



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
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Spring Rally

Photos by Jon Trudel



Rally Masters - Francine and Brian



Newsletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
Westfield, NJ 07091-2305

April Meeting Recap

Turner Team Visits NJ Chapter

The NJ and DelVal Chapters held a special meeting on April 29th at De Simone BMW's spectacular new showroom in Mount Laurel. The featured speakers were Bill Auberlen, Joey Hand, Matt Bell, and Will Turner from the Turner Motorsport Koni Challenge Team.

De Simone really rolled out the red carpet, and arriving chapter members had plenty of time to view the new BMW models in the expansive two-level showroom. The new Z4 was on display and attracted lots of attention, and one of Turner's stunning customized E92 335's was on hand as well. The meeting was held on the mezzanine level of the showroom, with a balcony overlooking the main floor on one side, and a glass wall overlooking the new cars in the parking lot on the other. They had seating for about 150 people, and it was difficult to find an empty seat! We had the best turnout in years, even though Mt. Laurel is quite a long drive for most members.

Will Turner kicked off the program and talked about how he built Turner Motorsport from a one man operation selling "Cool Willy" brake pads out of his trunk at Driver Schools into the international parts, tuning, and racing operation that it has become. Will's very first track experience was a NJBMWCCA event at Lime Rock. We were able to arrange the meeting at

De Simone because the team was in New Jersey for the Koni Challenge race at Thunderbolt Raceway, and Will explained that it takes a crew of 22 people to keep the three car operation running.

Joey Hand, Bill Auberlen, and Matt Bell talked about the driving they've done for Will over the years, and Bill and Joey also provided some insight into the Rahal-Letterman ALMS effort and their new M3 GT2 cars.

The night ended with a raffle drawing for an Escort Radar Detector, which was provided by Escort through the efforts of BMW NA. Escort is the major sponsor of the Rahal-Letterman M3's. Turner Motorsport also provided a couple of really nice team shirts as prizes.

Many people deserve thanks for the planning and logistics required for this meeting. So, thanks to Brian Morgan, DelVal President Dave Wollman, Bill Cobb from BMW NA, Linda Turner of Turner Motorsport, Brad Bayard and Bernadette DiGaetano of De Simone, and of course Will Turner, Bill Auberlen, Joey Hand, and Matt Bell.

- Larry Engel

Photos by Brian Morgan



Joey Hand and Will Turner



Matt Bell, Joey Hand, Will Turner, and Bill Auberlen pose with the New Jersey Chapter's Paul Ngai, winner of the Escort 9500i

The Cone Catcher



It's Monday morning, and I'm on a plane to San Francisco for one of my (thankfully) rare business trips. Seven hours with my knees in my chin and this laptop wedged in between isn't much fun, but beginning this column will occupy my mind for a while.

Yesterday we held the annual Autocross School, and a good time was had by all. Judging by the smiles at the end of the day, I think it's safe to say that we'll have some more regular autocrossers this year. Every year we try to add a new group of novices, and every year we're successful. You can see it in their faces. At the beginning of the day, some of the students seem apprehensive, and some are just plain nervous. By the end of the day, it's a completely different story. The smiles go ear to ear, and the day seems to go too quickly for many of the students. We had quite a varied collection of student cars this year. Every version of 3 series was represented, except the E21. Between the students and instructors, we had quite a collection of E30's, most of them six cylinder cars with some sort of modification. Several of them were stripped out and had cages. The famous Red Rocket (present and accounted for) might have some serious competition.

We had a couple of E36's. I love the E36 M3. A couple of them have become very fast autocross cars. I think they're probably a great combination of stable (and not too heavy) platform, and a good motor with low end torque. You can also find all sorts of "go fast" stuff for them.

We had a couple of Z cars, both regular and M. These are very fun to throw around on the autocross course. E46's were plentiful - again both regular and M version. My first BMW was the E46 328i that I still have, and it's a great car. It's a little heavy, but great fun nonetheless. There were a couple of 5 Series and 2 E39 M5's, both brought by instructors. The M bus version II was one of them, and Dave gave a few demo runs. As always, you could hear his passengers laughing and giggling throughout the run. He should charge admission. It's the greatest thrill ride this side of Great Adventure. Jon brought his as well - I love the color combination of that car - very dark green over a dark caramel colored interior - it's just stunning!

There were two 1 series coupes, red and white. These cars are going to be great fun to throw around. They have the same power as a 3 series and a few hundred pounds lighter. Speaking of the E9x 3 Series, we had several - both regular and super-caffeinated M versions. It was a kick for me to watch the M3 and listen to it on the track. Great sounding exhaust - something I don't experience the same way when I'm in the driver's seat of mine.

I'm about half way through this column now, and the close quarters have gotten to be too much. I'm tired of scrunching up to get my fingers on the keypad. I'm going to pack up the laptop and read or nap for a while. Maybe I'll think a little about the rental car that awaits me at SFO. I ordered a Mazda 6 or equivalent. I wouldn't mind the Mazda, or the new Chevy

Malibu. These are cars that I'd like to try out. I'll be driving several hundred miles over the next 3 days, so I'll get a good feel for whatever I drive. I'm just hoping it's not one of those miserable Chrysler Sebrings.

(Fast forward three days.)

It's Thursday and I'm on a plane again, but this time flying East and home. This cabin feels even tighter than the last one. I'm going to give it a go anyway, even if I have to hunt and peck because there's not enough room to properly place my hands on the keyboard.

The rental car wasn't a Mazda 6. It was a Mazda 5 - kind of a mini-minivan. I've always thought of Mazdas as the most "German" feeling of the Japanese cars, and this one reinforced my opinion. The driving dynamics felt good, with precise steering and fairly taught suspension. It had a four cylinder, so it could have used more power. (You can never have too much power.) Still, it moved along fairly well with a 5 speed automatic. I had to travel across Donner Pass on Route 80, and I probably would have felt like I was driving a penalty box if the car had been loaded with passengers. It's crying for a six or a turbo. Still, I'd consider a Mazda vehicle if my budget didn't permit a Bimmer. I have some observations on California drivers, and they're not positive ones. Even in the Bay area, there are a lot of completely clueless, self-absorbed drivers. I wanted to take the BMWs away from a couple of them, too. I'm going to save further comment for a future column. That one will be a rant of epic proportions.

Getting back to Club stuff, the April meeting, Grand-Am Corral, and May Lime Rock driver school lie ahead as I write, but will likely be in the past by the time you read this. I'm relieved that both LRP and the June Thunderbolt schools are sold out. There's still room available in the rest of our HPDE schedule, and I really encourage you to consider the Summit Point events. We were down there a few weeks ago, and the Summit track is tremendously exhilarating to me. If you haven't tried it, you should.

Everything's cheaper down there, too. Hotel rooms and meals are bargains compared to what we spend in New Jersey. The Shenandoah track is unique, as well. There's a lot of technical stuff, and bring your Dramamine. It has a lot of up and down elevation changes that make it an exciting experience. We do a skid pad session at Shenandoah, too. You won't believe how slippery wet asphalt can be. The skid pad alone is worth signing up for this school.

Well, I guess I'm at my scrunch limit, and it looks like I've filled another page with my drivel. So, until next month, keep the cones standing!

Larry Engel
larry_engel@njbmwcca.org

Welcome New Members

Harvey Altman
Thaddeus Asaro
Robert Baldisserotto
Taisa Boaten
Peter Boffa
Chanel Bongiorno
Bruce Buchner
Dori Dado
Lori Dick
Timothy Dolgos
Phil Fleming
Renay Friedman

James Fung
Leonid Golden
Jamie Hadrava
David Hammer
Arslan Hanjra
Robert Hawkins
PJ Hsu
Ryan Iorio
Rajesh Khettry
Christine Korde
Tim Landis
Joseph Maggio

Robert Muller
Jorge Obando
Lawrence Page
Christopher Raia
Frederick Reister
Jan Rella
Soren Rubin
Dana Samu
Anthony Schittina
Melinda Street
Malliyana Sundara Moorthy
Mike Vance

William Voelkel
Luke Westfall
Nicholas Zabatinio





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. This time out I have a tip for you folks who think you might have a leaking rear crankshaft seal.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and be mentioned in *Philes' Forum*!] Please include both the test results and the pass/fail criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series].

Bimmerphile Vince Montanti sent in an account of an emissions-inspection failure on his recently purchased 1990 325is with almost 230,000 miles. On the first attempt, Vince's Bimmer failed for both unburned hydrocarbons [HC] and carbon monoxide [CO]. The readings were dismal for a 2500 RPM no-load test: HC 140 ppm [limit =100] and CO 0.58% [limit 0.5%]. I say the readings were dismal because a BMW M20 motor with NO catalytic converter should pass the test easily. Vince reports that after his technician made a few adjustments, the retest values were HC 13 ppm and CO 0.09%! Quite outstanding, especially for those miles.

Vince reports that he is getting his E30 ready for a driver-school outing with the NJ and Delaware Valley Chapters at New Jersey Motorsports Park. He also reports that the first thing he reads in the NJ Bulletin is *Philes' Forum*! Thanks, Vince!



Photo #1 Rear Crankshaft Seal Leak - Or Is It??

Most of you know that the crankshaft in your Bimmer's motor [Or any other motor I've seen in the last 5+ decades] has two seals: One where the crankshaft exits the front of the motor; and one where the shaft exits the rear of the motor. As you might expect, Alphonse, these seals are called the front and rear crankshaft seals. When the front seal leaks, the front of the motor gets covered with oil. When the rear seal leaks, the leak can appear as shown in Photo #1, which depicts the bottom of the so-called transmission "bell housing" on an M20 6-cylinder motor. The photo is pretty much representative of any BMW motor, and, indeed, representative of almost any automobile engine.

Generally speaking, BMW rear crankshaft seals are quite robust, and if the motor oil is kept clean, the seal will usually last the life of the motor. Given the longevity of well-maintained BMW motors, I think this is remarkable.

If your Bimmer has a leak like shown in Photo #1, before condemning the crankshaft rear seal, which requires transmission removal to gain access for replacement, look a bit further. On the motor in question, I removed the engine-to-transmission brace [BMW calls it a "Bowl Reinforcement"] to expose the front side of the flywheel and the rear-most oil-pan bolts. When the crankshaft rear seal is leaking, the front side of the flywheel will be soaked with oil. In my case, the flywheel was completely dry. HMMMM.....

Further investigation revealed that the source of the leak was that the oil-pan bolts were not tight. I believe the bolts tend to loosen with time as the oil-pan gasket shrinks with age. In this case the pan gasket was a hoary 24 years old. Anyhow, when the bolts loosen, the pan gasket can actually separate as shown in Photo #2, where you can see the broken portion of the gasket protruding from the pan-motor mating area. Once the gasket fails in this manner, the only real "fix" is to remove the oil pan and replace the gasket. We'll address that in a future *"Philes' Forum"*. For now, suffice it to say that changing the oil-pan gasket is a WHOLE LOT easier than changing the crankshaft rear seal!



Photo #2 Failed Oil Pan Gasket

You can extend the life of the oil-pan gasket on older BMW motors by periodically checking the tightness of the oil-pan bolts. These 6 mm bolts [10 mm hex head] should be tightened to about 11 newton-meters [8 lb.-ft.]. Gaining access to all the oil-pan bolts with the motor in the car can be a bit challenging, but a 1/4-inch drive, 10 mm universal socket, together with a long 1/4-inch extension, works wonders in this application. See Photo #3. With the setup shown, I was able to reach all the oil-pan bolts save one. On that one I cheated and used a plain ol' combination wrench. Please don't tell anyone!



Photo #3 This Socket Is A Lifesaver.

Commencing approximately with the advent of the M50 six-cylinder motors in the early 1990s, BMW went to a better design oil-pan gasket. On these and newer motors, the oil-pan bolts don't seem as likely to loosen with time. However, it still pays to check them periodically.

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 Schools - Looking Ahead

Let me use this break in the action of our Driver School schedule to give a brief update on what we look forward to for the rest of the season. Between the NJ and DelVal chapters, we have eight more schools this season. By the time you read this, we should be packing up to leave for Lime Rock on May 15. While the school is full, holding an event at Lime Rock marks the 35th consecutive season we have been there. In fact, the NJ Chapter held the very first driver school throughout BMW CCA at Lime Rock in 1974. The track was a much different place then (only the small building that the emergency workers use now, little curbing, gravel paddock) but the goal was the same as it is now: teaching everyone to be a better driver while experiencing the fun that driving a BMW brings. This little history lesson is just a prelude to say that if you are not registered for the school but still want to experience Lime Rock, then please drive up and be a guest. You can sit in on the classroom sessions and we'll try and get you a ride with an instructor out on the track.

On June 8th-9th we have our traditional combined Driver School/Club Race for the benefit of the Westlake School. Our long-standing relationship with Westlake was the cover story of the December 2008 issue of the newsletter. We have moved the venue of this event from Lime Rock to Thunderbolt Raceway at New Jersey Motorsports Park. This event is also fully subscribed as we are working with DelVal to promote this as a Joint Event. Thunderbolt Raceway is rapidly gaining fame in motorsports hosting professional (Grand-Am, ARCA, motorcycle) and amateur (SCCA, Ferrari Challenge) racing series. The Club Race will be the first BMW CCA racing event held on the track. This is a terrific spectator event to see both racing and the school so take the short drive down to south Jersey and join us.

Next on the calendar is July 8-9 with DelVal at Watkins Glen. If you have never driven the Glen, you owe it to yourself to attend this school. Watkins Glen is arguably the most famous of all road racing circuits in the United States. Drive the same track as Jackie Stewart did in Formula 1 and that the IRL, Grand AM and NASCAR (as a shorter circuit) do today. Later in July (25-26) is our second combined Driver School/Club Race at Summit Point on the Main track. With a trackside BBQ on Saturday night, great racing and a newly paved track for everyone, this is an event not to be missed.

On August 21-23 is the Joint Event with DelVal, this year held on the Lightning Track at NJMP. New this year is that DelVal will be hosting a Club Race with this event. In the space of 3 months, club racers have the opportunity to run on 3 very different tracks and all a short drive away. This will also be the first time that Lightning has been the venue for a Club Race and it will be the first time for most of our students. Because this event now includes a race, we will have fewer student run groups (compared to last year). So, register now (details on DelVal's website) so you are assured of participating.

In September (19-20) we have our weekend Driver School on the Shenandoah Circuit at Summit Point. If you really want to learn to be a better driver, Shenandoah will challenge you. It features highly technical turns and layout as well as the famous Karussel (a scale replica of the same turn on the Nurburgring). We also have use of the skid pad for the full two days. Learning car control skills that are useful every time it rains or snows is what skid pad training is all about.

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We finish the year with two events in October. On the 10th-11th DelVal is at Pocono Raceway. There really is nothing like the banking on a speedway oval and every driver should experience it at least once. The tight infield course makes for an interesting transition off the oval and is fun in its own way. Finally we have our brand new school on Monday Oct 26 back in the Lightning Track at NJMP. For experienced drivers this is one last time to get out on the track before you put the track pads and tires away for the winter. However, we are also featuring a special run group just for students who have never been to a track event. So, if you think you want to give this track stuff a try, if you came to an earlier event and have now been bitten by the bug or if you are a regular in our autocross series and want to see the track, this event was created just for you. We will also have skid pad for this event so it promises to be every bit as enjoyable and instructive as our two day events.

This is a terrific schedule; come out and have fun.

- Jeff White

2009 Driver School Schedule

School	Dates	Location
Lime Rock Driver School	May 15	Lime Rock Park, CT
Driver School/Club Race (Joint with DelVal)	June 8-9	NJMP- Thunderbolt Raceway, Millville, NJ
Driver School/Club Race	July 25-26	Summit Point Raceway, WV
Driver School/Club Race (Joint with DelVal)	Aug 21-23	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep. 19-20	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 26	NJMP Lightning Raceway, Millville, NJ

Finish Lines

By Thom Rossi

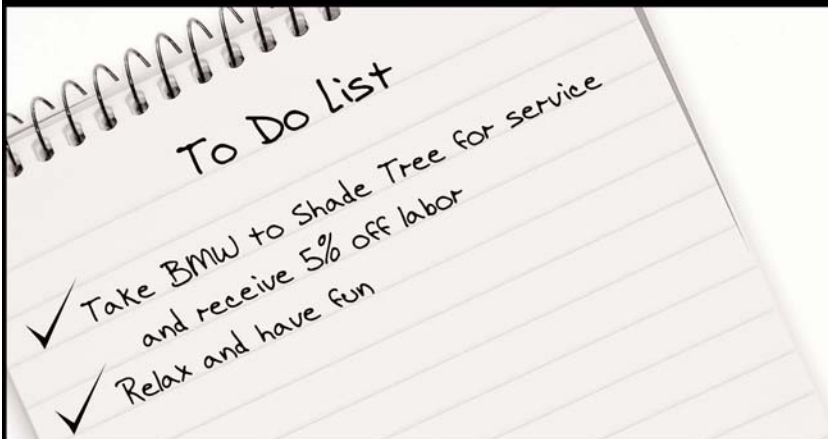
This Spring, the high cost of racing is more apparent to me than ever before. Truth be told, I've spent only a few dollars thus far on maintenance parts and brake fluid, not even tapping into my racing account for the year. It's not the dollar cost I'm talking about. The real cost of racing can be measured in terms of home "brownie points" I have to accrue in advance of spending all that time in my garage and away on the weekends. Come on guys, 'fess up. We all have to do it or we'd never get away with the ridiculous amount of time and attention that our hobby demands of us during the driving season.

I keep a mental tally of my brownie account. So does Mrs. R. If you don't think your significant other is keeping his/her own tally, you'll learn in due course. It's important to start the driving season with a strong surplus of brownie points. Unfortunately for me, my job has created an overwhelming demand on my time and energy ever since the last race of '08 at Watkins Glen, leaving me with little enthusiasm for weekend home projects during the winter. This left me with a near-zero balance in early March. Trouble. That's why I'm counting the last two months of yard work as part of my racing expense for the year. In early March we had a few nice days of weather on the weekend. Instead of heading into my garage to start prepping my car for the season, I thought about that great big pick-up truck and shed full of top-of-the-line lawn maintenance equipment I haven't used for years. I took the plunge and decided to cancel the landscapers and start mulching, thus saving about \$4k in landscaping expense and adding significantly to my brownie account. It wasn't long until the job became a family "bonding" experience with Mrs. R., and even little Miss R. (who just got her driver's permit and needed to add a few brownie points to her own account) got in on the action. Mrs. R. even offered to wear a Daisy Duke outfit while wheeling the pickup truck loaded with mulch around the yard (Yee-Hah!!!) but I declined as this would have negated the potential to accumulate points. Tempting, though.

In putting my diesel tractor back into service for lawn cutting (saving another \$400/month and further accumulating points) I did get to have a little fun with mechanical trouble shooting. The last few times I cut the grass, whenever the load on my tractor got particularly heavy (a patch of tall wet grass for example) the engine would bog down, losing rpm and almost stalling. I've never done any trouble shooting on diesel engines but I figured it couldn't be too hard. After all, if it was a gas engine I'd have said the lack of engine power had to be the result of one of three failures: spark, gas, air. In the diesel, you can forget about spark so it was already narrowed down to two possibilities. I did the easy check for mouse nests etc. in the air filter and figured the engine was breathing OK so that left fuel. Conway suggested it was probably just a dirty fuel filter. I went on line, found some interest groups for Kubota compact tractors (yes, even these machines have their fan base on the internet), and ordered service and parts manuals, plus filters. The fuel delivery system is actually pretty simple except for the pre-nozzle pressurizer, a precision machined mechanical component that happens to be the only German engineered (Bosch) part on the whole tractor. Turns out the simple fix of replacing the fuel filters did the trick, so I'm back in business for the rest of the season I hope.

Now that I've adjusted to the added three hours a week of lawn cutting, I'm busy looking for other brownie point projects. Actually, I don't have to look that hard. Mrs. R. thoughtfully left a short list of other projects she'd like to see done right out on the kitchen counter where I had no problem finding it. There were only three items on the list, but fortunately for me, one of them is a virtual bonanza of brownie points - repaint the entire interior of the house. Yippee! I just think of all the good times I'm going to have racing off my points and I smile. I hope to see you all at our club's May 15 return to Lime Rock Park, where I'll be busy making my first point withdrawal of the season.

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On your mark, get set, curse!

by JT Burkard

Today we ran in the Chapter's Spring Rally. This year it started by the Delaware River and was run by rally masters Brian Morgan and Francine Cracker. The weather promised to be above average hot and clear, perfect for a day of driving the back roads of Mercer and Hunterdon Counties in New Jersey and in Bucks County, Pennsylvania. The sun, moon and planets were aligned correctly as we actually left the house at the right time. Sign up was at 9:00 am in Titusville at a small cafe called It's Nutts on RT 29 near Lambertville on the Delaware River. 9:30 was the drivers meeting. The first car was to leave at 10:00 am. We arrived at 9:15, plenty of time to sign in, grab breakfast at the cafe and mingle. Both of us were in a strange state of Zen, not overly excited and we were just at ease. This was also the first rally we will run with the 1977 320i since it was put back on the road after its 1.5 year garage vacation (i.e., transmission needing to be rebuilt). The car looked good; I did a quick detail on it the day before. We are also the oldest car out of the 30 BMW's attending. On a quick side note, there was a gorgeous Jaguar XK120 drop head coupe that was in stunning condition also in the lot of the Its Nutts cafe.

Cars were sent off in 1 minute intervals. We found the folks in the car leaving before us and after so we know whom we will be around. As we pulled up to the start point, Brian told us to reset the trip odometer to 0 as it will help with the rally instructions. If I did that, the odometer will stop working for a few miles. Ah the thrills of a 32 year old car. We decided to use the mathematical method and just add or subtract the distances as we go. Off we went onto the rally route. We were calm, no yelling (trust me, these things could end in divorce if you can't work together!) and we were sharp. Clues seem to jump out at us along the way. Also, I spotted a few things that weren't on the instructions like one house with a 1970 GTO and early 70's Firebird... are they for sale? We thought we were getting a large % of the answers so this might be a good year for us. One that stumped us was "where are the two birds?" I had no clue and Sandy didn't find them either. But in the same leg of the route, we did find two goats! Hmm... interesting... Two birds... Firebird... two goats... GTO. I see the connection. Those of you who are muscle car enthusiasts will get that one. The total rally distance was about 50 miles, give or take, with 100 clues to find along the way. To drive it without looking for clues will take 1.5 hours, as these are all beautiful back roads. The rally masters allow 3 hours. Every minute past the 3 hour limit will cost you 1 point per minute. It would be best to arrive on time or earlier.

We arrived at the end point, the Harvest Moon Inn, in Ringoes NJ. We are 10 minutes early. Early to arrive and early to finish. Something is strangely wrong here. The temperature at this point of the day was around 90 or 100 maybe broil. I am not sure as our car predates thermometers. We entered this beautiful turn of the century structure and mingle again, found a table with other rallyers and grabbed lunch. After about 30 minutes of conversation, a well deserved cold beverage and some food it looked like everyone (or almost everyone) arrived. The rally masters finished tallying the scores and started the presentation. Highest score you can get is 100 points. First they called off the top 3 in the family class where the first place winners got a total of 91 points I believe. Not bad at all. Then they called out the competition class, our class. They started with 4th place, Jon and Doug, and then third place went to Deborah Kohlar and her husband who were sitting next to us. They had said they thought they didn't do too well. 3rd

place sounds pretty good to me. Then they called 2nd place that went to Neil Gambony and his co-driver. Well, still no mention of our name. Either we won this thing or we sucked wind...

Drum roll please... and the winner of the 2009 Spring NJ CCA Rally goes to... JT and Sandy Burkard! HOLY CRAP! You have to be kidding me? Did we hear that right? Yes, we did! Not only did we win but also we got 94 out of 100 points, the highest score out of BOTH classes! We were stunned and honored. The competition was full of some serious contenders and any one of us could have won it. I am happy to say it was Sandy and me. This is our second Rally win but this time it was in a BMW! The last win we had Sandy's Mustang GT. WOW, there is something a primarily stock e21 can win against other newer more powerful machines, including M3's! We are still doing the dance of joy, be lucky there is no video footage of this.

So what does one do as the newly crowned rally champions? We figured since we were close to New Hope we would pop on down 202 get onto 29 follow the river to Lambertville and cross over into PA again. We would finish off this glorious day walking the town of New Hope, see some shops, and maybe sit and watch the river roll by. This would have been great except for we didn't realize the Shad Festival was going on in Lambertville that also goes across the bridge into New Hope. For those of you who don't know what this Fest is, and I didn't either, the Shad Festival highlights the region's arts, the City of Lambertville, the Delaware River, and of course, the ever popular shad fish. The festival has evolved over the decades from a local art show into a well attended and award winning event. Shad Fest features some of the area's finest arts and crafts, incredible food and family entertainment. This two-day extravaganza also serves as a venue for local non-profit organizations to raise necessary operating funds.

I found it strange to honor a fish by eating it but it seems to work for many people. It didn't work out for us though. We sat in traffic for about 5 lights just to get over the bridge into PA. While we were stuck, I over heard a person in a large SUV say "There's a nice older one". I wasn't quite sure at first but we made eye contact and I realized he was referring to the e21. That was nice to hear. When we got into PA and turned onto S. Main St, Sandy overheard someone else saying, "I like that one" pointing to our car again. I guess the Shad Fest is a good place to show off the ol' e21. Unfortunately, the streets and sidewalks were crowded and we decided that New Hope would be explored another day. Perhaps when they are not honoring a close relative of the Herring.

All in all, we had a great day. We didn't fight, the car ran flawless, and we worked well as a team. Plus, I learned what the heck a Shad was! The end result speaks for itself. I was glad to see a lot of new faces on the rally. I hope to see them back again as well as the regulars. I would like to thank Brian Morgan and Francine Cracker for their great rally as well as the rest of the attendees for providing entertainment as we watched cars go back and forth down each leg of the rally. We are look forward to the next one. Oh and if you see a black 1977 e21 creeping down a road, it just might be us practicing for the next one!

Send comments and suggestions to JTFormula@aol.com

2009 Autocross Schedule

Time to get off the Blizzaks. Time to mount up the stickies. Time to look at ads for Yoko, Kumho, Nitto or whatever. Our 2009 autocross schedule is printed below. Note the name change at the ballpark in Bridgewater.

For those who haven't tried autocross, this is the best, easiest way to experience car control at the limit with some big pluses: it doesn't cost much, you wear out only some rubber, and you get to go home and sleep in your own bed. Oh yeah, it makes you a safer driver on the street, and gives a big adrenaline rush!

For those who are regulars, I'm sorry we don't have more events, bigger venues, and earlier dates. I know you are going around muttering "vroom-vroom", just try and contain yourselves.

May	17	Autocross	TDBP
June	14	Autocross	EXPO
July	12	Autocross	TDBP
Aug	16	Autocross	EXPO
Sept	13	Autocross	TDBP
Oct	11	Autocross	TDBP
Nov	1	Autocross	TDBP

TDBP: TD Bank Park, Patriots Park, Bridgewater. Name change from Commerce Bank Park.

EXPO: NJ Convention and Exposition Center, Raritan Center, Edison

- Elihu Savad



...with Elihu Savad

Light My Fire

My '88 M3 was parked in my driveway, sitting for 3 weeks in January on a battery maintainer. It was running fine when parked. As it is not in daily service, I feel guilty if I don't take it out at least every few weeks. But when I tried to start it, it would crank vigorously, but would not light.

It is really great having the resources of the club and the E30 M3 SIG available. In a short time, I had a list of things to check.

Was the engine getting fuel? The traditional way is to listen at the injector itself, using the tip of a screwdriver, with your ear at the handle end. When someone cranks the engine, the injector should click. This is hard to do if you are working alone. Some time earlier I had installed a fuel pressure gauge under the hood, and it showed I was getting pressure. This meant, at least, that my fuel pumps were functioning. I pulled a spark plug and found the end damp with fuel, so I was fairly certain fuel was being sprayed into the cylinders. In addition, I noticed that the fuel pressure gauge needle would flicker when the engine cranked indicating that the injectors are opening.

How about spark? I pulled the coil center output wire, attached a spark plug to it and grounded the plug on a valve cover nut. There was no spark visible on cranking, indicating to me that there was no point in opening the distributor if no spark was getting to it. I checked the coil with a DMM and found it was within specs. I changed the coil with a known good one anyway, but it wouldn't work either.

Was it getting enough voltage? I added a second good battery with jumper cables; still no spark.

A check at the coil primary wires showed that the coil was getting 12v at the + terminal. As the archives advised, I made a test lamp and inserted it in the ground wire to the coil negative terminal. The lamp should have been pulsing on cranking, as the power transistor in the ECU was supposed to be acting as distributor points, but there was no light at all, making the ECU, or the wire connection to the ECU, suspect.

I might mention that had there been no fuel AND no spark, the sensors at the flywheel would be suspect, as the sensor signal is required for both fuel and ignition to work. I had looked at the sensor mounting on the driver side of the transmission and found them present and not loose. I also checked the sensor connectors under the cover in the middle of the firewall with a DMM, and found the reading of resistance to be normal, although that does not mean they are working, but a good sign anyway.

At this point I really missed the point and condenser ignition. It needed more regular attention, but you didn't have to get under the car or take apart your glovebox to get at anything.

To check the wire to the #1 terminal on the ECU, I disconnected the ECU and using the meter found the circuit good. Now, Vic Lucariello had suggested that just unplugging and reconnecting the ECU sometimes did the trick, so I plugged the connector back on and the car started right up!

I put everything back together, and went for a ride to celebrate.

A week later, after thinking things over, I felt uneasy about not having found an "AHA!" moment. Just having things work spontaneously is great for faith and magic, but I was hoping for something more tangible. More research advised that the circuit connections in the ECU are good places for intermittent no-start problems. I disconnected the ECU and opened it up. I looked carefully with magnification, especially around the large power transistor. If there was a cold or cracked connection there, I couldn't find it. Generally, suspect connections should be re-soldered, but I could see no connection that might be improved with my ministrations. I pulled and tugged using pliers, but the connections were all good. All that was left was the connection to the ECU itself, so I cleaned the pins as best I could, and put it all back together again, stowed the tools back in the trunk, and went for a ride. Once again, I thanked my lucky stars that an immobilizing problem occurred right in my own driveway, not way the hell out there, and nothing expensive was involved.

When I got back from my drive, I wondered who left what looked like my 100 foot extension cord in the street? I suddenly realized that I had neglected to disconnect the battery maintainer in my trunk, despite stepping on the cord while putting tools away. There was slight damage to the edge of the trunk lid, a broken electrical outlet in my garage where the thing was yanked from the wall, and the cord itself was ripped apart in the middle. I am still wondering how it can break in three places. I guess this is payback for being lucky.

I still consider this an open issue, but I can live with not understanding it completely, as long as it doesn't happen again.

Some general lessons:

Don't toss your ECU without trying the connector first.

Gauges are good.

Don't panic.

Cast off mooring lines before applying power.

Vic suggests a battery maintainer should be plugged into the cigarette lighter instead of installed in the trunk. I guess this would make it harder to ignore, as you would have to sit on it. But nothing helps if you don't pay attention! Nothing can be made completely foolproof; fools are so ingenious.

Before You Head to the Track...

Have you read your car insurance policy lately? If so, you may have noticed new exclusions with wordings such as "no coverage for events at a track facility or a surface used for racing".

Recently, BMW CCA National announced the HPDE Insurance Program for members who would like to ensure coverage when participating in a club-sponsored performance driving event. This program provides discounted single-event coverage for physical damage to your car in the paddock and on the track. If you'd like all the details go to www.HPDEIns.locktonaffinity.com.

June Meeting at BMW NA

Once again BMW NA has extended their annual invite to their headquarters in Wood Cliff Lake, NJ on Friday, June, 19th at 6:00PM. Larry Koch along with other Product Managers has made this yearly event a standout, must attend affair. You will be given a wealth of information on their lineup of vehicles, updates, the future and depending on the quality of your questioning even some secrets. Those who have attended previous meetings will understand the last point. This has always been a great event with an exceptional buffet and display of vehicles.

The event will begin promptly at 6:00PM, so come to be informed and bring your questions. As was mentioned last year the location of the meeting may be held in a different building on the BMWNA campus therefore directions will be posted as soon as this is confirmed.

NJ Chapter Calendar

May 2009

Wednesday, May 20th

On May, 20th at 7:30 at the Deutscher Club we will have, for our monthly meeting, our panel of experts including Vic Lucariello (Tech Guru, Philes' Forum), Don Fields (Mr. M Cars), Sal Paleo (Rennsport Motorwerks) and possibly Trip Lee, long time member and drivetrain guru for an informative session and a spirited Q & A. Our meeting last year continued way past our time due to member participation so come on out and bring your mechanical and technical queries.

June 2009

Friday, June 19th

Monthly meeting at BMW NA in Woodcliff Lake. 6:00pm start time. Details to follow.



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MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

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

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

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

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 by sending \$15.30 to the National BMW CCA Office.

NJ Chapter Spring Rally

by Brian Morgan

JT and Sandy Burkard win the Spring Rally

Participants in the New Jersey Chapter's spring rally ran the back roads of Mercer, Bucks, and Hunterdon counties on a 90-degree Sunday in late April. Twenty-two driver-navigator teams contested the competition class, and four teams ran the family class.

Most participants arrived at the finishing spot, the Harvest Moon restaurant in Ringoes, within the three-hour limit for avoiding penalties. A few received penalties for arriving between three and three-and-a-half hours, and two exceeded the limit, arriving when prizes were being awarded.

The overall win in the competition class went to JT and Sandy Burkard, who finished just two points ahead of Mark Mallory and Neil Gambony. Dave Allaway and Deborah Kolar were third, while Doug Humphrey and Jon Trudel finished fourth. Winners in the family class were Corey and Kathleen Korpita, running with their baby on board in the back seat.

Rallymasters Brian Morgan and Francine Cracker would like to thank Princeton BMW and Princeton Mini for the generous assortment of prizes they provided.



Tallying the rally.



Rally Masters share results



Rallyists



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