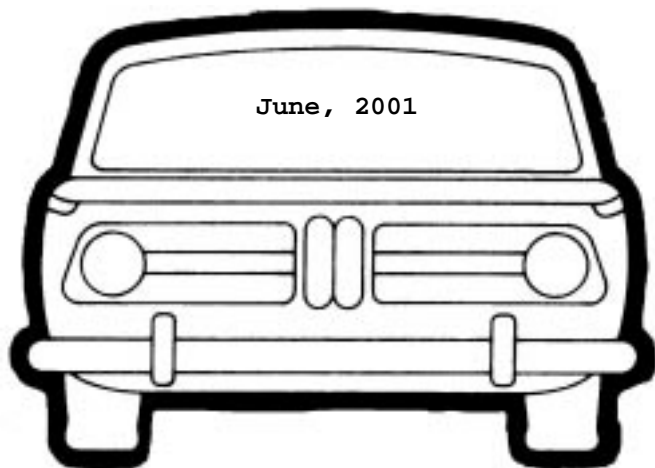


# Special Club Race Sponsors Issue

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## New Jersey Bulletin

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

### Club Race June 4-5

This year's sixth annual Club Race at Lime Rock Park is shaping up to be possibly the largest race yet held in the country as part of the BMW CCA Club Racing series. This will be held in conjunction with our chapter's two day driver's school on June 4-5 at Lime Rock Park, in Lime Rock, Connecticut, so there will be lots of club people to hang out with. You should plan to come up and watch, even if you're not signed up as a participant.

Since there will be a large field of racers, there will be two race groups. On Monday, each group will have sessions for practice and qualifying. Then, each group will have a race, starting around 3 o'clock. Following the day's activities, there will be a party at the track for all racers, drivers school participants, and guests.

Tuesday's schedule will give the racers practice sessions in the morning, so they can get in some additional laps, sort out their cars, and make any necessary changes to their setups. After lunch, get a good viewing spot for the featured races. Grid positions are based on finishing places for Monday's races. Each race will be 35 laps, and if previous races are any indication, there will be some great competition to watch.

As in previous years, the race will be a charity event, with proceeds donated to the Westlake School in Westfield, NJ. The Westlake School has used our donations in the past as scholarship money for summer programs; allowing students who wouldn't normally be able to afford summer programs to attend. A busload of students will watch the race on Tuesday and a lucky few might even get rides around the track after the race.

**Major race sponsors** are **Armourfend, DiFeo BMW, Paul Miller BMW** and **TurnerMotorsport**.

**Other sponsors** are **JMK BMW, TranSport Racing Services, UUC Motorwerks, VAC Motorsports, Bavarian Autosport, Don Rosen BMW, Motorsport Imports** and **Rennsport Motor Works**. Please support these race sponsors, and let them know you appreciate their support of our club events when using them.

If you are interested in Club Racing, contact Ross Karlin, our Chapter Race Chairman. He can give you all the information necessary.

### Picnic and Rally June 17!!

It's time to send in your RSVPs for the chapter picnic to be held Sunday, June 17th (Father's Day) at the Finch Farm in Asbury, NJ (exit 11 on Route 78). And the best way to get to the picnic will be to participate in that day's fun rally which starts in Whitehouse, NJ.

The picnic registration form and all the details about the rally are on page 11 of this issue. We ask that you RSVP in advance to Stephanie Mason so that we can plan the picnic. We will allow payment at the door, but the lack of RSVPs has caused your chapter much difficulty and much expense in the past, and we would really appreciate the courtesy of advance notice.

The picnic will include a delicious BBQ (with the grill staffed by employees of local BMW dealerships), games, volleyball, lots of cool cars, horses and their fun stuff not yet disclosed.

The price for the picnic is \$15 for adults, \$10 for kids 10-17, and free for children under \$10. The rally is free with picnic pre-registration and \$20 without. Another good reason to RSVP for the picnic!

Directions to the picnic are available on the website, and directions to the rally starting point are available on page 11. Contact Social Chairperson Stephanie Mason (contact info on page 2) with any questions or to submit your RSVP. We look forward to seeing you there!

### BMW NA Meet 6/29

The June Monthly Meeting will be a special gathering at BMW NA's headquarters in Woodcliff Lake, NJ on Friday, June 29. This special meeting will be one hour earlier than usual, at 7pm. BMW NA executives will greet our members and discuss new product development, your BMW concerns and BMW's racing program. All the top executives come out to meet you, so return the favor! This is usually our biggest meeting of the year. BMW NA will provide refreshments and some door prizes. If you attend only one membership meeting this year, make it this one!

Directions to BMW NA are available on the chapter website.

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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

**Monday and Tuesday, June 4-5 at Lime Rock Park**

## **NJ Chapter Club Race at Lime Rock!**

Come on up for a great day or two of excitement as the NJ Chapter puts on its 6th Annual Club Race at Lime Rock. 50-60 BMW Club Racers will put on an exciting race each afternoon, with proceeds going to charity. More information on the front page. Races each day will be in the early afternoon. Directions to Lime Rock on our website.

**Sunday, June 17 at The Finch Farm, Asbury NJ**

## **Giant Picnic (and Rally)**

Our biggest event of the year! All the details are on page one, and the RSVP form is on page 11. Start the day at the exciting and fun rally (read the whole story on page 11), which finishes at the rally. The rally is free with prepaid picnic registration! You can pay at the door, but by RSVPing ahead of time you really save our chapter a lot of trouble and prevent any shortages of food, etc. Please, please RSVP.

**Sunday, June 29 at BMW NA Headquarters, Woodcliff Lake, NJ.**

## **Annual BMW NA Meeting**

Our best-attended monthly meeting! Meet all the bigwigs at BMW NA and learn about upcoming products and racing programs. Enjoy delicious food and maybe win an exciting door prize! Directions on the website! **Starts at 7PM!**

### **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.

### **Directions to Fort Monmouth Autocross Site**

From the Garden State Parkway, take exit 105. Proceed to the first light. Take jughandle left onto Hope Road. Take Hope Road about 1 mile, make a right onto Tinton Avenue. Go to traffic light at Route 35. Cross intersection into Fort Monmouth. Proceed about 1/2 mile. Site is left next to theater. See map on website.

As on all military bases, please be advised that posted speed limits are strictly enforced with 0 tolerance. Noise limits will be strictly enforced. Street muffling will be required, and excess backfiring will be frowned upon.

## **Join Our Egroup**

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

A **Yahoo Group** named "**njbmwcca**" has been created. The Yahoo Groups webpage can be found at: <http://groups.yahoo.com>.

As of press time we had approximately 50 members, with one or two joining every day. Hopefully this can become a major conduit of chapter information for our membership. Early announcements of schedule changes, cancellations, etc will be easy to transmit!

Topics so far have included early notification of the Lime Rock cancellation and information about our Drive for the Cure program.

You must create a Yahoo account for yourself, but this is free and mostly painless. The webpage above will take you through the process. 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.

To speed the confirmation process email Dave McIntyre with your membership number and full name after you apply; otherwise he has to email you for this information, delaying the process.

We'll 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 with any questions.

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# Random Firings

...Hank Farber

## Why Does the Darned Car Miss? Part I - The Ignition System

Last month, I described the search for my first car. The 1961 TR3A that I found in 1967 looked good but had a persistent misfire in the #3 cylinder. I had read a short pamphlet or two on internal combustion engines, but that was theory. There is no substitute for hands-on experience.

The first thing I had to do was buy myself a rudimentary set of tools. Now, tools are a dangerous thing . . . for your wallet. Luckily, my father owned a hardware store with a reasonable selection of tools. I was able (at cost) to acquire a set of S. K. Wayne combination wrenches, as well as various screwdrivers, pliers, and so forth. The store did not carry ratchets and sockets, but I was able to go to a supplier in Cranford (W. W. Grainger) and get a 3/8" socket set. I still have these tools, although I do not use them much these days as SAE tools are not a good substitute for metric.

A small digression: I love tools, and I suffer from tool catalog disease. I am a tool-aholic. The primary symptom is that I cannot pass up an opportunity to turn every page of a tool catalog looking for excuses to buy something. Another symptom is that whenever I am in Sears or Home Depot for any reason, I absolutely have to go through the tool section to see if they have invented anything new or if I can finally justify some new tool I will rarely use. Do I really need a set of stubby combination wrenches or that nifty flare-wrench set? A secondary symptom of tool catalog disease is that I am constantly looking for Snap-On and MAC tool trucks. There is no cure, and I will always be a tool-aholic. And I am happy to say that I am not even a recovering tool-aholic. Any excuse for a new tool. I sometimes even take on jobs that I would not otherwise take on so that I can justify the purchase of a new tool. But why do I even have to justify the purchase. Isn't it enough that I want the new tool? The road to madness (and the poor-house) lies this way.

And the tools don't have to be small. For example, I have a decent air compressor and air tools. I loved buying the air tools. And I love using them. Freud would have a field day with air tools, vrrrt, vrrt. Still I lust after a serious 220 volt two-stage air compressor. I have spec'd out work benches, presses, tire changing machines, wheel balancing machines, welders, and, finally that purest expression of a truly demented tool-aholic, a built-in lift. Don't I deserve to be able to stand up under the car while I am changing the motor oil? Surely a person of my stature and advanced age doesn't need to be crawling under the car on my back.

Enough about tools (for now). Back to the misfire. The first thing I did was check for a spark at the #3 cylinder. I used a phillips screwdriver for this task. I interpreted the shock I received as evidence that there was a spark. Hard to fool me. Next I replaced the ignition points (requiring feel-

er gauges). You might remember ignition points. After all, 2002s were equipped with these, although many folks replaced them with a breaker-less ignitions. And, of course, I replaced the spark plugs. I still have the nifty Champion gapping tool that I bought. Finally, I set the ignition timing. The latter took a very long time. I had to buy a timing light (still have it), and then I had to learn to use it. Timing light rule #1 is that they do not work well in bright sunlight. Well, maybe this is rule #2. Rule #1 is that you really do not want to hook the light up while the motor is running. A nasty shock will inevitably result as you remove the wire from the #1 spark plug. This was before the days of inductive-pick-up timing lights. Once things were hooked up and I had recovered from the shock of violating rule #1, I had to find the timing mark. This was no easy task given the typically grease-covered exterior of the well-maintained English motor. Once the mark was found, I had to learn that you were allowed to rotate the distributor while the motor was running. After all, I had just been shocked hooking up the timing light, so I was keeping my distance. Eventually the timing was set to spec.

Needless to say, none of this had even the slightest effect on the misfire. Next month, The Saga of the Cylinder Head.



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# Philes' Forum

## ...Vic Lucariello

In last month's newsletter, Chapter President Hank Farber, in his popular 'Random Firings' column, regaled us with an account of the purchase of his first car, a Triumph. This got me thinking about telling my own first car story. It is kinda appropriate to tell it in June, the month of Father's Day.

I guess the story begins when my Dad's 1951 Chevy was damaged in an icy-weather fender bender in December, 1960. Dad had been thinking about a new car, and had been pricing '61 Chevys. He also considered Detroit's new compact cars such as the Chevy Corvair, Plymouth Valiant, Ford Falcon, Pontiac Tempest, and Mercury Comet. Naturally, I was lobbying quite fiercely for a Vette, even though we were a one-car family of four. [Hey, it was Dad's fault. He made the mistake of bringing home the Vette sales brochure.]

Anyhow, Dad finally decided on the Comet. He specified the 2-dr. deluxe model, in black like the '51 Chevy, with the optional engine [170 cu.-inch six, 101 HP], a radio, and automatic transmission [!!!]. He selected the Comet because it was a bit larger than the other compacts, especially in the area of rear seat legroom. Also, it fit in the garage [a '61 Chevy wouldn't] and Dad wanted a 6-cylinder. Also, he felt that the full-sized Chevys and Fords were too big and heavy for sixes, and that the compacts handled [cornered', he said] much better. Another factor was that, at \$2200, the deluxe Comet was maybe \$300 cheaper than a base-model Chevy Biscayne. The new Comet was delivered to us in March, 1961. It was in the family until two years ago.

When it came time a few years later for me to get my license and my own car, I was determined to get a '55-'57 Chevy, preferably a '57, because they were available with the 283 cu.-inch V-8 and a four-speed on the floor! [Plus Paul Abate, a really cool kid down the block had one, a black convertible, and he seemed to have lots of girlfriends.] I was dreaming, of course, as the 283s with a Borg-Warner T-10 were quite rare, and priced way beyond my means. My 'means' was the \$100 - \$150 range.

I remember looking at innumerable '55 - '57 Chevys. One night a buddy and I looked at what seemed to be a gorgeous '55. Blue and white 2-dr., 6-cylinder, three-on-the-tree stick. You know, owned by a little old man who only drove to church and back. The car was parked with its passenger side hard against a hedgerow, and the little old man was adamant that the car was perfect and he had a bunch of folks coming the next day and I had better buy it right then. Problem was, he wouldn't let me drive it, or even move it away from the hedgerow. Turned out that the passenger side had been swiped from bumper to bumper!

I finally found a '57 on the back of a used car lot in Irvington, near Olympic Park. Red/white 2-dr., six, t-o-t-t. They said it needed a motor, and was for sale as is, for \$125. I listened to the motor and it didn't sound TOO bad, so I convinced myself that it was good enough to get me through to high school graduation, when I would have the Summer to either rebuild the motor or replace it with a 283.

Dad hadn't said too much throughout my travails of Chevy hunting, but when I told him about the imminent purchase of a car, with a bad motor, I had not even driven, he wasn't too enthusiastic. He suggested that I at least drive the car prior to plunking down my hard-earned \$125.

So, I went back to the car lot after school the very next day [This was already costing me as I had to take the day off from the gas station I worked at.], with \$125 burning a hole in my pocket. The girl minding the lot claimed that she couldn't find the keys to my '57, and that I would have to call the lot owner that evening.

The owner said the car couldn't be driven, as the motor was really shot, and if I wanted the car it would have to be towed. Oh, by the way, the price was still \$125. Needless to say, I was absolutely devastated by this.

Dad faced this devastating news with equanimity. He suggested that I look for a newer car in better condition, and that the virtually all '55 - '57 Chevys were too costly for their age and condition because of their popularity. Of course, he was telling me something I had been finding out the hard way. Dad said he just happened to have a co-worker at the Post Office who was trading in a Comet like ours. It was a silver 2 dr. 1960 model, with only 30,000 miles, t-o-t-t, and the fellow had purchased it new. ['60 and '61 Comets are virtually identical.] Dad happened to have already negotiated the price, \$100, and said I could have my Comet as soon as his co-worker's new Mustang was delivered 'in a couple weeks'. He knew I wasn't looking for a Comet, but the car was a known quantity and should provide reliable, economical transportation for my daily commutes to college that Fall. [Imagine telling this to a 17 year-old punk who wanted a '57 Chevy?] Dad suggested I stop by the P.O. and check the car out one day on the way home from school. He said, "Heck, Son, you can always pick up a '57 Chev. when the right one comes along and your financial situation improves." In my vulnerable state, I agreed.

After what seemed like a couple years, not weeks, I got home from school on Thursday, 28 April, 1966 and my Mom said, "Your Dad called from work, you are going to get your car tomorrow! Have your money ready when he gets home." We in da big time now!

Bright and early on the next day, I literally ran to the post office, and there was my Comet. The odometer indicated 30,829 miles. Dad had already transferred the title and installed my new license plates, so I was ready to go! Of course, I had to first remove the stock air cleaner and install a 'performance' chrome unit, the first of many modifications.

Well, that was more than 35 years ago, and you know, Dad was right. That old Comet did provide reliable transportation throughout the rest of high school and throughout my undergraduate years.

In fact, I still have the car. Except for the Cragar SS wheels and Michelin radials, it still looks as it did in July, 1966, when I brought it home from Earl Scheib's paint emporium sporting a coat of Earl's 'Diamond Black' enamel [Deluxe Job: \$49.95]. Internally, however, things differ quite a lot from the original 85 HP, 144 cu.-inch six and t-o-t-t.

The engine bay now holds a small-block Ford V-8, 260 cu.-inch, built approximately to Cobra specs. except for the Edelbrock intake manifold, Mallory distributor, and Hooker headers. I'm guessing maybe 250 HP. The trans is a Borg-Warner T-10, and the rear is a Ford "8 inch" sporting a limited-slip diff. Disc brakes up front.

Thanks, Dad.

I still wish to receive copies of your DMV inspection reports. You can either mail a photocopy of your report printout, 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 type, and mileage. [Include your name, too!] If you know at what mileage your Oxygen sensor was last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip, intake, exhaust, etc.] and your exact model num-

*Continued on page 8*

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Hugh Casey	Bergenfield	'88 M3	Eugene Russi	Bayonne	'97 M3
Ron Chiang	Princeton	'95 840i	Richard Salsberg	Montvale	
Jason Chernowetz	Somerset	'87 535i	Michael Scharf	East Brunswick	'01 525i
Howard & Hans Cunningham	Fort Lee	'98 740iL	Sanjay Sen	Edison	'01 325i
Timothy Downs	Union	'94 325iS	Willy Shu	Edison	'97 328i
Frank Elmont	Lakewood	'01 M3	Theodore Simon	West Orange	
Larry & Joy Esposito	Pompton Plains		Bill Sipos	Mine Hill	'00 Z3 2.3A
Sean Grant	Plainsboro	'98 Z3 2.8	Matt Skobo	Westfield	'01 330Ci
Lori Hague	Holmdel	'88 635csi	Greg Strosser	Somerset	'74 2002
Alex Kau	Plainsboro	'97 328i	George Surgent	Mahwah	'96 740iL
Andrew Kaufman	Titusville	'91 325	Alland Sy	Wayne	330xi
Timothy Meritzis	Holmdel	'88 635csi	D. Morgan Tracey	East Brunswick	'99 540i
Peter Paine III	Princeton	'98 M3	Christine & Ed		
Craig Phillips	Midland Park	'00 323	Trembicki-Guy	Dover	'99 323i
Jon Poeira	Pennington	'01 330Ci	Michiel Van Wessem	Jackson	'87 325es
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Then we'll head off for a cruise up through  
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to the Jersey Shore and finally to **Sandy Hook  
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## Philes' Forum, con't

*Continued from page 5*

ber [eg: 328i, not 3-Series]. Some folks have sent in results from non-Bimmers, and this is fine. Most folks have been passing the so-called enhanced, or dynamometer, test with no problems. Most of the failures for Oxides of Nitrogen [NOx] have required new catalytic converters.

Recent submitters of DMV test data are Bimmerphiles Doug Badaszewski, Anthony Caruso, John Csuri, Mark Derienzo, Lou Gubitosi, Paul Herink, Dave Hoerl, Dan Huttar, Tim Ivins, Mark Kelly, Jacqueline Macia, Bob Matthaei, Dave McIntyre, Art Neufeld, Vikram Palicherla, Elihu Savad, Walt Selva, Keith Silverman, Dario Valcarcel, Rick Venegas, and Dick Walter. Whew! I was not kidding when I said that the DMV topic is the most popular in the 15-year history of Philes' Forum. Thanks, folks!

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. Alas, lately I haven't been able to respond to all of you. The best way to contact me is via e-mail at vic.sr@njbmwcca.org.

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# Autocross Corner

## Results from the 4/29/01 Autocross

### Class B

Joe Peng	1995 318isa	42.570
Jason Hairston	1988 325e	44.757
Walter Baliko	1986 535i	48.439
Nicole Ferrant	1983 320i	54.696

### Class C

Bruce Benney	2000 328i sport	41.839
Gilbert Hofman	1999 323i	42.006
William Iacobellis	2000 328ci	43.232
Rodolphe Poussot	1999 323i	43.323
Eric Thies	1997 328i	44.850
Jeffrey Smith	2000 328i	44.962
Terence Elliott	2000 323i	45.001
Nick Ferrant	1981 320is	46.909

### Class D

Nafi Coker	1987 325i	40.887
James Nagy	2001 330cic	41.520
Robert Steele	1997 328i sport	41.780
Pete Revenidis	1983 323i	44.030
Michael Vidal	2001 Z3 3.0 coupe	44.090
Paul Castellano	2000 328ci	44.949
Renata Melnitschenko	1999 Z3 2.8 coupe	45.003
Jeff Burgess	1986 325is	45.054
David Schragger	1990 325i	46.080
Dave Hopper	2001 Z3 .3.0	51.066

### Class E

David Ngo	1998 M3	38.530
Tom Fitzsimmons	1990 M3	39.109
Elihu Savad	1988 M3	40.268
Ricardo Venegas	1999 M3	41.052
Ray Adam	1995 318ti	41.674
Bill Hung	2000 M coupe	43.039
Mo Karamat	1998 M3	44.024
Frank DiMatteo	1997 M3	44.757
Brian Frank	1990 M3	45.098
Joe Lee Frank	1990 M3	49.711

### Class F

<b>Mario Sousa</b>	<b>1984 318i</b>	<b>38.256 FTD</b>
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### Class X (non-BMW)

Stephan Hourican	1992 Sentra SE-R	41.325
Walter Lunsman	1999 Audi A4 1.8T	43.175
Michael Fennell	1995 Lotus Espirit S4s	43.444
Kent Price	1995 Eagle Talon AWD	43.446
Alexander Nicolas	1997 Honda Accord	43.585
Mathew Adams	2000 Honda S2000	44.588
Daniel Churro	1993 Jeep GC	45.819
Tom Revendis	2000 Mercury Cougar	45.940
Christopher Mccomas	1996 Honda Civic DX	50.233
Jacob Silverio	2000 Honda Accord EX	55.053
Amalie Almendiras	1996 Honda Civic DX	120.660

## Autocross News

The April 29 autocross was as bright and sunny as the April 8 event was wet and miserable. We had 44 eager autocrossers, lots of novices, and everyone seemed to enjoy the challenging course, that had some fast parts as well as closely-defined corners.

The next event is June 24 at Brookdale Community College in Lincroft. This is to be a joint event with the E30 M3 SIGfest weekend (a weekend-long picnic, concours and social event held by the BMW CCA's E30 M3 Special Interest Group. This event is by pre-registration, but if you haven't mailed in your registration by June 15, it may not arrive in time. Please call me to see if slots are open, as there may not be sign-up on site if we are full.

Our next events after that are July 15 and July 29 at Fort Monmouth. Although these events are open, it would greatly simplify registration if you fill out and bring with you, or send by mail or electronically, a filled out form. Forms may be downloaded off the club website, and the mailing address is also there.

- Elihu Savad

### Autocross Schedule

June 24	Brookdale CC (SIGFest; must pre-register)
July 15	Fort Monmouth
July 29	Fort Monmouth
August 26	Fort Monmouth
September 16	Fort Monmouth
October 7	Fort Monmouth

### Directions to Fort Monmouth Autocross Site

From the Garden State Parkway, take exit 105. Proceed to the first light. Take jughandle left onto Hope Road. Take Hope Road about 1 mile, make a right onto Tinton Avenue. Go to traffic light at Route 35. Cross intersection into Fort Monmouth. Proceed about 1/2 mile. Site is left next to theater. See map on website.

As on all military bases, please be advised that posted speed limits are strictly enforced with 0 tolerance. Noise limits will be strictly enforced. Street muffling will be required, and excess backfiring will be frowned upon.

### Directions to Brookdale CC Autocross Site

Take GSP to exit 109, onto Newman Springs Road West. Go about 2 miles, make a left onto Phalanx Road. Go about 1 mile, turn right into the Brookdale Community College campus. Take the 1st left, then a right into the autocross site (Lot Number 6).

Note: Street muffling is required. The Brookdale campus is right next to Thompson Park.

# Second Canoe Trip Planned

- Joe Murray

Once upon a time a long, long time ago the New Jersey Chapter held it's first ever canoe trip down the Housatonic River in Connecticut. This fabulous trip followed a driving school at Lime Rock Park. Well, guess what? We are about to do it again!

This year the chapter will again sponsor a canoe trip down the same river, but this time it will precede the driving school in June. On Sunday, June 3rd, a few lucky couples will be transported from the boat rental store in West Cornwall, CT upriver to begin a 3 hour journey down one of the most scenic rivers in New England. The trip will end at the Housatonic Meadows State Park, approximately 10 miles from the start. The skill level required is low, but first time canoeists will have an exciting time. Those who have had any experience will be pleased to find a good mix of flat water and mild white water. The real excitement is paddling under the covered bridge in West Cornwell, the closest thing to rapids on this section of the river.

Canoes hold two people and cost \$50 per day. Life vests and paddles are included with the rental, but participants should bring old sneakers or water shoes, sun tan lotion and hat, and possibly a sweat shirt. At the conclusion of the trip a van will pick us up at the Park and return us to the rental store, where the seasoned river runners will have a towel and dry shirt in their car.

Since canoes must be reserved in advance, and since there are a limited number available, only the first 12 people who send in their full payment of \$50 will have a space on this once (OK, second) in a lifetime trip. In the event of rain, no refunds will be given. However, the trip will be rescheduled to another day, most likely in conjunction with another Lime Rock Drivers School.

Send you name, phone number, and a check made payable to BMWCCA/NJ to Joe Murray, PO Box 35, Rockaway, NJ 07866. You will be contacted when your space is confirmed.

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## Advanced Driving Days at Summit Point

-Fred Farber

I have been asked to organize the NJ Chapter's first ever advanced drivers days. We are very excited about this new type of event and are currently soliciting applications.

The event is being run in conjunction with instructor training on Monday and Tuesday July 23rd and 24th at Summit Point Raceway (note: if you are interested in instructor training, contact Blake Smith at [cbsmith@ptd.net](mailto:cbsmith@ptd.net)).

There will be four 1.25 hour lapping sessions for advanced drivers only for a total of five hours of driving per day. The rest of the track time will be devoted to instructor instruction. There will be no instruction available for participants of the advanced driving portion of the event.

The cost for the two days is \$275 or \$150 for a single day. There will be one of Mr. B's famous bbqs on Monday night. Applications are available at the calendar section of the web site ([www.njbmwcca.org](http://www.njbmwcca.org)). You will need to have Adobe Acrobat reader to download the web version. You can request a fax or snail mail version from me (see the contact information below) but please do this only if you REALLY need to.

This event is only open to drivers that have a documented history of advanced driving at Summit Point. Applicants' driving histories will be screened by the organizers of the event and their decision will be final.

Some of the salient rules for participation include:

- 1) Drivers only, no passengers allowed.
- 2) Two drivers may share one car but they will have to pay a second entrance fee.
- 3) Participants are responsible for teching their own cars, no track side inspection will be provided. A signed and completed tech form is required to receive numbers.

This is going to be a great chance to hone your driving skills and have a great time to boot. Come on out.

For more information, contact: Fred Farber  
[fred-farber@idexx.com](mailto:fred-farber@idexx.com) (preferred)  
207-781-0972 (eves & weekend)  
93 Foreside Rd. / Falmouth, ME 04105

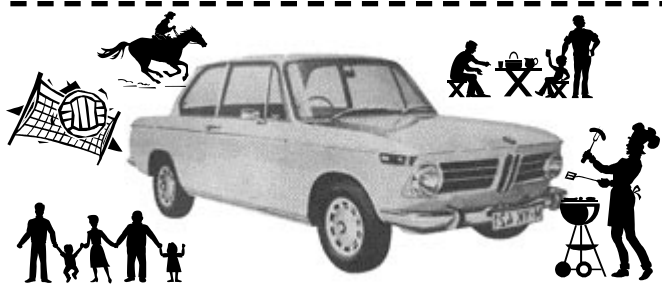
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1207 Pond Road

Spring Lake Heights, NJ 07762  
Email: [mason@njbmwcca.org](mailto:mason@njbmwcca.org)

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Adults: \_\_\_\_\_ X \$15

Under 17: \_\_\_\_\_ X \$10

Under 10: \_\_\_\_\_ X FREE!!!

Prices will be slightly higher at the door. Please be sure to register in advance for the picnic. It is much easier for the organizers and is always appreciated.

DRIVE THE RALLY IN THE MORNING  
ENJOY THE PICNIC IN THE AFTERNOON  
OR BETTER YET, COME TO BOTH!!!

## Spring Rallye Leads to Annual Picnic

### Father's Day Celebrated in BMW CCA Style

Well folks, spring is fully upon us so summer can't be far behind. The New Jersey Chapter has already hosted one driving school in 2001, attempted to host a second, thwarted only by the fickle New England weather, and generally gotten the driving season off to a proper BMW CCA kind of start. So here's an idea; let's have a road rallye!

This year's picnic crowd of Bimmer heads will once again enjoy the generosity and hospitality of members extraordinaire Dave and Peggy Finch. The Finches have previously hosted chapter picnics on their Asbury, NJ farm and have offered to do so again in '01. For those of you whose New Jersey geography is not absolutely complete, Asbury is nowhere near any salt water or sandy ocean beaches. In fact it's darn near as far from the ocean as you can get and still be in New Jersey, but what does this have to do with a road rallye? Well, the picnic just sounded like the best possible place to end a rallye so that's what we're going to do-rallye to the picnic. Sounds like fun to me!

The rallymaster for the '01 Spring Fling is long time member Neil Gambony who, along with his brother Alan, has promised a slightly different sort of competition. The rally will be a typical gimmick affair with a decidedly different flavor thanks to Neil and Alan's creative scoring structure. The route will explore Hunterdon and Warren Counties over its 50 or so mile length while taxing the competitors with answers to as yet unknown questions. The brothers Gambony are particularly creative fellows, and this promises to be a very interesting variation on our typical gimmick format. Following recent New Jersey Chapter tradition, the scoring will be in two classes: Team and Gang. Teams consist of two or fewer contestants in a car and Gang is everything else. Only Teams compete for Champ Series points but everyone has fun.

The date is Father's Day, June 17, 2001. The place is Automotive Tire & Service Center at 382 Rt. 22 West in Whitehouse, NJ. The time is 0830 for registration with a driver's meeting around 0915 and 1st car off at promptly 0930. Unlike last fall's Whack Your Turkey, these directions are accurate: I-78 either East or West to exit 24. Follow Rt. 523 South to Rt. 22. Go East on Rt. 22 approximately 3/4 Mile and make a u-turn to find the start. The event will be limited to the first 50 cars so Neil has suggested making reservations. Pre-registration is not required but a reservation will hold your spot. For those attending the picnic (you are attending the picnic aren't you?) the rallye fee is included in the picnic fee but the rallye reservation is NOT. You must either reserve a spot for the rallye or show up the morning of the event and hope for the best. If you would like to rallye without picnicking the fee is \$20 per car. To make your reservation, call Neil at (908) 735-0244, BEFORE 9:30 PM. If you call after 9:30 leave your number on Neil's machine and he'll call you the next morning when he gets up!

Fathers get special treatment on June 17th so come join us for some Jeopardy!

-Trip Lee, DEC

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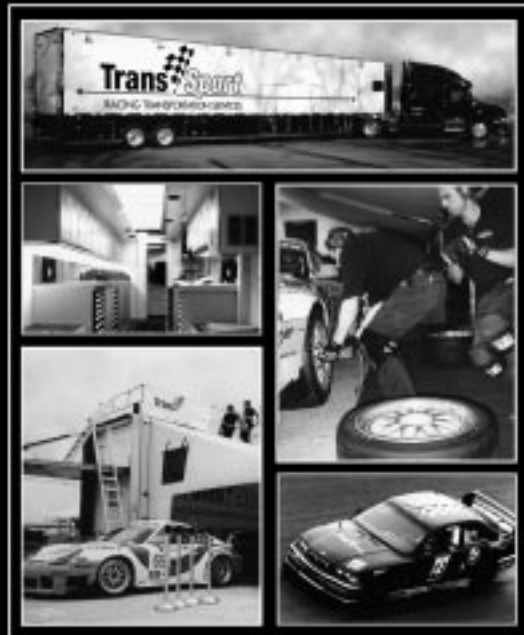
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**1988 BMW M5**, 180k excellent condition, well maintained, started as BMW Exec. car, Al Bossert car, purchased by Finch. \$9,000. Call David Finch 908-387-8888. (5/01)

**1996 BMW 318ti Sport** VIN: WBACG7324TAS96165 Alaska Blue. 44K miles. 5 speed, traction control, NO sunroof, new Dunlop SP5000s, K&N filter. Synthetics in engine, trans and diff. Excellent condition. Always garaged. No smoke or track. Same interior and M package as 95 Club Sport. Asking \$15,500 or BO. Don Andersen (w) 732-457-4860 (h) 732-940-8609 or email at danderse@us.ibm.com. (6/01)

**1976 BMW 3.0si** Black ext/blk int sunroof, auto trans (rebuilt), new shocks, radiator, brakes, exhaust system. 100k miles asking \$10,500. 973-742-8393 (h) - 201-370-1588 (cell). (6/01)

**1993 BMW 525i** VIN: WBAHD5318PGB34877 85k miles, 5-speed, Dark Green, Parchmont leather, heated seats, sunroof, mats, cd w/10 disc changer, non-smoker, no accidents, routinely serviced, tires recently replaced, excellent condition. \$11,900. Car in Conn. E-mail: rgenader@ambac.com. (6/01)

**1993 BMW 325i** Automatic, original owner, Mobil 1 every 3K, Bilsteins, all records, Calypso Red, excellent condition, 83,000 miles. \$12,500. Call Ross (973) 258-9700 days, (201) 947-0373 evenings. (6/01)

**1985 BMW 535i** 136k, 5 sp. Blue/blue leather, all features. Needs paint, NO RUST and does not smoke. Strong and good sound engine. \$2700. My email is: ferd@simoes.com or ph. 908-218-5097. (6/01)

**1987 BMW 325is** 5-spd, 162k miles but numerous new parts. Well sorted track car or fun daily driver. M3 springs, control arms, bushings, seats and 4.10 ltd slip. Performance sway bars, shocks, exhaust, cam. Jim Conforti chip, K&N filter. Custom welded 4-point roll bar with 5-point harnesses. Short shift kit. Aluminum pedal covers, signed by Ray Korman. Korman/Revis built and maintained. Redline/Mobile 1 fluids. ATE PowerDisk rotors, stainless steel brake lines. 15" street tires, 14" track tires with 90% of Khumos left. Front strut tower brace. Engine tie dn bar. ABS/AC/Cruise/PS/PB/PW/PL/PSun/OBC all work. Recent steering rack, front/rear wheel bearings, control arms. Easily hangs with E30 M3s for 1/2 the cost. No accidents or rust. Car spent most of its life in NC. Recently moved to NJ and no time for track anymore. \$8500 OBO. dskirzenski@ariba.com. 973-441-5517. (6/01)

**1994 BMW 325is** Calypso/Tan Leather, 5 speed, on-board computer, traction control, new 17" M Contour wheels w/235/40 Yoko's, M3 front spoiler and side skirts, x-drilled Brembo rotors w/PBR brakes, steel lines, Turner chip, K&N cone, Alarm, 6 CD changer. All original BMW parts, Mobil 1 and Red Line fluids. 68k miles, mint, garaged, cover, bra, never seen snow, no track. Mature driver. \$16,800 Rich 732-922-0807, rmanfready@aol.com. (6/01)

**1984 BMW 633csi** Gray w/tan leather, 143k mi, new dunlaps, auto, power seats w/no tears, very nice cond. complete tool kit. Asking \$4,700. Tim - 973-405-5166 or e-mail: timfastlap@aol.com. (6/01)

**1996 BMW 318i** 4 dr. black with tan interior. Only 36,000 miles. Exceptional Condition. Garage kept. 5-speed, A/C, PS, PB, Pwr Side Mirrors, Traction Control, AM/FM-Cassette, Sunroof W/Wind Deflector, Pwr Windows, Pwr Door Locks, BMW Floor mats, BMW Front End Mask, Retractable Center ArmRest, 16 inch BMW Aluminum Wheels. \$17,000. Call Robert 908-227-0789 or e-mail robert.blundon@chase.com. (6/01)

## Parts For Sale:

**Rims For Sale**, 4 E46 Borbet ATP 7.5x16 wheels with BMW roundel insert with Pirelli P225/50-ZR16 Supersport P7000 tires. Excellent condition with 14k miles on tires. \$675 firm. Call John 973-615-7466. (5/01)

**Track Tires For Sale**, 1 set of four used Hoosier DOT road race tires, 205-60-13, made in 1999, still good for a few days on the track. \$50. Call Paul, 908-789-0429 or pjp90@aol.com. (5/01)

**Parts For Sale**, 2 BBS wheels, 18x10 w/55mm offset. Will fit rear of Porsche 993 and or Turbo. Both \$800 Model RSII. Complete set of original equipment rotors and calipers for 993. Rotors cryo treated with pads look like new. Complete \$1,300, installed \$1,600. Turbo Wing for 1973 to 1980 911 \$225. Big fiberglass front spoiler 911 1973 to 1980 \$150. Almost new Baer brakes for 1998-2001 Camaro Z28 w/17" wheels. Kit \$1,500 or installed \$1,700. Rear brakes stay stock. Original list for over \$3k. Call Dennis Fox 973-535-9773. (5/01)

**1984 325e Parts for sale**, OBC to upgrade E30 - \$300; cruise control kit - \$300; and miscellaneous parts - call with needs. Gene Ritacco 860-274-7770 - no answering machine. (6/01)

**E30 Performance parts for sale**, Raceware head studs - \$150; stainless brake lines - \$50; aluminum fly-wheel for ETA engine - \$400; 4:10 LS differential from an 325ix - \$400 (no shipping); M&R 5-point harness, long H-type, eye bolts included - \$100. Gene Ritacco 860-274-7770 - no answering machine. (6/01)

**Wheels / Tires For Sale**, 1999 E38 take-offs, 16x8 OE alloy wheels (not Sport), 235/60-16H Michelin MXV4 Energy tires. Used 19,400 miles. Very clean, no cuts, bruises, curb rubs, blisters or repairs. Tires have 8/32" remaining tread (10/32 new). Wear is very even, wheels run true. Lug cover caps included. \$850 (+shipping). Dan 908-359-7483. (6/01)

**CD Player** - 1997 M3, 6 disc trunk mounted changer, protective cover and mounting bracket included. 2 years old - asking \$300. Michael: 908-755-5200. (6/01)

**E36 M Wheels**, 4 7.5x17 factory M Wheels with Pirelli P7 tires mounted. Less than 200 miles on set. \$1000/BO Dan 908-233-0870 or e-mail at caramagno@hotmail.com. (6/01)

**Yokohama Guardex Snow tires**, Set of 4 15" mounted on steel wheels, used for two seasons on 328i (1997). They are worn, but still have some tread. If you pick them up at my house in Randolph, NJ, they are FREE. kfrendlich@morrispsych.com. (6/01)

**E28/24 Parts galore**, differential, engine, interior/exterior, etc. any reasonable offer please call Tim - 973-257-9490 or e-mail: timfastlap@aol.com. (6/01)

**BMW Factory windscreen** for E36 Convertibles with pouch/cover \$250 OBO. You can't believe the difference with the windscreen in. Todd Ellentuck. c4s@bellatlantic.net. Days 800-526-7485 Eves 973-989-0225. (6/01)

## Parts or Cars Wanted:

**'93-'95 525iT**, please call Tim @ 973-405-5166 or e-mail: timfastlap@aol.com. (6/01)

## Other Cars For Sale:

**1985 Porsche 911 Carrera Targa**, Prussian Blue, 57k miles. Pampered car with \$30K+ in professional mods. Intercooled Paxton supercharger, Tri-Flo headers, 964 cams, aluminum sport clutch, Quaife, Charlie bars, much more. Excellent condition. Needs nothing, no track, asking \$30,000. Rich Feldheim, 973-660-5028 (d) feldher@ahp.com. (5/01)

**1985 Mercedes Benz 500 SEL**, only 78.5k miles, original immaculate condition, Diamond Blue, Navy leather. All services done - needs nothing, flagship Mercedes with heated front and rear seats, power front and rear seats, airbag, abs and all other options you would expect. Always indoors, not used in winter. Estate Sale, \$10,000. Contact Roger 201-934-9867 or e-mail rwagner@att.net. (5/01)

**1983 VW RABBIT GTI** Silver over blue. 246K highway miles. 5 speed, working a/c, blaupunkt am/fm/cassette, NO sunroof, new Yokohama 352s. Interior excellent, exterior good, never hit, minor rust, must see to appreciate. Original owner. Stored in garage for last 4 years. Asking \$850 or BO. Don Andersen (w) 732-457-4860 (h) 732-940-8609 or email at danderse@us.ibm.com. (6/01)

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.

# NJ Chapter Calendar

## June

### Sunday, June 3

Canoe Trip in Connecticut. Read the article inside and send your RSVP to Joe Murray. Limited attendance.

### Monday-Tuesday, June 4-5

Club Race and Driving School at Lime Rock. Drive up for the day even if you're not in the school to see all the exciting BMW racing action. Directions to Lime Rock on the website.

### Friday, June 15

NJ Chapter pre-picnic Executive Board Meeting. All members are encouraged to attend; please RSVP to any board member for location and directions.

### Sunday, June 17

**GIANT PICNIC AND RALLY** Father's Day special events. Fun auto rally in the morning, ending the giant, superspecial afternoon picnic at the Finch's Farm in Asbury, NJ. Yes, they are back in NJ and are going to have us out to the farm again! More than 300 members attended the last picnic in Asbury, and you don't want to miss this one!

### Sunday, June 24

Autocross at Brookdale Community College. Directions on the website. This autocross is in conjunction with the E30 M3 Special Interest Group's weekend picnic. Attendance is somewhat limited, so you must submit an application in advance. Applications are available on the website. Contact Elihu with any questions.

### Friday, June 29

Monthly Membership Meeting at **BMW NA!** Yes, the dudes at BMW NA are going to open up their offices to us once again and host a wonderful night of access to the bigwigs that make the decisions you care about! See new models, ask tough questions, get unspecific answers! BMW NA will provide snacks and fun! More information in the *May Bulletin*.

## July

### Monday, July 2

Application period for the August Summit Point 2-day driver school opens for NJ Chapter members. Non-members can apply starting July 3. Application available on the website, or in the *May Bulletin*.

### Monday, July 9

Application period for the September Lime Rock driver school opens for NJ Chapter members. Non-members can apply starting July 10. Application available on the website, or in the *May Bulletin*.

### Sunday, July 15

Autocross at the Fort Monmouth site. Directions and registration information on the website. Contact a member of the autocross committee with any questions. This is a lot of fun!

### Monday-Tuesday, July 23-24

Instructor Training and Advanced Driver Lapping days at Summit Point. Instructor training by appointment only. Only skilled, advanced drivers will be admitted to the lapping portion of the days (no instruction will be available). **Application is available on the website.**

### Sunday, July 29

Autocross at the Fort Monmouth site. Directions and registration information on the website. Contact a member of the autocross committee with any questions. This is a lot of fun!

## August

### Sunday, August 26

Autocross at the Fort Monmouth site. Directions and registration information on the website. Contact a member of the autocross committee with any questions. This is a lot of fun!

### Monday-Tuesday, August 27-28

Two-day driving school and club race at Summit Point. Application period opens July 2 for chapter members, July 3 for non-NJ Chapter members. Spend an exciting two days learning how to drive your car better on the world-famous Summit Point circuit, and enjoy watching the exciting club racing action between sessions. Application is available on the website.

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

Hotline: 908-322-2758

Newletter of the NJ Chapter  
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