

# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
 NEW JERSEY CHAPTER  
 P.O. BOX 2305  
 WESTFIELD, NJ 07091-2305

## Banquet Excitement!

Social Chair Stephanie Mason, and the rest of the NJ Chapter Board, are getting excited about the plans for the 2001 Annual Banquet, and hope to see you there!

The time for RSVPing is getting short, but there is still time to get your information and check to Stephanie (her address is listed on page 2). Please hurry, though, so we can get an accurate count to the caterer by their deadline!

Once again, the banquet will be located at the posh Basking Ridge Country Club, in Basking Ridge. There will be a cocktail hour from 6-7pm, and then dinner, dancing and prizes from 7-11pm. The cost is \$45 per person.

We are lucky to once again have Terry King and Hollywood East to entertain us. Terry King has sang with the Drifters, and really gave us a great show last year. Everyone was on the dance floor!

We will also have our usual great spread of door prizes from our generous local sponsors and BMW NA. We're still collecting prizes, but it looks like there will be at least one, and possibly two, new-style BMW Mountain Bikes included in the loot!

We promise you'll have a great time. New members will be especially glad they attended! RSVP NOW!

## Autocross Info

These are the current event dates for the coming season. All are autocrosses, except for 5/20, which is to be a Car Control Clinic. For those who have never tried it, an autocross is a competition event held in a parking lot. Cars are run, one at a time, through a course marked by cones. The emphasis is on handling ability of the car and the driver, and the event usually is run in 2nd gear. It is some of the greatest, and safest, adrenaline rushes you can get in a car. All events will be held at Fort Monmouth, except 6/24, which will be at Brookdale Community College in Lincroft.

4/8	4/29	5/20	6/24
7/15	7/29	8/26	9/16
10/7			

-Elihu Savad

## Egroup Announced

The New Jersey Chapter announces an exciting new way for members to share and receive information about chapter activities.

A **Yahoo Group** (formerly know as Egroups) named "njbmwcca" has been created.

The Yahoo Groups webpage can be found at:  
<http://groups.yahoo.com>.

You must create a Yahoo account for yourself, but this is free and mostly painless. The webpage above will take you through the process. They do ask a few personal questions, but you can skip past the most onerous.

Once you have created a Yahoo account, request membership in the njbmwcca group. Membership must be approved by the moderator, and will only be open to NJ Chapter members. Chapter membership will be confirmed against the national membership roles.

We'll try to keep the random chitchat to a minimum, and focus on NJ Chapter topics. Hopefully, this egroup will join the website and the hotline as valuable information conduits for our membership.

Please contact David McIntyre (dmcintyre@blackrock.com) with any questions.

## Lipinski to Speak

Chapter member and professional detailer Erich Lipinski will speak at the February monthly membership meeting on February 21st. The location will be Deutscher Club of Clark, our usual monthly meeting spot. Directions can be found elsewhere in this issue, and also on the website.

Lipinski will address general car finish care, and will focus on the special needs of BMW automotive paints during the cruel winter months. He will address the needs of both the older "paint" and newer "clearcoat" methodologies.

We all hate to take our BMWs through the carwash, but which is better: letting the salt and road grime stay on your car, or facing the horrors of the "brushless" automatic carwash? Lipinski will let us know.

As always, Free German Food will be served, and new members are always very, very, very welcome.

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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 should be sent to:  
**BMW CCA National Office, 2130 Mass. Ave, Cambridge, MA 02140**  
**800-878-9292 (Mastercard or Visa)**

**Annual BMW CCA and New Jersey Chapter dues: \$30.00.**  
**New Jersey Chapter Dues and Bulletin Subscription (for members of other chapters): \$12.50.**

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 \$12.50 to the National BMW CCA Office.

**NEWSLETTER CONTRIBUTIONS**

The *Bulletin* eagerly accepts contributions from its subscribers. Please send your articles, photos, artwork and ideas to:  
**NJ Chapter Newsletter, BMW CCA, PO BOX 2305, Westfield, NJ 07091-2305**  
or email your contribution to the Editor at [mcintyre@race-stuff.com](mailto:mcintyre@race-stuff.com).

# Upcoming Monthly Meetings & Other Events

**Saturday, February 17** at the Basking Ridge Country Club

## Annual Banquet

The New Jersey Chapter board hopes to expand on the terrific success we had with the 1999 banquet. The venue will once again be the elegant Basking Ridge Country Club, and joining us again will be Terry King (formerly of the Drifters) and the Hollywood East dance band. Last year's members danced the night away with this exciting band. No one was able to remain seated! The piano cocktail hour will begin at 6pm, and dinner and dancing will commence at 7pm. There are always more than enough door prizes for everyone, some of which will be significant (last year we had CD changers and mountain bikes from our supporting BMW dealers!). The registration form is in this Bulletin.

Special thanks to all our sponsors for their support. Door prizes are provided by BMW of North America. Contact Social Chair Stephanie Mason with any questions.

**Wednesday, February 21** at the Deutscher Club of Clark

## Erich Lipinski on Winter Car Care

Erich Lipinski will dispense some of his vast knowledge on car and paint car as he discusses winter's effects on your precious baby. Free German food as always. We can't express how much we like it when new members attend! Meeting starts at 8pm, and the directions to the DCC are below.

### Directions to the Deutscher Club

787 Featherbed Lane, Clark, NJ 732-574-8600

Take the Garden State Parkway to exit 135. Take Central Avenue towards Westfield. Turn left at first light onto Raritan Road. Turn right at the second light onto Westfield Ave. Follow the "L" shape of this road (do not turn off to the right). After 300 yards turn left at the big yellow "DC" sign.



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### Monthly Membership Meetings

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# Random Firings

...Hank Farber

As I sit here on the cusp of my fiftieth birthday, I am thinking about my life-long love affair with things mechanical. So this month's column will be somewhat autobiographical. I was born and raised in Linden right here in the Garden State. It was hard to understand why New Jersey was called the Garden State sitting in Linden, a factory town which boasted a General Motors assembly plant, an American Cyanamid chemical plant, an Exxon (then Esso/Humble) oil refinery, a Gordon's Gin distillery, and on and on. It is probably the case that breathing that air and drinking that water is the reason why I sometimes glow in the dark. And Linden's great tradition lives on. The City is about to sign a contract to host a transfer station for disposal of New York City's waste.

This being said, Linden was a terrific town in which to grow up. The population was very heterogeneous in every way. Lots was going on to interest a mechanically (or, more accurately, electrically) inclined mind. One major advantage I had was that my father and uncle ran a lumber yard in Linden for many years, and I essentially grew up in the business. The yard had many vehicles of various descriptions, including trucks ranging from pickups and panel vans to 18-wheelers. But the first vehicle I drove (at twelve years old) was a Towmotor fork-lift. This was hard to damage but easy to (mis)use to cause damage to other objects. I quickly graduated to trucks of various descriptions, and my cousin and I volunteered for the job of showing up every morning at 6AM to refuel all the vehicles (whether they needed it or not). By the time I got my license at 17, I was a veteran truck driver in the yard, but I needed some street experience. So I asked to be assigned to make deliveries, and I got my fair share of runs.

Perhaps the most interesting thing about driving these trucks was the range of transmissions. Of course, there was not a

synchronesh transmission among them, so double-declutching was essential. But if you were good, and I mean really good, you could get away without declutching at all on the upshifts. The simplest transmission was a standard 3-speed on the column (remember those) in a panel truck. There were the usual range of 5-speeds. More interesting were the trucks with 5-speed transmissions and an Eaton dual-ratio electric shifting (with a red button on the shift lever) rear axle. To drive this "properly", the shift order would be 1-low, 1-high, 2-low, 2-high, 3-low, 3-high, etc. This was really fun, sort of like having a close-ratio gearbox. The next step were trucks with tri-plex and quadra-plex transmissions. These had two gear boxes, the five-speed primary box and the three- or four-speed transfer box. The first gear in the transfer box was a real stump-puller and was not used in normal driving. On the road with a heavy load, you would row through the (10 or 15) gears (not counting the stump pullers), but in no obvious order. You had to know your truck and its ratios. For example, you might start in first gear in the main box while in the second gear in the transfer box (call this 2-1). Then you might shift to second gear in the main box while staying in second gear in the transfer box (call this 2-2) and then hit 2-3. But the next gear might be 3-1 then back to 2-4 and so on in no predictable order. Note that many of these shifts required changing ratios in both boxes simultaneously. This required shifting two levers at the same time while steering a large truck down the road, a feat which was accomplished by hooking your left arm through the steering wheel to shift one box while using your right arm to shift the other. And, remember, no synchronesh. Finally, the 18-wheeler had a Cummins Diesel engine hooked to a 10-speed Road-Ranger transmission. Since there was only a 500 RPM useful power band (1500-2000 RPM, gov-

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# Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! I received the following e-mail from a REAL Bimmerphile, one Aidan Watt from Frankfurt! If anyone can help him out, please do, and please copy me at Philes' Forum.

*I found your email address on the BMWCCA (NJ) website and wondered as you held the position of Chapter Librarian if you could help me. I have just purchased and imported [Hmmm...Maybe 'repatriated' is a more accurate term - Vic] to Europe a 1964 BMW 1800ti. The VIN number shows the car was delivered on 25th September to Hoffman Motors Corp. in New York. Would you or any one else in the chapter have a contact who would be able to tell where the car went after Hoffman's. The VIN number shows it to be a very early export to the U.S.*

*I would be grateful for any help or suggestions you could give me.*

*Regards*

*Aidan Watt*

*Email: aidanwatt@yahoo.com*

I still wish to receive copies of your inspection reports from the NJ DMV inspection. You can either mail a photocopy of your report or simply e-mail the test data. If you choose the latter, please include both the test results and the pass/fail criteria for each pollutant along with your year, transmission, and mileage. [Include your name, too!] If you know at what mileage your Oxygen sensor was last replaced, include that as well. In either case, please indicate what, if any modifications have been made to your motor [aftermarket chip, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series]. The majority of the folks who have sent in test results so far have passed with no problems. One trend which may be emerging is that DMV may not be dyno testing some Bimmers with automatic transmissions. These cars may be receiving the 2500 RPM idle emissions test instead. As I have previously reported, the idle tests do not check for oxides of nitrogen [NOx], the most difficult pollutant to control under normal running conditions. Some folks have sent in results from non-Bimmers, and this is fine.

The ['84-'91 US Spec. 3-Series and '92 325iC], along with most other electronically-fuel-injected Bimmers, have two under-hood relays which must function properly for the engine to start and run. Over the years, many, many hesitation, stalling and no-start problems have been traced to these relays, which are the Motronic and fuel pump relays. By the way, since the '84-'85 318i cars don't have a Motronic computer, they don't have a Motronic relay.

The Motronic relay supplies power to the Bosch Motronic engine control computer and the fuel injectors. Obviously, an inoperative relay will cause a no-start [motor will still crank, though], but the usual failure mode is for the relay contacts to deteriorate such that when the relay operates, only partial voltage is supplied to the Motronic and injectors. This makes for some real interesting, intermittent symptoms. My favorites are 1) When the motor won't start until the second or third time the starter is engaged and 2) When the car stalls and immediately restarts and is fine for a few days. What is happening with #1 is that the relay's output contacts are not conducting full voltage every time the relay operates. So, you turn on your ignition [relay operates] and crank the

motor. When it does not start, what do you do? Turn off the ignition and try again [relay operates a second time] and boom [poor



Photo 1

Victory Auto Photo

choice of words, I guess], off you go. #2 is similar except that the relay provides enough power to get started, but a bump in the road or something causes the power to be interrupted, producing a stall. Again, what do you do? Same as #1.

The fuel pump relay, which is operated by the Motronic computer when it senses that the motor is cranking or running, supplies power to the fuel pump[s]. My favorite symptom of a bad fuel pump relay is where the motor starts and runs fine until you call for full power, at which time you think you are running out of gas. Well, as far as your motor is concerned, you are. The problem is that the relay is not providing enough power to the pump[s] for them to supply enough fuel for full-power operation. This symptom can be intermittent as well, as explained above. Wanna bet how many fuel filters and pumps have been changed when the relay was the real culprit?



Photo 2

Victory Auto Photo

Although the 'proper' way to diagnose relay problems is with a voltmeter, these relays are so easily accessible and inexpensive that it is much easier to simply begin by substituting

*Con't on page 7*

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# Welcome Our 52 New Members

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Jeffrey Bruce	Short Hills	'00 M3	Zafer Mehmood	Somerset	'97 540
Hyun-Suk Byun	Fort Lee	'95 740	Sandra Moore	Jersey City	'94 530
Richard Cambron	Spring Lake	'92 525	Jonathan Mummolo	Colts Neck	'89 325ic
Richard Cipriano	Glen Ridge	'00 528			[ Frank Mummolo]
Francis Coco	Monmouth Jct	'98 328	Matthew Murino	Manalapan	[ Richard Kelter]
Crockett & Assoc	Monmouth Jct	'98 528	Kenneth Naspo	Caldwell	'72 3.0
Larry Derienzo	Neshanic Stat	'89 325	Michael Noland	Basking Ridge	'00 M5
Carl Devito	Flemington	'99 528i [Ben Tomicic]	David Oldham	Midland Park	'01 530i
Benito &			Anne Pegel	Wayne	'00 540
Nicholas DiDomenico	Fort Lee	'99 540	Andre Perpignan	Howell	'72 2002
Anthony Gagliardi	N. Caldwell	'01 330Xi	Leonard Posnock	Clark	
Steven Geovanis	Far Hills	'95 M3 [Dan Mueller]	Chris Proctor	New Brunswick	'98 525i
Jeremiah Goldovitz	Hightstown	'94 325 [Jason Goldovitz]	Virginia Pulito	Flemington	'01 M5
Robert Goodwin Jr	Point Pleasant	'01 X5	David Seibel	East Brunswick	'87 325
Carmine Guiga	Red Bank	'01 325 [BMW NA]	Daniel Shack	Edgewater	'01 325ix
Alex Kay	Maplewood	'98 540	William Smith	Franklin Lakes	'97 540
		[David Zeckhausen]	Alan Sternin	Bridgewater	'01 X5
Kyle Kramer	Summit	'89 635	Thomas Szymczak	Towaco	'01 325i [Luke Szymczak]
Rita Kron	Fair Lawn	'01 325ix [ Linda Bohm]	Aris & Maryanne Taflambas	Ringwood	'01 325 [BMW NA]
Michael Lake	W. Trenton	[ Edward Lake ]	Eric Thies	Scotch Plains	'00 X5
Christopher Lickman	Elizabeth	'97 840Ci	Frances Towe	South Orange	'93 325
John Litvinchuk	Princeton	'00 323	Bruce Williams	Flemington	'01 M5
Barry & Erin Lydon	Matawan	'87 325is	Larry Witt	Califon	'98 MRoadster

## Con't from page 5

known good relays to see if the symptoms go away. But first, you have to know where the relays are.

Under the 6-cyl E30 hood [driver side] you should find a black cover right near the air flow meter and power steering fluid reservoir. See Photo #1. When you remove the cover you will behold the Motronic [AKA main], fuel pump, and oxygen sensor heater relays. The Motronic relay is front-most [the one to the left in Photo #2], while the fuel pump relay is the middle one. [Big Al: Can you figure out which is the oxygen sensor heater relay?] You will note from Photo #1 that I have the relay positions labeled on Joanne's 325.

OK, now you found the relays. What next? In the case of the fuel pump relay, it's brutally easy. Just temporarily swap the fuel pump and oxygen sensor heater relays [They unplug. Yeah, trust me, they do. Just be careful. The 'hot' terminals on these relays are hot even with the ignition off. You, ah... wouldn't want to try prying on recalcitrant relays with a metal object like a screw-

driver]. The Motronic relay is a bit more challenging since it is unique and thus cannot be swapped [unless you have a buddy with an E30!]. I suggest that you replace your Motronic and fuel pump relays whether they need it or not and keep the old ones in the glovebox. Since even the newest E30s are now 10 model years old, and the relays can be had for maybe \$10 each and have been so problematic, I think this is cheap insurance indeed. Heck, keep a copy of this column with the spare relays!

Anyone wishing to contribute to Philes' Forum should contact me via the info on the masthead. I'm interested in tech tips, repair /maintenance questions and/or tips, dealer horror stories, product evaluations, etc. Please call before 8 PM, and if you leave a message, PLEASE INCLUDE A PHONE NUMBER WHERE I CAN REACH YOU ON WEEKDAYS DURING THE DAY. Also, please be patient, I try to return every phone call, but it sometimes takes a while. If you don't hear back from me within a few days, please call again. The best way to contact me is via e-mail.

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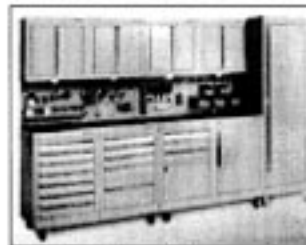


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Con't from page 4

erned to a maximum of 2000 RPM) in the Cummins Diesel, skilled use of the transmission and precise shifting was absolutely necessary. The Road-Ranger was a five-speed box hooked to an electric dual range control. Here you would row through the five gears in the low range and then shift to the high range and row through the gears again.

This is probably much more than you ever wanted to know about shifting truck transmissions, but I remember the experience fondly and it helped foster my interest in cars (although these trucks were a long way from BMWs. I should note that other drivers might not hit every ratio in the tri- and quadra-plex boxes. But I LOVED shifting, and I wanted to shift as much as possible. So I would often hit all the gears, even with no load. All in all, great fun and good training for the track and other serious pursuits.

I had my share of misadventures in the yard, and I will share only one here. Even then, my cousin (the same one who wrecked his father's Austin Healy, see

Random Firings, October 2000) and I seemed to have a need for speed and a lack of good sense. But the only vehicles we had available were trucks. So one day we were drag racing a Ford Econoline up and down the "back straight". This was about an eighth of a mile long dirt road with an incline and a slight kink in the middle. One day (at age 15), I kind of lost it and stuffed the Econoline into the back of the 18-wheeler. The A-pillar saved me, and no one was hurt. My father did

not freak out, but he did make me pay for 1/2 the damage. I guess he figured that he was at least a little responsible. I am not sure why, because he did not condone this sort of activity. My cousin and I were just not well monitored or well-endowed with common sense. It took me a couple of years to work this off.

The example of my father's reaction to my accident helped me deal with a recent misadventure by my younger son that caused considerable damage to my 325ix. More on the automotive misadventures of my children in a future column, but know that Walter is now working off his share of the repair costs for the ix.

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Registration opens February 2, 2001. Applications postmarked earlier will not be honored, acknowledged or returned.

**DRIVER INFORMATION:**

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_

Phone # day: \_\_\_\_\_ evening \_\_\_\_\_ fax \_\_\_\_\_

Email: \_\_\_\_\_ BMW CCA Membership # \_\_\_\_\_

Emergency Contact: \_\_\_\_\_ Phone #: \_\_\_\_\_

**PREVIOUS DRIVER SCHOOL EXPERIENCE:**

In the past two years, how many BMW CCA or other marque Driver Schools have you attended? \_\_\_\_\_

In the past two years, how many Driver Schools have you attended at Jefferson Circuit? \_\_\_\_\_

In the past two years, how many Driver Schools have you attended at Summit Point? \_\_\_\_\_

Have you ever attended a Professional Driver School? \_\_\_\_\_ Yes \_\_\_\_\_ No

Car Year, Make & Model: \_\_\_\_\_ Color: \_\_\_\_\_

List extraordinary modifications, if any, (ie; "M" motor in 318): \_\_\_\_\_

A separate application is required for each student if the car is being shared. If applicable, please list the other student's name here: \_\_\_\_\_

Long sleeve commemorative event T-Shirts are available at a pre-purchase price of \$15.00 each. Mail your remittance with this application and your registration fee. Indicate size shirt: M L XL 2XL (Circle)

Please mail this form, proof of BMW CCA Membership and your check, payable to **NEW JERSEY CHAPTER BMW CCA** to;

**Elizabeth Swain (Event Registrar)**  
2399 Pennington Road  
Pennington, NJ 08534  
E30M3SPEEDY@CS.COM  
609-818-1443

**(NOTE IMPORTANT INFORMATION)**

• Snell 90 Helmet (or later) is required	• Cars must be muffled
• Equal passenger restraint (minimum 3 point)	• No open cars or SUV's
• Participants must be 18 yrs old or more	• Participants must have a valid Driver License
• No after market window tinting	• Proof of BMW CCA Membership required

Cancellations after April 13, 2001 will be allowed only if your space can be filled with another student and you will be charged a \$25.00 handling fee. All cancellations must be communicated through the registrar.

# Classified Ads

1984 BMW 633csi, rebuilt 3.5L by Billet Source, 5-speed rebuilt by MM, new drivers seat, excellent condition. No place to keep it. \$5,000. Please call David 908.464.5732. dfh@home.com. (2/01)

BMW Body Parts, all good condition, Bavaria hood, 320i hood, 320i trunk lid \$75 each. 320i bumpers \$50 each. Pick up in Scotch Plains, NJ, will consider local delivery; will not ship. Paul 908-789-0429. pjp90@aol.com. (2/01)

1988 BMW 528e, red leather, new Dunlop tires, moonroof, new rotors & brake pads, new catalytic converter, new tie rods, idler arm & thrust bushing, over 25 mpg, original owner, 120k miles, asking \$6,900. 609-698-2838. (2/01)

BMW Parts for Sale, engine for 1984 325 6 cylinder, \$400 (pick up only); OBC to upgrade E30, \$300; cruise control kit to upgrade E30, \$300; E30 performance parts - Racing Dynamic stress bar, \$150; adjustable camber plates, \$200; Raceware head studs, \$150; stainless brake lines, \$50; chip for 027 control unit, \$75; aluminum flywheel for eta engine, \$400; 4:10 LS differential, \$400 (no shipping); M3 springs and sway bars, \$200; M&R 5 point harness, long H type eyebolts included, \$100; miscellaneous parts for 1984 325 - call with needs. Gene Ritacco 860-274-7770 - no answering machine. (2/01)

BMW Parts for Sale, 5/7 series wheels: 17" Radial Style wheels from E39 5-series (also fit E34 5-series) - \$975/obo. 16" cross-spoke wheels (fit E34 5-series and E38 7-series) - \$600/obo. 15" "bottlecap" alloys -- good for snows on E34's or E32's or to upgrade from TRX's on E24's or E28's - \$225/obo. Drew: 908-272-6351 or apzjd@aol.com. (2/01)

1972 BMW 2002tii, Chamonix, Navy Blue, 150k, no rust, rebuilt motor, full recent tune-up, new dash, carpet, seatbelts, new brakes (rotors/pads, wheel cylinders, shoes), new clutch, guibo, shifter parts, driveshaft bearing, new hoses and belt, new 320i desert radiator, bilsteins, new center console, Hella H4's, and E30 14" Bottlecap rims. Original California car, purchased in February 2000, got married June 2000, no time for car, great driver car. Stored in Queens, NY. \$6,500. Call Chet Marfatia (w) 212-208-3237 or (h) 212-977-4334 or e-mail cmarfatia@hotmail.com. Pictures available upon request. (3/01)

2000 Audi S4, 6 spd, Nogaró blue, Black leather and wood, convenience package-moonroof (homelink & auto dimming mirrors), cold weather package-heated seats (washers & ski sack), audio package-Bose premium sound w/changer. UUC shifter, stock and weathered floor and trunk mats. 13,800 miles, Perfect mint condition, garaged, no damage or dents ever. Mobil1, 2yrs/36k miles left on warranty and no charge dealer maint. ask \$37,500. gary@camptownauto.com 908-624-0108. (3/01)

E30 M3 Grp. A touring car, 5 spd close ratio, White with custom vinyl graphics. Originally built by Hartge and raced in European Touring Car Series then Hillclimb Championship. Approx 2200 lb, 330 hp. 2.5L Gruppe A motor, BMW motorsport electronics, crankfire ignition. Aluminum radiator, huge AP brakes w/ twin master cyl. and cockpit bias adjustment. Full Grp A coil-over suspension, 17" centerlocks w/ Pirelli radial slicks and rains. Custom 12pt. cage by Matter. All steel seam welded body, air jacks, lots of lightweight pieces. Adjustable Evo III aerodynamics, New ATL custom 12.5 gal. Fuel cell w/ electric pump, surge tank and remote filler. Full instrumentation, Momo carbon fiber Acropolis seat. Spares and tools inc. \$65,000. gary@camptownauto.com 908-624-0108. (3/01)

Parts for sale, Tahoe -Yukan-Suburban, Set of used

American Racing wheels \$300. Set of almost new BFG long trail T/A 245/75R16 M+S \$340. \$600 for everything. 908-624-0108. gary@camptownauto.com. (3/01)

E36 3 series wheels, Set almost new perfect "bottle cap" design alloys and center caps \$300. gary@camptownauto.com 908-624-0108. (3/01)

1988 M5, WBSDC9301J2791982 Schwarz/Tan, Dinan Stage III suspension. Excellent condition. Always garaged. Meticulously maintained. Mobil1 every 2,500 miles. Recent clutch, guibo, Many upgrades. Records 133K miles. \$11,500. Charles 718-422-0414 ckarnati@rcn.com. (3/01)

1988 M5, WBSDC9303J2875063 Schwarz/Tan. Excel Condition. Meticulously maintained. Mobil1. Always garaged. Records. Don't miss this chance to own a stock unmolested M5. 39K miles. \$22,000. Charles 718-422-0414 ckarnati@rcn.com (3/01)

1986 BMW 635Csi, Black with tan leather sport interior, auto transmission, showroom cond. inside and out, meticulously dealer maintained and oil changed every 3000 miles, garage kept, includes built-in radar detector and Clifford alarm/ignition kill, 116,000 plus miles, email photo available. \$10,000 or best offer. Josh 732-776-7211 jeamron@msn.com. (3/01)

1979 Volkswagon Rabbit, Ice Racer. Preped and ready to go never raced (sat for 2 years) has over 1,100.00 in new parts and service can be prepped for ITC or raced as is new studded tires. \$850 obo call 201-9394154 x158 or email ethomas@citytours.com. (3/01)

1987 BMW M6, cinnabar red/lotus white. original owner (I am the only driver), 57K miles, never any structural damage, in great condition. Always maintained by Wide world of cars BMW dealership in Spring Valley N.Y., \$25,000 or best offer, call Joe. eves at 201-927-8653. (3/01)

BMW 318ti Parts for Sale, Tri-Flow stainless steel exhaust, Eibach strut bar, 225/50-16 Comp T/A Z rated tires on Concord alloy wheels, 4 oil filters. If interested in any or all, call Jim 609-607-1518 or e-mail to Jar318tii@cs.com. (3/01)

1986 BMW 325es, Bronzit/pearl. 5-speed, 2-door, sunroof, 92K miles, excellent condition inside and out, loaded, original paint, no accidents, cell phone. Synthetics in engine, transmission and diff. New timing belt and water pump. No winters or snow. Always garaged. Runs like new. 973-374-6576.

1990 Audi V8 Quattro, 93k, very clean, Bose with 6 CD changer, new Dunlop A60 and new Bilstein HD struts, Red with Black leather, K&N Filter and AutoThorty Chip. Must sell immedi-

ately - spouse getting impatient. \$7,000 obo. Contact Mike at 201-358-2583 after 8pm. (3/01)

Parts for sale, four new unused M Contour 225/45-17 wheels with Pirelli Asimmetrico winter tires ([http://www.tirerack.com/tires/piirelli/pi\\_win\\_ice\\_a.jsp](http://www.tirerack.com/tires/piirelli/pi_win_ice_a.jsp)) mounted and balanced. Rims are brand new, never driven. Tires have 10,000 miles from previous winters on Z3 2.8. Includes BMW Z3 jack. Purchased for Mcoupe but never used. \$1800. Princeton area. Contact Phil at 609 639 2172 or pmacias@lucent.com. Pictures at (<http://www.bmwheels.net/mcontur.html>). (3/01)

Tires for sale, Blizzak snow tires, on OEM wheels, 1990 325i. 195x65R14, used one season. \$150. atjacobs@home.com or 609-637-9352. (3/01)

Wheels/Tires for sale, Set of 4 525i (off 1991) OEM wheels w/tires \$200, set of 4 five spoke wheels for 525i (off 1991) with tires \$200, approximately 75 issues of Roundel from 1985 to 1991 \$75, call Alan 201-986-4282 day. (3/01)

To Place a Classified Ad: Any current BMW CCA member may place a non-commercial classified in The New Jersey Bulletin. There is no charge. Send legible copy of reasonable length to **Classifieds Editor Chet Marfatia** (street and email addresses listed on the masthead). Please include a dollar amount for automobiles or automobile parts listed. Classifieds will run for two issues unless renewed or canceled.



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# NJ Chapter Calendar

## February

### Friday, February 2

Application period for Summit Point joint school opens. Application in this issue, and on the website.

### Monday, February 5

Application period for March Lime Rock school opens. Feb 5 for chapter members, Feb 6 for others. Application in the January issue, or on the website.

### Friday, February 9

Board meeting. All members are really invited to attend. We're not kidding, we actually like it when members attend. Just please RSVP to any board member (via email is ok) to let us know you're coming and to get directions.

### Saturday, February 17

BANQUET! Annual holiday banquet at the Basking Ridge Country Club. Cocktail hour, dinner, dancing, great door prizes, famous entertainment. RSVP to Steph Mason ASAP.

### Wednesday, February 21

Monthly membership meeting at the Deutscher Club of Clark. Erich Lipinski will talk on winter car care. Free German food as always.

## March

### Wednesday, March 21

Tech meeting at Hunterdon BMW, in Lebanon NJ (on Route 22). Directions on the website. A few members cars (arranged by appt ahead of time) will be examined on the lifts. Learn what the underside of your car looks like, and what to look out for. Meeting starts at 7pm, one hour earlier than usual.

### Friday, March 23

Driver School at Lime Rock Park. Learn how to drive your car! Application available on the website. Application period opens 2/5 for NJ Chapter members, and you need to get your application in on time!

## April

### Wednesday, April 18

Monthly meeting at the Deutscher Club of Clark. Meeting topic TBA, but guaranteed there will be fun, free German food, adult beverages for sale, lots of parts for sale, etc. New members are always warmly greeted.

### Sat-Mon, April 21-23

Three day driving school at Summit Point. Sat and Sun on the great Jefferson Circuit, and Mon on the big track. We drive "Jeff" two different directions on the two days, so it's like two different tracks. I think there is a BBQ included one of the nights. You have a much higher likelihood of getting into this school than a Lime Rock event, and it is probably less than an hour further to Summit Point. See the application inside. Application period opens Feb 2, so get it in now!

NJ Chapter Online: <http://www.njbmwcca.org>

Hotline: 908-322-2758

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