



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

February 2012

<http://www.njbmwcca.org>

Volume 43 Number 2

Klaus Schnitzer Addresses Club
at January Meeting
(see article on page 5)



Annual Banquet
March 3rd
See Details on Page 6

Photos by Paul Ngai

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The Cone Catcher

By Larry Engel

Winter in New Jersey can be tough for those of us who love cars. The race tracks in the region are closed, most autocross programs are shut down for the colder months, and it's impossible to spend time out in the backyard washing and waxing your baby. In addition, there isn't much new automotive programming on TV. As I write this, we're still three weeks away from the mid-winter booster shot of the Rolex 24 at Daytona, and I keep searching for ways to reduce the cabin fever. I've managed to find a couple of activities that feed the need to do something related to cars.

I decided to head up to the "Cars and Croissants" gathering in Chatham during mid December. This informal event has become "the place" to go if you want to see some really cool cars and chat with fellow car addicts. For those of you who haven't heard of it, it happens every few weeks on Sunday mornings at a small strip mall. You can Google it for more information.

I had never gone to C&C, but several of my friends had mentioned it over the past year or two. I happened to see a mention that they were holding the last one of the year as I was surfing the web for car stuff one Saturday afternoon last month, so I decided that I'd check it out. I've never seen anything like it. I've been to numerous car meets over the years, but this was unbelievable! I arrived at about 8:30 and parked nose-out like the rest of the drivers. It was a cold morning, with temperature about twenty degrees and a light breeze. I was shocked to see a guy drive up in an open-topped Model T Ford! There were also a couple of nice old Porsche Speedsters that arrived sans roof.

The traffic started to build after a while and car after car arrived. Quite a few NSX's, Porsches of all vintages, and Vettes filed in. Then the really rare stuff started showing up. One group showed up with a bunch of really nice Ferraris, including an Enzo. There was a Spyker, a nice old Dino, a current model Rolls, and lots of other stuff. It was an overdose of great cars!

The car that seemed to be getting the most attention early in the day was a beautiful blue Ferrari FF. It had wonderfully rich tan seats, too. The FF has a very polarizing look - you either love it or hate it. Think about a car with the same general roofline contour as the Z3 coupe, stuff a Ferrari V-12 and mechanicals into it, finish it with the finest Italian coach building skills, and voila - you have the FF! I love it! I questioned the need to put video monitors in the back of the front seat headrests, but what the heck - whatever floats the owner's boat!

A large crowd had gathered around the FF, and I was a little frustrated that I couldn't get a good look at it. As I began walking toward the front of the parking lot to view some of the recent arrivals, I noticed an aggressive looking F10 5 Series sedan coming toward me. I immediately recognized the color as Monte Carlo Blue, my current favorite M color. It took me about a nanosecond to realize I was looking at the new F10 M5 - a car that isn't due for release in the U. S. until next summer. I wondered who'd be showing up in one of those. As it pulled closer, I recognized M Brand Manager and NJ Chapter member Matt Russell as the lucky driver of the car.

The lot was getting pretty full, so Matt headed toward the back to find a spot for his toy. As he pulled by the FF, he blipped the throttle (a.k.a. the racer's horn) to clear the crowd of Ferrari gawkers who were blocking the lane. The exhaust note got their attention, and it was pretty funny seeing how many people did a double-take and started following the M5 to its parking spot. About half the crowd left the FF and went to take a closer look at the new arrival. Matt must have felt like the Pied Piper. I started to recognize some familiar faces, as the M5 had also drawn out the other NJ Chapter members who decided they needed a shot of winter car-love. We had a great time looking at the fantastic collection of cars. I'm glad I decided to attend this event. It's too bad that the next one probably isn't until late February or March.

My other remedy for the winter doldrums is to just go take a ride. Over

the past several years, we've had excess cars hanging around the house for a couple of reasons. Aside for my desire to have specialized transportation devices for various tasks, we usually have a kids' car hanging around. The nest is currently empty, so Karin and I have our choice of four vehicles - the '91 iX, the '08 M3, the '09 Mini Cooper S, and the '11 X3. We normally don't drive too much during this time of year, and my 1.6 mile commute isn't long enough to fully warm up any of the cars. I'm a big believer that cars will last longer if exercised regularly, so I had to come up with a way to drive all of them fairly frequently.

My solution has been to develop a road loop of approximately 20 miles that begins and ends at my house. It includes the winding park roads of the Watchung Reservation, a two-way run on Interstate 78, and a bit of typical suburban street driving. I've been using this route to keep the cars in good condition and to feed my need to do car stuff. Last week I took three of our cars on the route to compare their driving characteristics. I'll probably do a future column on the evolution of the BMW driving experience as a result of my observations from driving three generations of Bimmers back-to-back over this course.

In fact, I'm going to start asking friends if I can take their cars for an extended ride so I can compare a variety of brands. Yesterday I drove a friend's new Volkswagen CC on my loop. I was very impressed with it. I wouldn't trade any of my BMWs for it, but it had some very nice qualities. The four cylinder turbo motor was very nice, particularly when pulling into traffic on the interstate. It has a lot of great torque and pulling power. This one was exceptionally smooth and quiet, too. Our Mini Cooper S has similar power attributes, but the engine feels like an old tractor motor in comparison. I know Mini is trying to be sporty and rambunctious, but the exhaust drone and lumpy engine isn't my cup of tea. In this respect, I like the VW better. Maybe the Mini has clouded my opinion of four bangers. I wouldn't have any problem at all living with the one in the VW. If the new N20 BMW motor is as smooth as this one, I may reconsider my insistence on having a straight six. I need to find a way to take a N20 equipped car on my test loop.

The seats of the CC were very comfortable, although they were covered in vinyl. They're deeply sculpted, both front and back. It has plenty of room for four people, and the cabin was nice and quiet. The suspension was very nice, too. The only thing I really didn't like about the car was the steering. While I was impressed that there wasn't any noticeable torque steer, the steering felt kind of dead to me. This was particularly evident on the highway. As much as the new BMW electric steering has been maligned in the press, it's still much better than this car.

I'm looking forward to testing various vehicles on my test loop. I need to find a new Audi and Mercedes. The last time I drove an Audi was about three years ago, and it reinforced my impression that they make nice German Buicks. I hear that the new ones are more sporting, but I'd like to find out for myself. I'd also like to try a Mercedes. I've always been impressed with the way they drive, but I prefer the BMW "feel". This is going to be a fun project.

To close on another subject, in last month's column I forgot to mention two more changes to the Board. Neil Gambony is back on the Board as Driving Events member. Neil has remained active since he stepped down as President three years ago. Neil still has to occasionally send me little reminders when I overlook one of my responsibilities, and I'm thankful for it. Neil replaces Jamie Kavalieros, who is taking a break to focus on his business and family. Jamie has done a great job coordinating our driving events and making sure our programs get the attention they need. He has also acted as Registrar for Driving Schools, a formidable job for anyone. Thanks, Jamie!

It looks like I'm out of space once again. Next month, maybe I'll report on my trip to the Rolex 24 at Daytona. I'm driving down for the first time this year. It should be a fun time. Until next month, keep the cones standing!



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! This time out I have a somewhat belated [understatement, that] follow-up to my November, 2008 column.

I would very much like to receive a copy of your NJMVC inspection report. 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*!) There is no need to send in reports of "passed" OBD II inspections [This is where they scan your car for fault codes.], as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

Recent submitters of inspection reports are Tech worker and driver-school instructor [also inveterate Chapter treasurer] Warren Brown and Tech worker George Washburn. Thanks, guys!



Photo #1 Rear Shock Mount Chassis Failure

In the November, 2008 *Philes'*, I wrote about failures of the E36 unibody chassis in the area of the upper rear-shock-absorber mounting. See Photo #1, originally from that column. [Copies of that column are available on the NJ Chapter Website.]

The column described what to look for regarding this relatively uncommon failure, and suggested that BMW reinforcement plate # 51-71-8-413-359 [about \$20 list each] and 2 new locknuts 07-11-9-904-295 [about \$0.50 list each] be installed on E30s, E36s and E46s where inspection of the rear shock mounting area *reveals no damage* as of yet.

After that column ran, I received an email from Ben Liaw over at Rogue Engineering [Upper Saddle River, NJ; rogueengineering.com]. Ben brought to my attention that Rogue offers an alternative, at about \$35 per pair, including new locknuts, to the BMW reinforcement plate. He actually sent a couple for evaluation. Thanks, Ben!



Photo #2 Rogue vs BMW parts

Photos 2 and 3 offer a comparison of the BMW and Rogue reinforcement plates. The Rogue piece is about 2 millimeters [mm] thicker than the BMW part, and the Rogue has 8-mm studs attached. The advantage of the attached, downward-pointing studs is that, once the Rogues are installed, future shock-absorber replacements can be done entirely from the wheel well, with no need to deal with the luggage-compartment insulation and speakers.

Vic Junior and I installed the Rogue pieces in his 1995 325is [E36] with about 200,000 miles showing. After removing Jr's rear shocks and mounts, the first step was to press out the studs from the stock shock mounts. This is easily done with a couple whacks from a hammer, as shown in Photo #4. Note that the shock mounts should ALWAYS be replaced when replacing shocks. Photo #5 depicts the Rogue plate test

-fitted to the shock mount prior to installation. We had to rework slightly the shock mount holes [vacated by the studs] with a rat-tail file in order to get the Rogue plate to fit. Note also that Photo #5 shows a NEW gasket [33-52-6-772-864] on the shock mount.



Photo #3 Rogue vs BMW parts



Photo #4 Removing Studs

The rest of the installation continued to be straightforward, and resulted in Photos #6 and #7. Note that it is easier to tighten the Rogue-stud nuts if you have the shock dangling, so you can angle the shock out of the way a bit for better socket clearance.

So make your last step installing the lower shock-mount bolt.

There you have it, Bimmerphiles. The next time I inspect the rear-shock-mounting areas on Joanne's E36, I intend to install a couple of Ben's reinforcement plates.



Photo #5 Rogue plate test fitted



Photo #6 Rogue Rear Shock Mount installed

(Continued on Page 6)

January Meeting at Unique Photo

By Paul Ngai

Our first meeting of 2012 was held at Unique Photo located in Fairfield NJ. Members were personally greeted by owner Matt Sweetwood (also a BMW CCA member) as they arrived and led to their state of the art Unique University classroom. Pizza and drinks were provided. Matt then introduced our speaker of the evening, Klaus Schnitzer. Klaus is the head of photography in the Department of Art and Design at Montclair State University and photographer for Bimmer, Roundel, and Forza magazines. Klaus enjoys shooting at car shows and racing events all over the world. Some of his favorites are the Pittsburgh Vintage Race, Mille Miglia, and shows such as Hilton Head Island Concours d'Elegance, Monterey Historic and Lime Rock Park Historic. Klaus showed over 100 photos of his private collection and explained each photo with unique stories and techniques used. We learned that Klaus shoots his best

photos by hanging off the hatch of a Mini. His work is currently being displayed at the Saratoga Automotive Museum in Saratoga Springs, N.Y and will be displayed until June. If anyone is interested in hiring Klaus for a personal shoot with their own vehicle, he can be contacted at schnitzerphoto@comcast.net. For those of you who missed the event, you can browse some of his photo artwork at www.digitaleditionsatelier.com.

Special thanks to Matt from Unique Photo for providing us with lots of food and drinks and door prizes! One lucky winner, Chuck won the GoPro video camcorder. For your photo needs, please visit Unique Photo at <http://store.uniquephoto.com/e/> and for Zeckhausen racing parts, please visit <http://store.zeckhausen.com>



Klaus Schnitzer and our host, Matt Sweetwood of Unique Photo.

Photos by Paul Ngai



Matt Sweetwood congratulates Chuck, winner of the door prize, a GoPro Hero 2 Video Camcorder. As it is said, "Sweet."

Initial Ramblings

By JT Burkard

Reunited with an Old Friend

Sometime around late Summer of 2010 I sold my Sierra Beige 320i that was in the hands of approximately four CCA members before it fell into my lap. It was June of 2009 when I was first introduced to this fine rusty creature and it was fate that I, a rabid E21 enthusiast, inherited this car as CCA member number 5 who would be the care taker of this automobile. February of 2010 is when I did my first full length article on it. November of 2010 I announced that in a moment of weakness, I had sold the tan e21 for some unknown reason. I had written "I felt like its arrival into my driveway was by some of divine Bavarian intervention and it was up to me to take this once forgotten soul that sat idle for years and restore, or at least improve it. In a moment of weakness it was all gone". I even contacted the kid who bought the car a week after he purchased it and let him know if he ever wanted to sell it to call me first. Well, in some bizarre twist of luck/fate/divine Bavarian cosmic Voodoo magic I was surfing Craigslist for "stuff" and typed 320i into the search. Low and behold, a tan, rusty e21 pops up in South Jersey outside of Philly and guess what it was? MY OLD E21!

I have a chance to right the wrongs of selling it a year and a half ago. I excitedly told Sandy I found our old 320i for sale. She said "Oh God, you're kidding?" - I assure you, one does not kid about something as serious as this. I quickly fired off an email to the seller from my iPod Touch to make sure he knew I was ready to take her back. Then I noticed the post was from a month ago. Could it be that I am already too late to the show and someone already bought the ol' girl and my

opportunity was lost again? I can only hope that it is still available. In the ad it was apparent the kid converted the car from a 4-Speed to a 5-Speed and then removed the K-Jetronic fuel injection in favor for a highly tunable Megasquirt performance injection set up. I've seen a few E21 guys going this route but usually they are running some serious performance equipment like turbos, cams, better injectors, etc - not a bone stock 2.0L m10's. He seemed to have come to an impasse with his install and couldn't figure out why the car wasn't running properly. I am thinking because he installed something that shouldn't be there.

I contacted a good friend of mine Chris in Massachusetts who is also an E21 enthusiast, and Porkroll lover, to tell him I found my old car. He stated that he remembered the kid posting on one of the online BMW forums that he was selling the car. Now that I am typing this I wonder why he never told ME it was for sale? I might have to ask him why I was the last to know... I digress. He said the kid was having issues with the new fuel injection and decided to sell it. Then he said it didn't look like there was a whole lot of interest from buyers. Maybe I have a shot after all? The rest of the night I drove Sandy crazy with my rusted car excitement. I always regretted selling that car and I have a darn good chance to get it back.

This morning at work I was with clients, two guys from Argentina now living in NYC buying a 1968 Mustang in hopes they can load the back seat up with Blondes. My cell starts ringing but I didn't recognize the number and because I am in the middle of a sale, I am unable to answer it. I am hoping it's the kid with the car. I finally get a break and I check my messages, it's the seller, (Continued on Page 6)

NJ BMW CCA Annual Banquet



Our Annual Club Banquet will be held on Saturday, March 3rd at the Grand Colonial in Perryville. It's just off exit 12 of Interstate 78. As usual, we will have great door prizes and a fun night of car talk and entertainment. JMK BMW has already kicked in a portable GPS and other prizes, and we'll update you about further developments on our website. Cost is \$55 per person in advance and \$60 at the door.

- Email Al Drugos at glaad1auto@netzereo.net to make your reservations.
- Send checks payable to NJ BMW CCA to Al Drugos, P. O. Box 6754, Bridgewater, NJ 08807.

Philes' Forum (Continued from Page 4)



Photo #7 Finished installation

That's all for now Bimmerphiles, see you next time!

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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Initial Ramblings (Continued from Page 5)

the same kid I sold the car to. In the message he says he talked to a guy yesterday and he is coming down today to buy the car. You have to be kidding me... my emotions are rising and falling faster than a buoy in a hurricane, my stock portfolio, and Kirstie Alley's weight. If it's meant to be or not, I will find out soon enough. I blast off a text message to let him know that if this dude bails out, I am in. We exchange a few other text messages and he tells me he didn't let me know the car was for sale because he lost my phone number, but also felt bad because he thought he ruined the car by trying to modify it and now it doesn't run right. I figured the first time I got it, it didn't run, its only fitting that I do it all over again. Maybe it's Karma getting back at me for selling it the first time. Still, I don't even know if it's going to be mine since there was someone else who was interested. My fingers and toes were crossed.

My wondering and question of if I can once again own this elusive automotive was quickly answered when I receive a follow up text stating the guy backed out or wimped out, or maybe he felt the power of the Jedi mind trick I was sending him to walk away. Either way, the "buyer" didn't show so I get the good news that she is all mine if I am willing to take her. Darn straight I'll take her! I told him that since I am working, I will not be able to get to the bank and get down to him today. Tomorrow (Sunday) I will be with family but I could try to get on the road early and maybe get down to him around noon to do the deal. He informs me that he will be with family as well since it's his Birthday and won't be able to do the deal but the following weekend will work. Well, happy birthday to you but I am the one getting the present.

So at this point it seems that I am getting my old car back, we as the club are getting our old e21 back. Since this has to go to print, I will leave you all hanging here and continue the saga next month.

Oh and Ross, you would be happy to know its still painted Sierra Beige.

JT Burkard
jtburkard.blogspot.com
Send comments and suggestions to jtburkard@comcast.net



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Driver School Registration Open!

All right all you track rats, get your calendars marked and get your registrations going, registration for all 2012 NJ Chapter Driver Schools is now open on Motorsportreg.com (njbmwcca.motorsportsreg.com). For the first time in a while we are running the same events, at the same time and on the same tracks as the previous year.

So, we start the year with our traditional combined Driver School and Instructor Training School at Lightning Raceway at New Jersey Motorsports Park. For all of you who participated in our season-ending event at Lightning in October, this is the chance to dust off the cobwebs and get back out there. We had 43 First-time students at the October Introduction to the Track School. Remember how much fun you had and get an early start to the season.

Next up is our traditional event held at Thunderbolt Raceway at NJMP to benefit the Westlake School. We had such a good response last year to having a Driver School, a Club Racing School and a Club Race that we

are going to do it again this year. As always, we will have a trackside banquet on Monday night with door prizes and auctions to benefit Westlake. This is also a great spectator event so come down to Millville and join in the fun.

The rest of the year is filled out with our palette of successful, and fun, events. At the end of July we travel to Summit Point for the weekend Driver School and Club Race on the Main Circuit. That is followed by a second trip to Summit Point for a September weekend on the Shenandoah Circuit. This is the only event we run in which we provide 2 days of skid pad time for all students. Finally, we end the year again with our highly successful Introduction to the Track school. With the success of last year's 2-day event, we are again holding this event on a Sunday-Monday. First-time students have their own run group, car control exercises and classroom and have the option to attend as either a single day or a 2-day participant.

Dates	Track	Type	Cost
April 16-17 (M-T)	Lightning	Driver School/ITS	\$400
June 4-5 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 28-29 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 15-16 (S-S)	Shenandoah	Driver School	\$350
Oct 14-15	Lightning	Driver School	\$150-\$395*
* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.			

We were able to hold the line on prices for one more year so take advantage while you can. We have a set of Promotions that largely mirror the ones from 2011. They will be posted on the NJ chapter website by the time you read this (and we will publish them in next month's newsletter).

When you go to register, please take the time to review your Profile on Motorsportreg.com. Make sure your email address is current, your Driving History is up to date and your BMW CCA membership number is listed since registration preference is given to Club members. As a reminder, your helmet must be Snell2005 or Snell2010 this year. It's time to retire those old helmets.

Also remember our friends in the DelVal chapter. We work hard to develop programs and calendars that are complimentary and that provide for ample opportunity for our members to get out on the track. DelVal will be running their traditional schools at Jefferson/Summit Point in April, Watkins Glen in July, the Driver School and Club Race at Lightning in August and at Pocono in October.

Don't delay and end up on the waiting list. Register now and start thinking warm thoughts.

We look forward to a great season and seeing you all at the track.

Jeff White

Not Your Typical Track Car



Photo by Brian Morgan



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NJ CHAPTER CALENDAR

CHANGE!

February 2012

Wednesday, February 22nd

Sgt. Robert Christie of the Union Police Department will talk about traffic safety and enforcement. Sgt. Christie heads the department's Traffic Division, and he will enlighten us about the latest technology being

used to keep us safe and in fear of our licenses. **Location:** Shade Tree Garage, 171 Washington Street Morristown, NJ 07960. Meeting time: 7pm-9pm.

March 2012

Saturday, March 3rd

Annual NJ BMW CCA chapter banquet. See details on page 6.

Saturday, March 24th

Meeting at the BMW Vehicle Distribution Center in Jersey City. Pre-registered members only. Details to follow.

April 2012

Wednesday, April 18th

Meeting at Park Avenue BMW. Stay tuned.

Welcome New Members

Joseph Almerini
Robert Almerini
Addison Bartlett
Lance Berger
Jeffrey Bergman
Byron Brisby
Patti Bujtas
R. Bujtas
Calvin Butts
Fernando Carandang
David Chipperson

Arzu Chu
Michelle Crew-Locke
Louis Dangeli
Srinivasan Dhamodharan
Jon Dugenio
Robert Durski
Michael Dziak
Charles Eader
Fred Ellerbusch
Brandon Fetch
Melissa Fetch
Charles Fink
Smokey Fontaine
Jacqueline Foushee
Joseph Foushee
Jason Frede

Michael Fuhrman
Robert Gaynor
Susan Gaynor
Charles Gellido
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Jimmy Goo
Randall Grammes
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Allyn Hess
Stephan Hoeckele
Vitaliy Hrytsyk
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Nils Swenson
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Deutscher Club (DC)



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MEMBERSHIP MEETING INFORMATION

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 result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

MEMBERSHIP INFORMATION

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. All membership applications, renewals, and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:

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