

New Jersey Bulletin

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

June Events Big Hits!

Race and Picnic Draw Large Crowds



Chuck Stickley (70 BM) won the Group A race on both Monday and Tuesday, turning a 57.9 on Monday!
Photo by: Klaus Schnitzer



Students from the Westlake School in Westfield get ready for their rides around the track! Ross Karlin, Club Race Chairman, is on the right.
Photo by: Richmond Shreve



Davis Rieman (29) leads Dyke Morrissey (19) and Gordon Cooper (1) in the Group B Race.
Photo by: Klaus Schnitzer



Picnic-goers stand in line for the delicious picnic food - hamburgers, hotdogs, BBQ chicken and veggie burgers.
Photo by: Mike Savad

More Picnic and Race photos throughout this issue!

Club Race results available on the Club Racing website at: <http://www.bmwccaclubracing.com/01lime.htm>

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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.

Upcoming Monthly Meetings & Other Events

Sundays, July 15 and 29 at Fort Monmouth

Autocrosses!

See if you can really drive that car the way it is supposed to be driven, in a safe and fun atmosphere. Drive your car through our cones for the fastest time in a big parking lot. Everyone is friendly, and it's a great way to learn to drive your car. Professional World Challenge Racer Don Salama started this way, and you can too! More information on the autocross page in this newsletter or on the website.

Wednesday, July 18 at The Deutscher Club of Clark

Meet Your Service Advisor

The topic for the July monthly membership meeting will be "Meet Your Service Advisor." Service Advisors from several NJ dealerships will present a panel on their side of the service business, and will discuss any problems you have with your cars. Enjoy this chance to meet these advisors outside the dealership. Bribe them with a few beers and maybe your next service appointment will be even smoother than usual! Meeting starts at 8pm, and as always, Free German Food will be provided.

Monday - Tuesday, July 23 and 24 at Summit Point Race Track, WVa.

Advanced Lapping Day and Instructor Training!

Tons of track time for experienced drivers. Instructor training for invited candidates. Read all the information about this event, which still has numerous open slots, on page 10.

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.

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Index

Upcoming Events	3
DCC Directions	3
Fort Monmouth Directions	3
Egroup information	3
Random Firings	4
Philes' Forum	5
New Members	7
Autocross Corner	9
Rally Results	9
Car Control Clinic	9
Advanced Summit Pt Driving Days	10
Summit Point School Appl	11
Board Meeting Minutes	13
Lime Rock School Application	14
Classified Ads	15
Calendar	16



Random Firings

...Hank Farber

Why Does the Darned Car Miss?

Part II - The Head

Last month, I discussed my attempts to track down the miss in the #3 cylinder in my 1961 Triumph TR3 under the erroneous assumption that it was caused by an ignition problem. Of course, ignition problems can cause missing on a single cylinder, and, on a carbureted motor, there are no injectors to fail so fuel system problems are less likely as a cause of a miss confined to a single cylinder. (Hey Vic. I sure hope I am right about this). So this was not a silly approach to solving the problem. Not that I was thinking so clearly or with any knowledge of fuel injection in 1967. When the ignition system did not show itself to be the culprit, I had no idea what to do. So I pulled the head figuring maybe there was some kind of valve problem. Pulling the head was quite an adventure. I did have a factory service manual written in some language that looked like English but was not quite what I heard in Linden. ("Do not engage the reverse gear whilst the car is in motion."). I began to remove parts.

First, there were the lovely twin SU carburetors. These are not like any other carburetors I have ever seen (other than the Hitachi clone). For example, the choke does not operate by restricting the air intake (hence the name "choke"). The choke on an SU carburetor works by withdrawing the jet from a tapered needle allowing more fuel to enter. The delivery of more fuel when demanded through throttle opening is accomplished by withdrawing the aforementioned tapered needle from the aforementioned jet. How's that for confusing? The common thread is that the positional relationship of the tapered needle and the jet determines fuel delivery. You have not lived until you have tried to sync a set of these babies with a short length of rubber hose and a keen ear. By the way, SU stands for "Skinner Union". But I digress. Removal of these carbs is no big deal if you know what you are doing and if you realize that they do not have to be removed from the intake manifold. But I did not satisfy either of these conditions. So it took quite a while.

Next off was the exhaust manifold. This was a major project given the corroded nature of the bolts. This phase took a very long time and resulted in both seriously skinned knuckles and too many invocations of improper language. I must say that I am not much better at the removal of exhaust manifolds today than I was thirty years ago. What makes the job easy on my 2002 is that 1) the head can be removed complete with the manifold by disconnecting the down pipe from the manifold (three bolts) and 2) I remove the head regularly so the relevant bolts do not have a chance to get corroded.

So, the head came off and I took a look. It all looked fine to my untrained eye. But I dutifully took the head to the local machine shop where they rebuilt it for me. Then, as they say in the manuals, installation is the reverse of

removal. I then tried to start the car, but no luck. Gee, I had spark (ouch) and I had fuel (what a smell). I cranked and cranked. And cranked and cranked. I changed the plugs. I checked the dwell and timing. But it kept flooding without a hint of catching. So I had my cousin (the one who crashed his father's Austin Healy 3000. See Random Firings, October 2000.) tow me down the road using my father's Ford Econoline. When we got to about 30 MPH, voila, the car started and was its usual lumpy self on three cylinder and idled happily at about 2500 RPM. It turns out that when I reinstalled the accelerator linkage, a Rube Goldberg assembly of adjustable rods and ball-like joints, I set it with the throttle way too far open at idle. So of course it wouldn't start.

This job from start to finish, took me, figuring conservatively, about 100 hours. Three years later, I did an R&R on the head in my MGB to change the gasket in the snow in Troy, New York in a total of 3.5 hours. Yes, Virginia, there is a learning curve, and it can be steep. The time to learn is when you are young and your time with worth next to nothing.

As I mentioned, none of this had even the slightest effect on the misfire. Next month: What is that trail of oil the car leaves under acceleration?



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Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This month I have a couple tech tips from my own shop.

In the past, several Bimmerphiles have told me of problems with their E21 ['77 - '83 320i] and E30 ['84 -91 325 models and '92 325iC] glove boxes sticking closed. Well, I finally got to experience the problem first hand. Jr. and I were returning from Summit Point Raceway in Joanne's 325, and when we stopped for fuel, I noticed that the glove box release felt 'funny' when I got my wallet. I didn't think too much of it, but the next time I went to open the glove box, no matter how hard I pulled on or jiggled the release, the glove box would not open. It felt just like the glove boxes were locked. Here we were, in PA, with our identification, registration, and proof-of-insurance inaccessible. I had visions of being stopped and trying to explain to the trooper that the BMW was in fact ours, but all our ID was in the apparently locked glove box. I could just hear, "You boys in a heap o' trouble! Please step outta the car, and keep your hands where I can see 'em! Next you'll expect me to believe this funny lookin' dude is your son!"

But, I digress....We made it home safely, and the next day I attacked the inoperative glove box latch. I had

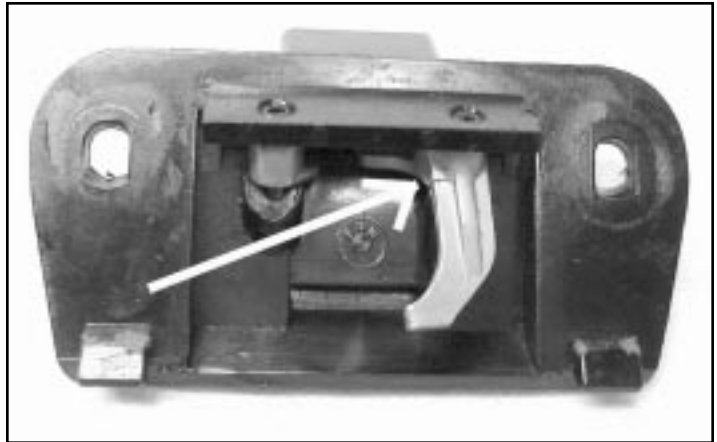


Photo 2: Arrow points to the crack in the latch mechanism.

Philes' Forum Photo

opped in the internal release lever. The crack finally progressed to the point where the mechanism did not have enough travel to release the latch. Interestingly, the replacement part did not seem to be of a more rugged design. I suggest that you check the release mechanism of your E21 or E30 glove box and look for a crack like shown in Photo No.2. Unfortunately, you will need to disassemble the mechanism to do so, but as I found, it is MUCH easier to do this BEFORE the mechanism fails.

I am sure that those of you who do your own oil/filter changes dispose of the drain oil responsibly. However,

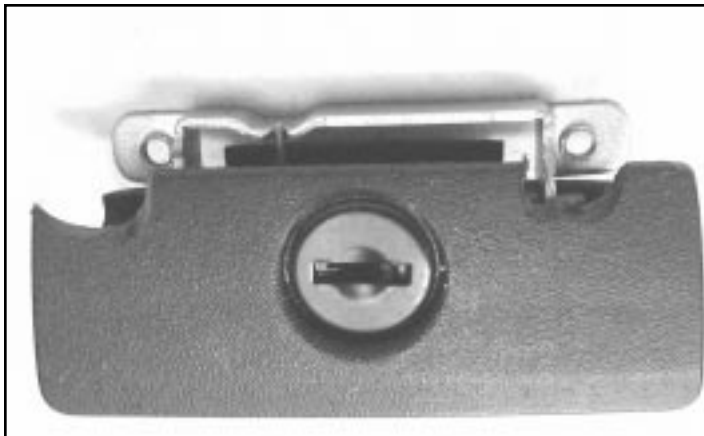


Photo 1: Front face of the glove box latch showing grind locations.

Philes' Forum Photo

the advantage of looking at the BMW parts fiche, and was able to determine that the latch/release mechanism installed to the glove box 'door' from the inside [of course] with two screws. Problem was that the ends of the screws were behind the latch release lever.

Photo No.1 shows how I gained access to the screws by carefully grinding away portions of the latch release lever with a pneumatic grinder. Once I had the screws in sight, I carefully drilled them out and bada bing, the glove box fell open! Hunterdon BMW had a replacement lock/latch assembly in stock, and I was able to transfer the lock cylinder from my old one so as not to have an extra key to carry.

Of course I had to determine why the latch mechanism failed [Hey, that's why Editor McIntyre pays me the big bucks and the Chapter provides me with a new M3 every year!]. Photo No. 2 shows that a fatigue crack had devel-



Photo 3: Punching the bottom of the oil filter.

Philes' Forum Photo

what about your old oil filters? The replaceable-element type oil filters found on newer Bimmers [The oil filter housing, or canister, is a permanent part of the engine, and only the actual filter element is replaced.] don't seem to pose too much a problem for disposal if you let them drain for a few days. Spin-on filters, however, retain a fair amount of oil no matter how long you let them drain.

Continued on Page 8

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Patrick Calello	Roselan		Mark Patterson	Fair Lawn	
Yau-Chee Chan	Jersey City		Lennon Pert	Wharrit	
Linda Chice	Rutherford		Manny Pires	Hillside	
Suenhee Choi	Edgewater		Liz Porter	Jersey City	
Jack Cornish	Oak Ridge		Larry Raiss	Livingston	
Bruce Dadamo	Denville		David Rossbach	Atlantic Highlands	
Bruce Daloisio	Brunswick	2001 330Ci	Alex Rubakha	Bloomfield	
Laurence Engle	Westfield	2000 328i	Gregory Sacks	Hoboken	
Michael Fanelli	Hoboken		Robert Schauer	Summit	
Heidi Fiorito	Union		Frank Scola	East Brunswick	
Frank Foulkes	Cranbury		Kenneth Sham	Watchung	
Howard Fraenkel	Lebanon	1998 Z3	Karter Smith	Maywood	1998 540iA
Glen Fredericks	Vernon		Allan Smoke	Edison	
Mark Frouhar	Jersey City		Gregory Stacks	Hoboken	
Ronald Gemeinhardt	Branchburg	2001 325xi	Christina Stark	Wayne	2001 330xi
			Kevin Swaim	Pennington	
			Luiz Tessarotto	Plainsboro	2001 330ci
			Ed Valdes	North Bergen	
			Michael Wojcik	Old Bridge	
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Continued from Page 5

A solution to this is to punch one or more drain holes in the bottom of the filter. See Photo No. 3. Note we punched the hole from the inside out, which requires a long punch. Punching the filter bottom from the outside will dent the canister and result in less oil being drained. If you don't have a long punch, you can simply drill a 1/8" [3 or 4 mm] hole in the bottom of the filter. Photo No.4 shows the substantial stream of oil that the previously-drained filter yielded.

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 number [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.

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



Photo 4: Steady stream of oil pouring out of the punched filter.

Philes' Forum Photo

clearly state your name and phone number as some messages are unintelligible. 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 6/24/01 Autocross

Class B

Robert Hinchliffe	2001 325I	45.950
Walt Baliko	1986 535I	49.352
Nichole Ferrant	1983 320I	52.033

Class C

Ed Walters	2001 325i t	41.072
George Dixon	1981 320I	41.517
Pete Revenidis	2001 325i t	43.609
Bill Iacobellis	2000 328ci	43.801
Bruce Benney	2000 328is	43.927
Christopher Graff	1994 325ia	44.398
Nicholas Ferrant	1984 320is	47.628

Class D

James Nagy	2001 330cic	42.429
Gil Hoffman	1999 328i	42.435
Rob Anderson	1986 535i	42.805
Raymond Moser	1994 325ia	42.915
Rob Steele	1997 328i sport	44.291

Class E

Woody Hair	1988 M3	39.915
David Ngo	1998 M3	40.002
Matthew Brod	1989 M3	41.461
Elihu Savad	1988 M3	41.651
Thomas Fitzsimmons	1990 M3	42.093
Joel Smernoff	1988 M3	42.170
Michael Gershanok	1999 M3	42.568
Leland Robinson	1988 M3	43.054
Michael Medvin	1988 M3	43.545
Ferd Simoes	1988 M3	43.692
Eamon Wall	1998 M3 conv.	44.147
Ricardo Venegas	1999 M3	44.417
Jeffrey Montminy	1988 M3	44.642
Bill Hung	2000 M coupe	45.093

Class F

Chris Simon	1988 M3	37.888 (FTD)
Ben Thongsai	1988 M3	39.915
Gary Bossert	1989 M3	41.390

Class X

Steve Hourican	1992 Nissan Sentra	42.590
Sal D'Amico	1994 Acura Intergra	46.852
Chris McComas	1988 Honda CRX	48.677

Autocross Schedule

July 15	Fort Monmouth
July 29	Fort Monmouth
August 12	Brookdale CC (Car Control Clinic Only)
August 26	Fort Monmouth
September 16	Fort Monmouth
October 7	Fort Monmouth

Autocross News

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

Car Control Clinic

A car control clinic will be held on August 12 at Brookdale Community College. The event is a non competitive, instructional clinic exploring the dynamics of car control at the limits of traction. Accident avoidance and skid control will be emphasized. The event is limited to 40 cars and spots can be reserved by contacting Joe Murray at (973) 989-5500 during business hours. Fee is \$20 per participant.

Rally Results

The category in which most people seemed to excel was "Potent Potables!" (We are happy to be associated with a club that knows their beverages). Trip Lee, you really know your crankshafts!

My brother and I really enjoyed putting together this rally and we are pleased that everyone had a good time.

- Neil Gambony

Driver/Navigator Category

Pos	Driver	Navigator	Points
1	Dave Allaway	Deb Kolar	14800
2	Mike Vidal	Bill Iacobellis	14200
3	Al Drugos	Dave McIntyre	12800
4	Ross Karlin	Justin DaSilva	11400
5	Gaby Venegas	Ricardo Venegas	11000
6	Jeffrey Smith	Sue Jespersen	9700
7	Lauren Mason	Todd Mason	9000
8	Larry Befeler	Lisa Befeler	8700
9	Josh Reischer	Jonathan Shulman	8200
10	Tim Meritzis	Lori Hague	7700
11	James Nagy	Steven Hourican	7700
12	Ben Aronson	Sheldon Aronson	7400
13	Art Heissenbittel	Barbara Heissenbittel	7200
14	George Dixon III	Valerie Christou	7100
15	John Csuri	Merrill Csuri	6300
16	Corey Korpita	Kathleen Radnai	6200
17	Eric Thies	Martha Bergh	3100
18	Walter Baliko	Charlie Meagher	-100
19	Tom Fox	Bobbi Fox	-4000
20	Zolton Mogyoros	Clare Bredin	-5900

Team/Gang Category

Pos	Team	Points
1	Michael, Jamie Tierney, Annie Laurie	15600
2	Michele Murray, Judy Lee, Russell Morrin	12900
3	Warren, Emily, Elaine Brown / Bea Huffner	11400
4	Trip Lee, Joe and Colin Murray	11000
5	Jeffrey, Courtney and Liz Levin	7700
6	Keith, Joan, Drew and Amy Silverman	3700
7	Brett, William and Barbara Murphy	2500

Photos from the Lime Rock Race



Ross Karlin presides over the Monday evening picnic at the Lime Rock Race. Sponsors donated dozens of prizes for everyone!
Richmond Shreve Photo



Tony Salloum demonstrates why club racers are required to wear fireproof suits! Tony's car caught fire during practice on Monday!
Richmond Shreve Photo

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).

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). 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 (preferred)
207-781-0972 (eves & weekend)
93 Foreside Rd. / Falmouth, ME 04105

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**New Jersey Chapter BMW CCA
2001 Summit Point
Driver School/Club Race
Driver School Registration Form**



Monday & Tuesday, August 27-28
Open to students with NJ chapter experience
NJ member registration opens 7/2
Non-NJ registration opens 7/3

\$250 per student - includes Monday evening dinner at the track!

DRIVER INFORMATION (please print legibly)

Name: _____

Street: _____

City: _____ State: _____ Zip _____

Phone # Day: _____ Evening _____ Fax _____

E-mail: _____ BMW CCA Membership # _____

Emergency Contact Name: _____ Phone #: _____

PREVIOUS DRIVER SCHOOL EXPERIENCE

In the past two years, how many BMW CCA (or other club) driver schools have you attended? _____

In the past two years, how many club driver schools have you attended at Summit Point? _____

Other relevant track experience, including professional schools (use separate sheet if necessary):

Car Year, Make & Model: _____ Color: _____

List major modifications (if any): _____

A separate application is required for each student. Please note that it is not possible for two novice students to share the same car. If you are planning on sharing a car, please list the other student's name here:

Please mail this form, proof of BMW CCA Membership (copy of membership card or Roundel label), a stamped self-addressed business-size envelope, 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

all other inquiries to:
John Csurí (Event Chair)
csuri@njbmwcca.org
732-817-4501 (day)
732-957-0616 (eve)

Submit application, postmarked no earlier than the opening date (above), using regular first-class mail. No metered mail, express mail, registered mail, FedEx, etc. Cancellations must be made at least one week prior to the event, and are subject to a \$25 charge. Thank you.

IMPORTANT INFORMATION

• Participants must be at least 18 years old with a valid drivers license.	• No SUV's or open cars (with or without a roll bar).
• Snell 90 (or later) approved helmet is required.	• All cars must be muffled.
• Equal driver / passenger seat belts and passenger-side mirror are required.	• After-market window tinting is not allowed unless inspected and approved <i>prior to the event</i> . Please call for details.

More Race Photos

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Chapter Tech Advisor Vic Lucariello kept busy helping students and racers keep their cars running.

Klaus Schnitzer Photo



Fred Landwehr, Ross Karlin and Wade Wilson dice it out.

Klaus Schnitzer Photo



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Board Meeting Minutes

-Brian Morgan

Minutes of the New Jersey Chapter Board Meeting: May 18, 2001

Members Present: Brown, Coker, Csuri, Drugos, Farber, Karlin, Lee, Lucariello, Mason, Morgan

Members Absent: McIntyre

Others Present: F. Cracker, E. Savad, B. Smith

The Meeting was called to order at 8:00 PM at the home of Stephanie and Todd Mason in Spring Lake Heights. Reading of the minutes of the April meeting was waived.

Reports From Officers:

Vice President: Vice President Al Drugos reported that the June meeting was set for 7:00PM on June 29 at BMW NA. July and August programs were being planned.

In order to continue using the Deutscher Club as a meeting site, the Chapter needs to ensure that a small number of its members present at monthly meetings are also Deutscher Club members. As such, the Chapter has agreed to purchase Deutscher Club memberships for six NJ Chapter members. Pending discussion with the individuals involved, the Board agreed to purchase memberships for Al Drugos, Dave Finch, Dave Hellman, Trip Lee, Stephanie Mason, and Dave McIntyre. The Board also approved the donation of up to \$500 for the Deutscher Club's Building Fund. Hank Farber was to contact the club to discuss the specific amount.

Treasurer: Treasurer Warren Brown submitted a profit-loss statement, and the board held a detailed discussion of the Chapter's cash flow. The Chapter lost a net amount of \$1,000 because of the cancellation of the March Lime Rock school, but it is anticipated that this loss will be more than offset by revenue from future schools and races. While some belt tightening may be needed in the short run, no long-term cash flow problems are expected.

Driving Events: Lime Rock Chairperson John Csuri reported that the joint NJ/Delaware Valley Summit Point school was successful, and that plans for the June school were in place.

Ross Karlin indicated that \$16,000 in sponsorship dollars were anticipated for the Club Race, and reviewed arrangements for the event. Once again a portion of the funds was to be donated to the Westlake School of Westfield, NJ. The Board agreed that it would at least match last year's contribution of \$6,000 contingent on revenues from the event, with Hank Farber, Warren Brown, and Ross Karlin to decide the exact amount on race day. (On June 5 at the track a check for \$6500 was presented to Westlake School principal Ron Binford.

Chief Instructor Blake Smith discussed plans for the open track days and instructor training sessions at Summit Point on July 23-24. Early registration was light. Plans for publicizing the event were discussed.

Autocross Chairperson Elihu Savad indicated that pre-reg-

istration and turnout were good for the April 29 autocross, and reviewed registration and plans for future autocrosses and for a Car Control Clinic to be held on either August 5 or August 12.

Trip Lee indicated that Neil Gambony would serve as rally master for the spring rally on June 17. The rally is to start in Whitehouse and end at the picnic at Finch's farm in Asbury, NJ.

Social: Director of Social Events Stephanie Mason reviewed plans for the June 17 picnic. Fees were set at \$15 for adults, \$10 for children from 10-17, and free for children under 10. From 100-150 attendees were anticipated.

Library: Chapter Librarian Vic Lucariello indicated the two new titles had been added, including Racing Vehicle Dynamics by Milliken and ??.

Future Board Meetings: The next Board Meeting will be held on June 15 at the home of Dave and Peggy Finch.

The meeting was adjourned at 10:20 PM.

Picnic Photos



The Finch's barn provided a shady cool spot for picnickers to eat before heading out for the activities.

Mike Savad Photo



Skeet Shooting provided a fun activity for participants and spectators alike.

Mike Savad Photo

More Race Photos!



Put a crate of Paul Miller BMW mugs on a table and watch people knock each other over!

Richmond Shreve Photo



Dominic Valois got fourth place in the Monday race and third place on Tuesday, turning a 1.00.

Klaus Schnitzer Photo



Dave and Peggy Finch, our generous picnic hosts.

Klaus Schnitzer Photo

Join Our E-Group

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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87-91 325i/525	16@5000	15@5200	6900
92 325i/525	18@6000	20@4000	7000
93-95 325i/525	22@6000	20@4000	7000
88-91 M3	24@6100	19@6000	7800
95 M3	19@5000	16@3500	7200
85-88 535i/635i/735	24@4800	29@2000	6600
87-88 M5/M6	46@6000	32@5000	7200
91-93 M5	39@7000	38@3500	7200
88-92 535i/735	41@6200	21@2000	6900

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Classified Ads

BMW's For Sale

1998 BMW 328i Convertible VIN: WBABK8322WEY89066 Black/Black leather, automatic, excellent condition, heated seats, 6-disc trunk CD, 40k miles. Asking \$34,000. Charlotte 973-543-1094 evenings. (7/01)

1994 BMW 325is Loaded, leather, in dash Alpine CD plus 6 CD in trunk, sport package, traction, OBC, fold down rear seats, heated seats, 5 speed, garaged, 148k miles, very well maintained, Boston Green/Camel, asking \$12,700. Jerry 732-564-9779 or e-mail at jerry@net-starters.com. (7/01)

2000 BMW 323Ci Topaz Blue, 15k miles, excellent condition. Growing family buying a touring model must sell our "baby blue"! Steptronic transmission, Sports package with 17" wheels, Cruise control, Xenon and fog lights, Heated Seats & Power mirrors, Moonroof, On-board computer. Assume lease @ \$498.00/mo with option to purchase 12/02 for \$22,600; or purchase now for \$30,900. Call 908-369-8257. (7/01)

1987 BMW M6 VIN: WBAAE1404H2560446 Black with Parchment. Enthusiast owned and maintained. Always garaged. Driven daily. Only 82k miles. A beautiful car in and out. \$18,000. Days 973-263-5820 x10 Eves 973-334-3540. (7/01)

1987 BMW 325is VIN: WBAAA2309H3113137 White with black leather, auto, power moonroof & windows, garage kept, non-smoker, rebuilt a/c compressor 7/00, maintained by one of NJ's best BMW specialists, 135,500 miles. Car is clean and in great shape. Asking \$4,000 obo. Pictures available by e-mail. Mike 908-832-9282 or e-mail mmbmw325@earthlink.net. (8/01)

1994 BMW 325is VIN: WBABF3326REF44508 Boston Green/Camel, loaded, leather, 5 spd, sport pkg, OBC, 6 CD, alarm, heated seats, traction, sunroof, 148k, well maintained, \$12,200 obo. 732-564-9779. E-mail at jerry@net-starters.com. (8/01)

1998 BMW 528i 5-speed, Premium Pkg, single owner, garaged and cared-for with Zymol products, 46K miles, oxford green metallic paint w/interior wood trim, tan leather, moonroof, Harmon Kardon 12-speaker digital sound processor, cassette player, 6-disk CD changer, Security alarm with motion detector, keyless remote, still under BMW warranty. \$31,900. Larry w:732-932-7426, h: 908-369-8257 LSKatz@bigfoot.com. (8/01)

1988 BMW M3 112K miles, Authority Chip, K&N air filter, new borla exhaust, short shifter, new brakes:pads, rotors, and s/s brake lines, and racing brake fluid, sport suspension, F/R Racing dynamic Strut tower braces, and Swaybars, 16 inch 5-spoke wheels (Borbet Type H) with brand new A520 Yokahomas, plus OEM BBS rims x4 and Spare rim and tire. Full major service done in april 2000 by respected race shop. Car is street and track ready, but no time for track. It is dark metallic purple. Asking \$14,500. Call for pic-

ture and info. Len 973-912-0471. (8/01)

1988 BMW 535i VIN: WBADC8408J1724741 Champagne/tan interior, all power, automatic, sunroof, 123K, \$4,700, good cond. Joy Simha jsimha@youngsurvival.org. (8/01)

1987 BMW 325 VIN: WBAAE5405H1694331 gold with beige interior, 4 dr, 5 speed, radio, sunroof, power window, 116k miles, \$3,200 obo. Call Savio 973-539-4415 or e-mail Fenni2000@Hotmail.com. (8/01)

1985 BMW 318i VIN: WBAAK7404F8773871 maroon with gray interior, 2 dr, 5 speed, radio sunroof, 186k miles, \$1,100 obo. Call Savio 973-539-4415 Fenni2000@Hotmail.com. (8/01)

1992 BMW 525i Green metallic, 5 speed, sunroof, clean condition, runs great, 155,000 miles. Asking \$8,000 or best offer. Warren Brown 732 591 8381. whbrown1@optonline.net. (8/01)

2000 BMW 323Ci Topaz Blue 15k miles, excellent condition. Growing family buying a touring model must sell our "baby blue"! Steptronic transmission, Sports package with 17" wheels, Cruise control, Xenon and fog lights, Heated Seats & Power mirrors, Moonroof, On-board computer. Assume lease @ \$498.00/mo with option to purchase 12/02 for \$22,600; or purchase now for \$30,900. Call 908-369-8257. (8/01)

Parts For Sale

E36 M3 Factory Springs, Never used. Best offer. Dan 908-233-0870 or e-mail at caramagno@hotmail.com. (7/01)

MSD Ignition Electronic, Rev. Limiter Cat. # 8728 Adjustable rev. limit with plug-in modules [included]. Still in box, used once. \$110 Vic Lucariello 908 236 2016 or vic.sr@bmwcca.org. (7/01)

E30 M3 Stock Rims, 5 (five) (15X7) with worn BFG R1's \$ 200 (for all 5). Bob 201-703-0273 or Robertsteinmetz@hotmail.com. (7/01)

CD Player - 1997 M3, 6 disc trunk mounted changer, protective cover and mounting bracket included. 2 years old - asking \$300. Michael: 908-755-5200. (8/01)

4 Wheel & Tire Set, Orig. equip. take-offs from 2000 328Ci sport pkg., used 1500 miles. "M Double Spoke" alloy wheels with Continental ContiSportContact tires. Fronts: 17 X 7 1/2 - 225/45ZR17. Rears: 17 X 8 1/2 - 245/40ZR17. Fits E36 & E46 3 series sedans, Z3, Z Coupe, E36 M3. Exc. cond. \$1,200 obo. Steve 212-242-2312 NYC. E-mail: salsa@nyc.rr.com. (8/01)

Wheels & Tires For Sale. (4) SSR Competition 17X8.5 with Yokohoma A032, size 235/40-17. These are for an E46, and have 44mm offset, no clearance problems on my 330ci. The rims are like new, and the tires are maybe 20% worn. The wheels are forged, weigh 15 lbs, and have anthracite centers w/a polished rim. They can be seen at tirerack.com. Paid \$2,200 2-months ago, asking \$1600 obo. Call Jon @ 609-806-1714. (8/01)

Hardtops for E36 convertibles. 3 Brand new in stock. Alpine White II, Bright Red (314), and Arctic Silver. List is \$2,900 each. Selling for \$1,900 each. Contact Paul @ JMK BMW 973-379-7744 x 206 (8/01)

1998-99 323-328ic Hard Top. Black. In like new condition. With Heated Rear window and all hardware. \$1,200 Firm. Please call (973) 209-4142. Dick Bagni. 973-209-4142 or e-mail rbagni@compuserve.com. (8/01)

E46 328i parts, standard factory sway bars & bushings. Free - just pick them up if you want them. Keith Silverman 732-821-0683. kbsilver@optonline.net. (8/01)

R12 (Freon), 30 pound cylinder, still factory sealed. \$575.00. Keith Silverman 732-821-0683. kbsilver@optonline.net. (8/01)

E30 M3 Stock rims, Five (15X7) with worn BFG R1's \$200 (for all 5). Contact Bob 201-703-0273 or Robertsteinmetz@hotmail.com. (8/01)

Parts or Cars Wanted

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

Lost Camera, Hello my name is Simeon Mackrides. I am known as "The nut with the 7"? I was at Summit Point/Jefferson Circuit with you folks on April 21 & 22, 2001. I misplaced my camera and my inquiries indicate that perhaps a member from the NJ. Club may have it and does not know to whom it belongs. The people I spoke with "think" that the member is from the Ventnor NJ. area. I was driving the Black 740il. & departed on Saturday night. I can be reached at 800-342-9771 or spm55@yahoo.com. (7/01)

E36 M3 M-design Sport Seats, manual, black, drivers side. BMW M3 tachometer wrist watch. Sean 732-747-3475. (8/01)

Other Cars For Sale

1990 Honda Civic LX 4 Door Sedan, Maroon/Maroon with 88,000 miles One owner, my wife. Well maintained. 7,000 miles on completely new brakes, new tires, regular oil changes, tune-ups and maintenance. Car is driven daily and runs great. Air conditioning, power windows & locks, rear defroster, automatic, AM/FM with tape. Priced below retail at \$3,000. Please call Craig at 201-307-4266 or email at capbmwfs@aol.com. (7/01)

1994 Honda Accord EX Sedan Dark Metallic Green Exterior, Tan leather interior. 2.2L 4 Cyl VTEC engine. Mobil 1 synthetic every 3k. PS, PB, PL, PW, A/C, Cruise, Dual Air bags, ABS, Power Moon roof, Power driver seat, Alloy wheels. New Dunlop D60A2 tires, Battery, and Muffler. Very good condition in and out. Very well maintained car. Adult driven. Must sell, minivan coming in. 104K mostly highway miles. Asking \$8,000. Negotiable. Call Mo Days 973-503-2071 Evenings 973-366-8959. (8/01)

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

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, and inside.

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 *and inside*.

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!

Wednesday, July 18

Monthly Membership Meeting at the Deutscher Club of Clark. Topic: Meet your service advisor. Service Advisors from several NJ BMW dealerships will tell you their side of the story, and answer your service questions. Free Food!

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 12

Car control clinic at the Brookdale Community College site. The event is a non-competitive, instructional clinic exploring the dynamics of car control at the limits of traction. Accident avoidance and skid control will be emphasized.

Wednesday, July 15

Monthly Membership Meeting at the Deutscher Club of Clark. Topic TBA. Free German Food!

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 and in this issue!

September

Friday, September 7

Driver School at Lime Rock Park, Lime Rock, CT. Application period opens July 9. Application in this issue and on the website.

Sunday, September 16

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!

Wednesday, September 19

Monthly Membership Meeting at the Deutscher Club of Clark. Topic TBA. Free German Food!

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

Hotline: 908-322-2758

Newletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
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