



NJ Chapter Annual Banquet



Rich Brekus (L) receives recognition from Club and Larry Engel



Laughing it up. (L to R) Jeff, Neil, Barry, Patricia, and Bob



Neil Gambony (L) presents 1st place Championship Series award to Mark Mallory (R)



Ed Hansen receives 3rd place award from Neil Gambony

Photos by
Paul Ngai

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More Banquet



(L to R) Jacky and Mark Mallory, Sharon Caldwell



(L to R) Marianne Busch, Donna Ngai, Art Busch

Photos by
Paul Ngai

Monthly Meeting



Klaus Schnitzer (L) presented at Unique Photo

More photos on page 8

President's Page

By Jeff Caldwell

The Member Experience

I am writing to you all after spending the better part of my weekend at the BMW CCA Regional Chapter Congress. The event brings together representatives from all of the chapters in the North Atlantic region. For those who might not know, the North Atlantic region comprises chapters from New Jersey, Pennsylvania, West Virginia, New York, Connecticut, Massachusetts, Vermont, New Hampshire, and Maine. We also have the benefit of interacting with the majority of the BMW CCA National Board and representatives from BMW NA. It is quite a packed weekend of presentations, round table discussions, and Q&A sessions all with one thing in mind. Our primary goal is to discuss and plan how we better our chapters and provide a richer, more meaningful member experience. This is a car club after all and there are many things we do well historically. For our NJ Chapter we have an extremely strong Driver School program, a thriving community of participants in BMW Club Racing, as well as a respected and long standing Autocross program. Still, with all of these activities, there are ways we can improve on the events and opportunities we provide.

Much of the Chapter Congress is spent not on what we do well, but what we can do better. We are constantly striving to offer more activities that appeal to different segments of our membership. This, as I found out this weekend, is true for every chapter. Some chapters are like New Jersey in that they concentrate primarily on high performance driving and racing. For better or worse that has been our core competency for quite some time. Of course it is human nature to gravitate to what we do best. While track driving and racing have been and will continue to be the heart, if you will, of our chapter there is a lot of room and opportunity for us to be more varied in our approach to event planning. Many other chapters have a heavier focus on social gatherings and non-competitive driving events than they do on high-performance driving. The Chapter Congress is a wonderful forum to bring many different people of varied interests together for the sharing of ideas. It is a chance for the NJ Chapter leadership to hear ideas and learn from those chapters who plan and execute many more social events than we do. Conversely, we are there to help guide and mentor those chapters who might be interested in cultivating their driving programs. It's an interesting give and take, but one that is very helpful as we continue to evolve as an organization and a car club. As a chapter we're always looking for new and interesting ideas for events. Whether it be a winery tour, a country drive, a fun rally, or any number of other events we really need two things to make it happen.

We need your input and participation! If you have an idea for a fun or interesting social gathering or non competitive drive then I ask you to please reach out to me or any of the other chapter officers. It is our goal going forward to offer a wider variety of social events to our membership. I challenge you to step up, present an idea, and then run with it! We need YOU to make this a reality. We need interested and enthusiastic members like you to step forward and help us to guide the club in 2013 and beyond. We don't live in a bubble and we know there is a great deal of competition for your free time. Give us a chance to show you how much fun it is to hang out with other "car guys and gals" and enjoy an interesting activity to boot!

In addition to thinking about the types of events and opportunities we provide to our members, we spent a lot of time at the Chapter Congress talking about how we interact with each of you. If you are reading this article then we have reached you through our print media and that's fantastic. However, we realize that not everyone receives and processes information in the same way. The internet and social media outlets like Facebook have fundamentally transformed the way we (NJ Chapter) interact with you (NJ Chapter

member). As an organization we're quite aware of the evolving modes of communication in an ever changing and quickly evolving digital world. Wait....don't get nervous just yet. We're not going to stop printing this wonderful newsletter or delivering it to your mailboxes and post boxes anytime soon. What we are going to do is embark on an ambitious journey to better equip the chapter and its members to interact and share information in a host of new ways.

By a show of hands how many of you use Facebook? Ok, well I can't see you, but I will bet 7 out of 10 of you are raising your hands right now. How many of you have visited the NJ Chapter website? How about the BMW CCA National website? How many of you get the NJ Chapter e-mail blasts where we list our upcoming events? I am guessing many hands are in the air by now. It's fair to say that much of our membership is accessing information via digital means, whether it be Facebook, the chapter website, or via e-mail communication. We realize, however, that each of you use and interact with these digital platforms in a different way. If you are a user of Facebook we currently have a NJBMWCCA group that you can join. There is some very lively discussion there and I encourage you to join us! Very shortly we will have a New Jersey Chapter "Fan" page which you will be able to LIKE and start interacting with the chapter in that way too! We're planning to post a good deal of interesting content, from event photos and video, to general BMW news, racing information and results, and most importantly work to keep you informed and engaged about our calendar of driving and social events. In addition to a growing social media presence we are in the process of refreshing and updating the chapter's website. It is our stated goal going forward to provide our membership with a diverse and rich digital experience.

Thank you for your continued membership in the BMW CCA and New Jersey Chapter. We're so glad you are here! Please feel free to contact me with any ideas, questions, or concerns with regard to the chapter calendar or anything else you would like to discuss. I am here to listen and try to provide you with the best experience possible.

Club Donates to Westlake



The New Jersey Chapter of the BMW Car Club of America presented a check in the amount of \$10,000 to the Westlake School in Westfield during the Union County Board of Education meeting on March 6th. The check represented the combined donations of BMW Club members, sponsorship from JMK BMW in Springfield, and proceeds of the Club's June 2012 Club Race at NJ Motorsports Park's Thunderbolt Raceway. Westlake students attended the race as guests of the BMW Club. Pictured left to right are Dr. Ross Karlin, Club Racing Chairman, Larry Engel, past President of the NJ BMW Club, Mark Carvalho of JMK BMW, Westlake School Principal Claudine Stryker, and Westlake Supervisor of Instruction Robert Peneno, Jr.



Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! This time out we are going to talk about the puddle I found underneath Joanne's 1995 325is [E36]. Finding a puddle under this car, which does not normally leave even dime-sized drops on my shop floor, really got my attention! Especially because we don't have a dog to blame for the puddle!

Like most of our vehicles at the *Philes' Forum* Engineering Complex, the E36 had been sitting unused, so last week I took advantage of the mild late-February weather and took 'er for a spin. (Uh...not literally, track folks.) I noticed the puddle while the motor was warming up. Initially I couldn't tell whether the decamped liquid was coolant or brake fluid, but its color and the fact that the clutch pedal did not "feel right" led me to suspect the latter. Sure enough, once I got under the car I could see that the clutch slave cylinder was wet and that brake fluid was dripping out the bottom of the transmission bell housing.

The extensive service records that came with the car did not suggest that the clutch slave cylinder had ever been replaced. I thought this was pretty good for 18 years and nearly 200,000 miles. (Maybe there is something to those regular brake-fluid changes I have preached about for all these years?) So what exactly is a clutch slave cylinder?

BMW has been using hydraulically-actuated clutches since dirt was young, and the modern Mini (Thoroughly Modern Mini?) also uses one. The two other options I know of for clutch actuation on regular manual transmissions are a mechanical linkage and a cable. Most manufacturers are now using hydraulic clutches, so BMW is somewhat ahead of the curve on this.

For those of you not familiar with how a hydraulic clutch works, it works pretty much the same way as do your brakes. (Indeed, many hydraulic-clutch systems use the same fluid reservoir for the clutch and brakes.) When you step on the clutch pedal, the clutch master cylinder sends pressurized brake fluid to the clutch slave cylinder. (See Photo #1) This causes the cylinder's rod to extend and release the clutch, via the clutch-release arm and release bearing, so you can shift gears.



Photo #1 Slave Cylinder On The Bench

With the exception of the Mini, all BMW slave cylinders I have seen are located on the left (driver) side of the transmission bell housing, such as shown in Photo #2.

Although changing the slave cylinder is quite straightforward and covered in your Bentley Manual, it can sometimes be a bit of a challenge to get all the air out of the new cylinder so that you have a "nice pedal". Here are some things I have found to make the job easier:

- Be sure that the master-cylinder reservoir is full of fresh brake fluid. If your slave cylinder was leaking, it is likely that the reservoir level will be low, and you want to minimize the amount of air that gets into the system.

- With the new cylinder on the bench, install the tool [Described next month - JF] and fully depress the cylinder rod. No need to apply any undue force; use just enough to fully depress the rod, which depresses with hand pressure.
- With the old slave cylinder still in place, take the new one under the car and transfer the hydraulic line to the new cylinder. Do this quickly so as to minimize the amount of fluid spilled.



Photo #2 Slave Cylinder On Der Bimmer

- Remove the old cylinder from the bellhousing. Depending upon the model, a socket extension and universal joint may be helpful. On the E36, just a short extension and 13-mm socket were all I needed. Don't install the new cylinder just yet.
- Again top up the master-cylinder reservoir. Although it helps to have a pressure bleeder, it is not required.
- With the new cylinder's rod in the fully depressed condition (tool still attached), open the bleeder screw and let the cylinder hang down until you get a stream of fluid flowing from the bleeder. If you are using a pressure bleeder, this will happen right away, so be careful.
- Close the bleeder screw.
- If you are not using a pressure bleeder, top up the master-cylinder reservoir again.
- While you hold the slave cylinder such that its body is vertical, with the bleeder screw at the top, have an assistant depress the clutch pedal with finger pressure while you open the bleeder screw. When the clutch pedal reaches the floor, close the bleeder screw and have the assistant slowly pull the clutch pedal back up. Repeat until no air bubbles are seen in the discharged-fluid stream.
- Disconnect the pressure bleeder and ensure the master-cylinder reservoir is full.
- Remove the tool and allow the slave-cylinder rod to extend slowly.
- Ensure the master-cylinder reservoir is full.
- With the slave cylinder in the aforementioned orientation, open the bleeder screw and by hand slowly depress the cylinder rod until it bottoms out. Again, no undue force is required. Close the bleeder screw. Allow the cylinder rod to extend slowly. Repeat.
- Install the new cylinder, using new M8 locknuts.

(Continued on Page 5)

Philes' Forum (Continued from page 4)

- Get in the car and try the clutch pedal. Isn't it a "nice pedal"?
- Do a final check on the master-cylinder-reservoir level.

A very important thing to remember is that you CANNOT connect a pressure bleeder or depress the clutch pedal unless the new slave-cylinder's rod is depressed with the tool or the slave cylinder is installed on the car. Either mistake will result in your shiny new slave cylinder coming apart and dumping brake fluid all over everything. Don't ask me why I am so sure of this!

OOPS, I'm out of space for this installment of *Philes' Forum*. Next time I'll describe the tool you should use for depressing the slave-cylinder rod and how you can make one for a couple bucks!

I would very much like to receive a copy of your NJMVC inspection report. You can either email a scan 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.

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 By JT Burkard

Taking an auto nut like myself to a classic and collector car auction makes about as much sense as letting and alcoholic tend bar. It doesn't end up well. I went to the Atlantic City Classic Car Auction the first weekend of March. It is a virtual Smorgasbord of automotive goodness and I was drunk with excitement. My shop brought 12 offerings to the event and for three days I was surrounded by some of the nicest rides in the tri state area. Between Cobra replicas, Trans Am's, a few choice Porsches, big block & small block powered muscle cars, turboed whatever's and numerous other cars, I couldn't decide which one I liked best. Then I found it... an E30!

So mixed in with all the cool American muscle and classic rides from our shores and across, here was this beautiful drop top 1990 325iC with 36,000 original miles in a great color combo of Brilliantrot with near perfect black leather interior. The black convertible roof was in great condition as well. The moment I had seen this car, thoughts of selling off our boat to buy it came through my mind. With the Barnegat Bay full of home debris, appliances, sunken boats, and water craft, plus cars that got washed in from Super Storm Sandy, I doubt I will be using our boat this year anyway. Thoughts of hitting a submerged SUV while on plane at 40 mph doesn't appeal to me. But... a super-clean E30 convertible does. I actually sold our 88 325iC years ago to buy a home; the deal fell through and I bought the boat with that money instead. It would be ironic that 6 years later I sell the boat to buy an E30. Wait, I am off on a tangent, let's get focused again.

So throughout the show, I must have looked at this gorgeous E30 at least 10 times. Inside, outside, walk around, etc. Not once did the seller approach me. Maybe it was my stunning rugged looks that kept them at bay or perhaps it was the BMW cap I was wearing that scared them. I am not sure if I was dealing with a professional dealer, a private seller, or who knows. Then I heard the words that make any BMW enthusiast cringe, the seller says "I am surprised this Beemer hasn't sold yet" - ARGH! At that moment I realized it was a dealer, not an enthusiast selling the car. I don't have a problem with dealers, heck I work at a dealership myself, but little things like statements written on the window "One of the lowest mileage 3-Series in existence" was a real stretch. Really? Do you have proof of this or are you just going by what you want us to believe?

Still, I looked past the cheesy dealer tactic and still would have loved to buy it. Then I realized it's an automatic. Grrrr.... Now my old E30 convertible was an automatic and I did enjoy the car, but I need to get more connected to a BMW like this by shifting it myself. Still, the thought of owning this car crossed my mind but I had to walk away. It was advertised at \$11,900, went over the block on Friday with a no sale at \$6,800. Saturday they dropped the price to

\$9,900. As much as I would love to own it, I have far exceeded my indoor garage space already and I would hate to have this one sitting outside. Plus the high bid was closer to my reality of what I would pay.

There were a few other clean BMW's at the event. Behind me was a clean 1987 635Csi in Delphin Gray with black interior and 70,000 original miles. This was also an automatic and clean condition. It ran Sunday and sold at no reserve for \$5,000. This was very reasonable for its condition. I also missed a really nice 2001 740iL that ran on Friday at no reserve. This car was black with gray interior, M-parallels, and had 109,000 miles. This car sold for \$5,600. The guys I work with said I should have bought it. "With their money, I can do anything", I said. There was also a 1979 633Csi according to the auction list but I did not get to see that one. It didn't sell.

But the top BMW of the event was a two tone blue and white 1960 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400 3500 3600 3700 3800 3900 4000 4100 4200 4300 4400 4500 4600 4700 4800 4900 5000 5100 5200 5300 5400 5500 5600 5700 5800 5900 6000 6100 6200 6300 6400 6500 6600 6700 6800 6900 7000 7100 7200 7300 7400 7500 7600 7700 7800 7900 8000 8100 8200 8300 8400 8500 8600 8700 8800 8900 9000 9100 9200 9300 9400 9500 9600 9700 9800 9900 10000 10100 10200 10300 10400 10500 10600 10700 10800 10900 11000 11100 11200 11300 11400 11500 11600 11700 11800 11900 12000 12100 12200 12300 12400 12500 12600 12700 12800 12900 13000 13100 13200 13300 13400 13500 13600 13700 13800 13900 14000 14100 14200 14300 14400 14500 14600 14700 14800 14900 15000 15100 15200 15300 15400 15500 15600 15700 15800 15900 16000 16100 16200 16300 16400 16500 16600 16700 16800 16900 17000 17100 17200 17300 17400 17500 17600 17700 17800 17900 18000 18100 18200 18300 18400 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2013 Driver School Registration

To register for the 2013 NJ Chapter Driver Schools go to njbmwcca.motorsportsreg.com. We are holding registration fees constant from 2012.

When you register, please take the time to review your Profile on Motorsportsreg.com. Make sure your email address is current, your Driving History is up-to-date and your BMW CCA membership number is listed. Under rules instituted by BMW CCA National, all student driver school participants must be BMW CCA members. As a reminder, your helmet must be Snell2005 or Snell2010.

Also remember our friends in the DelVal chapter. We work hard to develop programs and calendars that are complementary and that

provide ample opportunity for our members to experience a variety of tracks. DelVal will be running their traditional schools at Jefferson/Summit Point in late April, Watkins Glen in July, the 3-day Driver School and Club Race at Lightning in August and at Pocono in October.

Four of our five events last year sold out with a waiting list so don't delay. Register now and start thinking warm thoughts.

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

Jeff White

Date	Track	Type	Cost
April 8-9 (M-T)	Thunderbolt	Driver School/ITS	\$400
June 3-4 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 27-28 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 7-8 (S-S)	Shenandoah	Driver School	\$350
Oct 13-14 (S-M)	Lightning	Driver School	\$150-\$395*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

Driver School Promotions

New Member Promotion	\$50 rebate – see New Member Promotion page
Bring a friend who has never been to a NJ chapter school to the April – Thunderbolt event	\$50 rebate for you and your friend
For students who were “First-timers” at our 2012 October Intro School, attend April - Thunderbolt	\$50 rebate#
Attend April-Thunderbolt event	\$50 rebate for Shenandoah <u>or</u> pay for both April Thunderbolt and Shenandoah by April 2 and get \$80 rebate
Attend any 4 schools	Receive a \$300 credit toward 2014
Attend April -Thunderbolt, June -Thunderbolt, Summit Point or Shenandoah^ as a First-time student	\$50 rebate for Shenandoah# or \$50 off your next school in 2014
Attend the Club Race school in June	Receive a \$50 credit toward your July Summit Point <u>racer</u> registration fee

@ Must attend both events to receive discount

Cannot be combined with the combined Thunderbolt–Shenandoah registration promotion

^ Shenandoah First-time students only entitled to 2013 discount

Rebates will be issued as a “credit” to your Motorsportreg.com account after the event.

Please e-mail the Registrar to be sure you are properly credited.

Autocross News

Our first autocross will be April 21 at the PNC Bank Arts Center in the NORTH lot. This is the smoothly paved lot that had been unavailable for the past several years. I am hopeful that if we work to prevent excess sound levels, we will have the welcome mat for more events there. I would request that your exhaust system not raise too many eyebrows. There is only so much we can do, but I was told if we avoid excess noise before 9am and keep mufflers street legal, we should be ok.

Our second autocross event is May 19th at the NJ Convention and Expo Center in Raritan Center. We are also working on a contract there for June 30th.

Hopefully more will be forthcoming. As with last season, we require that participants be members of the NJ Chapter. Although membership applications will be at the event, it would be more convenient to sign up on the CCA national website and bring proof of dues payment with you.

See you there!



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Driving Instructor Seminar



Don Salama talks to Club instructors

Photos by
Paul Ngai



Klaus Schnitzer at March Meeting at Unique Photo



Klaus Schnitzer Q&A



L to R: Matthew Thompson, Canon Rep; Klaus Schnitzer; and Matt Sweetwood, Unique Photo



Klaus Schnitzer presents

Photos by
Paul Ngai

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NJ CHAPTER CALENDAR

April 2013

Thursday, April 18th

Tech Session at Shade Tree Garage, 171 Washington St, Morristown. Time: 7pm. Bring your problems (car) and questions.

May 2013

TBD

June 2013

Friday, June 7th

Biergarten BMW Night. Place: Deutscher Club at Clark NJ Time: 6pm-10pm.

Friday, June 14th

Annual BMW NA Meeting at BMW NA Headquarters, Woodcliff Lake, NJ. Time: TBD.

Welcome New Members

Juan Alonso
Nicholas Androulidakis
Bert Batista
Daren Baxter
Paul Bellscheidt
Elenora Benz
Alexander Bergo
Travis Biggs
Dave Buchko
Marcus Cudina
Louis Damelio
Amos Damon
david epstein
Ken Florek
Gianna Gagliardo
John Gagliardo
Brian Geldziler

robert gorga
David Ingersoll
Roger Knickle
Virginia Kornfeld
William Kurz
Brian Licalsi
Sean Lobosco
Edgar Lopes
renan lopes
Eric Makkay
Glenn Matejek
Grace Molson
John Molson
Johnny Mullins
Pierre Nies
Greg Parris
Ted Passalacqua

Manny Pinzoni
Tom Plucinsky
Manish Pradhan
Ramon Ramos
Melissa Remoli
Jess Rosenthal
Francisco Saldarriaga
Andrew Schulze
Adam Sell
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Member Warren Brown
Member Blake Smith
Member Bob Isbitski

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Scrub David McIntyre
2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

Ross Karlin

Jeff Caldwell

Neil Gambony

Douglas Feigel

Brian Corrigan

Neil Gambony

Vic Lucariello

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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:

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601

800-878-9292 (Mastercard or Visa)

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 New Jersey Chapter. Contact the National BMW CCA office for details.

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