation by the winners of 24 Hours of Lemons. We will be back at the Deutscher Club of NJ for our Sept meeting.. Meeting start time is 7:30pm.

Friday, September 17th
Biergarten at the Deutscher Club of NJ



Welcome New Members

Shyam Ammana
Jeffrey Baird
Panagioti Ballias
Gregory Bastug
Eve Bastug
James Carr
Meghann Carr
Edward Decandido
Torolf Haug
Derek Hedlund

Daniel Im
Teresa Jacobs
Tae Kim
Jae Kim
Linda Kim
John Kramer
Alex Krichevsky
Max Krol
Truman Liang
Paula Lysak

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Christopher Morrison
Brian Murphy
Antoinette Murray
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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.

Driver School Report - Summit Point

On July 24-25 the NJ Chapter held a trifecta of driving events: a Driver School, a Club Race and, for the first time, a Club Race School. Despite withering heat (102o on Saturday) and violent thunderstorms on Sunday that resulted in an early ending, the event was hugely successful.

The Driver School turnout was much lighter than anticipated this year. For those lucky few who did attend, low registrations meant smaller run groups that lead to plenty of open track time. Indeed it was almost a perfect blend of open track where students could concentrate on particular skills and intermittent traffic to practice passing.

For the Club Race, 27 racers took the starting flag on Saturday. It was a good, clean race under difficult conditions with only a single retirement. There was passing back and forth throughout the field but at the end Asher Hyman took the checkered flag in first followed by Geoff Atkinson and Bob Solomon. On Sunday, the Feature race ran with starting position determined by Saturday's finish. Asher started on pole and finished the race in the same position again followed by Geoff Atkinson with Alfredo Galossi rounding out the podium. Check the Roundel for a complete listing of finishing order. Finally, on Sunday the Club Racers, Race officials and Race School participants raised an additional \$440 to benefit the Westlake School for the Fun Race. Starting positions were determined by random drawing and it was Thom Rossi starting on the pole to the appreciation of the E30 devotees. His position was, however, short-lived as the high horsepower cars moved through the field quickly. Nevertheless, we offer congratulations to Thom.

The real news of the weekend was the return of Scott and Fran Hughes to run our inaugural Club Racing School. For those of you who do not know BMW CCA driving events history, it was the Hughes who started Driver Schools with the New Jersey chapter holding the first event in 1974 at Lime Rock. Not to be satisfied, they then went on to start the Club Racing series and now spend their time with the Club Racing School. However, our

headlines do not end there. In addition to Scott and Fran and long-time racer Ron Checca, James Clay, Dave White and Jesse Clark from Bimmerworld also attended the event and provided instruction. Bimmerworld is a sponsor of Club Racing and it was terrific to have them in attendance. Race School students divided their time between classroom and on-track sessions to learn both "race craft" and advanced driving techniques such as passing without a point-by, three wide driving, practice starts and more. Every student commented on how much fun they had and how much they learned. Even if you are uncertain about racing, this school will help every advanced driver become even better. With 19 registrants for our first time, Club Racing School may become another NJ Chapter tradition.

Thanks to Bimmerworld for their sponsorship and to VAC Motorsports for providing event T-shirts. It is our sponsors who help us put on these events and so please be sure to both thank them and give them your business.

Next up for us is the weekend school at Shenandoah on Sep. 11-12. Remember that Shenandoah is the only event in which we have full use of the skid pad for both days of the event. Shenandoah will allow you to experience a wide variety of types of turns, including the banking of the Karussel, and you will become a better driver. Our final event of the year is a repeat of our highly successful Introduction to the Track to be held on October 18 on Lightning. Just to be clear, students of all skill levels are welcome but we have a dedicated run group and special car control exercises for those students who have never been to the track but want to give it a try.

Come on out, have a great time and learn something. As the saying goes, a bad day at the track is better than a good day at work. We'll see you in the paddock.

-Jeff White & Ross Karlin

Blizzards and Business (continued)

(Continued from page 6)

product line and what years had what options. There are four licensed drivers in the house (well, three and a permit), and there are a bunch of cars (and trucks) in the driveway. I need a whiteboard in my office to track the oil changes of the fleet. I really don't know half of the features of the X3 and the manual is really no help. I read it multiple times and I still don't know how to set the radio auto volume control. Basically, I don't know the fleet as well as I should.

So... maybe my bud knows about a feature I don't.

Next I suggested calmly to The Wife, go get in the X3, hit the DSC button and rock the truck. She is on the Bluetooth with me as she tries to get the truck out. At first nothing happens, but after a couple of tries, she gets back on the driveway and into the garage.

Man... huge matrimony stress bullet dodged.

So, I get home on Friday and the first place I go is the garage to pull the X3 manual. What a bunch of hooley. All the DSC button does is kill the throttle cut out function. I never told my buddy that he was living a lie. There is no upside from having that conversation and it probably won't have any ill effects on his life.

So what did we learn today? The Xi AWD systems don't hold a candle to the E30 iX AWD systems.

One of my favorite cars of all time was my 90 E30 iX. That thing was an unstoppable tank. However, the price uplift to add the AWD with Ferguson Clutch Center Differential and LSD rear made the E30 iX as expensive as the E30 M3 (low to mid \$30s). The price uplift for the Xi to the E46/E90 cars is around \$1,500. Much more palatable for today's market, and for how most people drive their Xis around here.

Currently I have The Wife and The College Kid in Xi cars. When I get the call next time, I will know what to tell them. ;-)

BMW NA Open House Pics



Photos by Jon Trudel



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