



New Jersey Bulletin

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

Annual Elections Coming Soon

The annual combined November/December membership meeting will be held during the first week of December at our usual meeting spot, the Deutscher Club of Clark. The exact date will be announced shortly, but it will be either the Tuesday or Wednesday of that first week. The topics will be the Pinewood Derby and the annual elections.

Elections for chapter board members will be held at this meeting. Elected board members include President, Vice President, Secretary, Treasurer, Driving Events Chair, Social Chair, and two members-at-large. Appointed board members include the newsletter editor and two members-at-large. The current board is listed in the masthead of the bulletin. All members except Vice President Al Drugos will be running for re-election. We welcome interested members to run for the board. Members interested in running must notify secretary Brian Morgan in writing (email qualifies) by the October general membership meeting. President Hank Farber will be happy to talk with anyone who would like information about the board, its operation, or the duties of specific positions.

-Hank Farber & Dave McIntyre

July 15, 2001 Autocross Results

Great weather greeted 44 drivers with close contests in many classes.

Class B was taken by Joe Peng with a time of 38.662, closely followed by Pete Revenidis with 38.792, and Walt Baliko in third place.

Class C had 10 entries, led by Ed Walters driving his 325i touring, with a super 36.926. This was the kind of visual display that sells BMW wagons! Ralph Poussot was right behind with 37.374, and Bill Iacobellis was third.

Class D was topped by Brian Snyder in his brand new 330ci, with a great time of 36.738, edging out Rob Steele with his 37.178 and Phil Mather with a time of 37.481.

The 11 entries in class E were closely bunched; the top 8 places within nearly 2 seconds. 1st was David Ngo with 35.350 (FTD), 2nd was Tom Fitzimmons clocked at 35.526, and 3rd was Eamon Wall with 36.055.

X class had David Overbaugh 1st, Anthony Crea second and Steve Hourican 3rd.

Class A and F had single entries, taken by James Laing and Michael Gershanok respectively.

July 29, 2001 Autocross Results

The NJ chapter autocross program continues to gain momentum as 54 drivers lined up for competitive runs around our cones.

Class B was capped by Pete Revenidis with 42.086, well ahead of Joe Peng with 43.226 and Nicholas Ferrant with 45.677.

Class C had 16 entries. First and second were taken by Jose Tatad and David Knight with 40.225 and 40.784. They were sharing rides in their trailered 69 1600ti, which performed impressively all day, and brought much nostalgic memories of years past, when round taillights were more familiar at autocrosses. Ed Walters was right behind with a 40.995 for third place.

Class E was solid M3 territory, again closely grouped. 1st was Marko Radisic in his 2001 M3 with a 38.291, 2nd was David Ngo in his 98 M3 with a 38.615, and 3rd was Tom Fitzimmons in a 90 M3 with 39.058.

Mike Gershanok took sole possession of Class F once more.

1st in X and FTD, with a spectacular 37.437 was Don Slavin, followed by Lawrence Wong and David Overbaugh.

Detailed results for both events are on the web.

We all had a great time, even those of us who got edged out of top spots by mere hundredths of a second. Wish you were here. Oh, yeah, you can be! We have 2 events left this year: Sept 16, and Oct 7. Join us for a great time.

-Elihu Savad, Autocross Chairman

Autocross Schedule

August 26	Fort Monmouth
September 16	Fort Monmouth
October 7	Fort Monmouth

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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, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$35.00.
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, September 16 and October 17 at Fort Monmouth Autocross!

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, September 19 at The Deutscher Club of Clark Monthly Membership Meeting

The topic will probably be performance tires and wheels for your BMW on the street and the track. Meet your fellow club members and officers. Have a beverage with your fellow BMW lovers. The meeting starts at 8pm, and directions to the DCC are below. As always, free German food will be served. We encourage all new members to attend!

Wednesday, October 17 at a NJ BMW Dealership to be named later Annual Tech Meeting

The annual tech meeting will feature cars on lifts, and tech sessions by our tech gurus and dealership mechanics. Location TBA. As always, free food will be served. We encourage all new members to attend!

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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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Index

Election Information	1
Autocross Results	1
Upcoming Events	3
DCC Directions	3
Random Firings	4
Philes' Forum	5
Egroup information	7
Fort Monmouth Directions	7
Board Meeting Minutes	9
Chapter Financials	10
Classified Ads	11
Calendar	12



Random Firings

...Hank Farber

Why Does the Darned Car Miss? Part III - The Pistons

For the past two months, I have been discussing my attempts to track down the miss in the #3 cylinder in my 1961 Triumph TR3. First, I assumed the problem was ignition related and proceeded to do a complete ignition tune-up. When that did not help, I pulled the head and had it redone. Of course, that did not help either. The only remaining clue was a trail of motor oil (just noticed by your eagle-eyed neophyte mechanic) that the car left under acceleration. I had no idea where the oil was coming from or why it was leaking.

The source of the leak was easy to find. There was a huge pipe (about 3/4 inch in diameter) that vented the crankcase into the atmosphere next to the block near the oil pan. Remember that this car was built before there was any form of emissions regulation, so the car did not even have a PCV valve to shunt crankcase gases into the intake. Under acceleration, a steady stream of oil shot out of this pipe onto the ground. Even a newbie like me recognized that this was not normal. But what could it be? I had rebuilt the head, so that was likely okay. All that was left was to tear down the engine further.

Off came the freshly rebuilt head. Off came the oil pan, held on by what seemed like 100 bolts of different

lengths. I had no lift, so this was done with the car supported on concrete blocks covered with 2x8s (that's lumber talk). I had no floor jack either, so just getting the car on the blocks was a major undertaking with the anemic jack that came with my marvel of English engineering. All looked in order on the bottom end. Everything appeared to be attached, and plastic-gauge of the rod bearings showed in-spec. Time to remove the pistons and rods.

AHA. The #3 piston was MELTED. The rings were just fused into the side of the piston on one side and the piston was melted. This seemed like it might be related to oil pouring out of the breather. I decided the car needed new rings in all cylinders in addition to a new piston #3. And what to do about the bore? The TR3 had a sleeved motor with pop-out sleeves in three different sizes. I priced a new piston with sleeve, and I could not even come close on my budget.

So it was off to Stucker's junkyard. It must be the case that any teenager in the New York metropolitan area who worked on those funny little furren cars made regular pilgrimages to Stucker's on Staten Island. This was a terrific salvage yard with a huge selection of parts for our English and other European cars (What? The Japanese make cars?). What a place. I loved it. I found all kinds of stuff

Continued on page 8



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Philes' Forum

...Vic Lucariello

Hello Bimmerphiles! This month I have some thoughts on engine overheating and an account of my recent trip to DMV inspection.

The onset of hot weather always seems to spawn questions related to hot-running engines. Here are some thoughts that may save some of you some aggravation and/or money.

Many folks tell me that their cars are "running hot" or "overheating". Sometimes they say this after investing significant sums for radiators, thermostats, etc. When I ask them why they think they have a problem, many respond (some condescendingly), "Why, my temperature gauge reads 3/4. In my other car it only goes up to a little above the 1/4 mark". To me, this rationale is about as effective as trying to determine what your blind date looks like by speaking to him/her on the phone! (I'm sure that this has happened to you at least once. You have several wonderful phone conversations with the friend of a friend, then when you finally go out with the person, you find out he/she looks like Al Drugos! Worse yet: It is Al, or his twin sister Edyse!).

OEM temperature gauges are not the most precise, accurate instruments known. The ones that I'm familiar with use a NTC (negative temperature coefficient) resistive sensor mounted somewhere on the engine such that it is in contact with engine coolant. As coolant temperature increases, the sensor's electrical resistance (measured in OHMS) decreases, which causes more current to flow through the gauge windings, thereby increasing the gauge reading. Trick, eh?

There is a reason most of these gauges don't have degree indications on them: They are not intended to provide to-the-degree accurate temperature indication. The gauges and sensors are mass-produced, and they're sensitive to poor grounds, drift, etc., and there is no provision for easily calibrating them. Moreover, the sensor's response to temperature changes is decidedly non-linear. Even if your particular car used to run at the 1/2 point on the gage, and now it's running on the 3/4 point, don't conclude that your car is overheating or running hot. (Be reasonable, though: If the gauge goes past the red dot and there's coolant spewing all over the place, DUH, you're probably overheating!) Instead, I suggest you have the gage checked by with a test thermometer or thermocouple temporarily installed in the radiator or upper radiator hose. You may be surprised at the result.

For example, when I first got stuck in traffic with my 320i, the temp gauge immediately went above the 3/4 mark and I figured I might have an overheating problem. When I did the suggested test, I found that my gauge reads 3/4 scale when the coolant temp is only about 210 F, hardly an overheating condition (A 50% solution of coolant and water, pressurized to 1 bar (about 14 psig), boils at more than 250F). Further testing indicated that my particular gauge/sensor combination would indicate full-scale, right at the red dot, before overheating would occur.

If anyone is interested in performing this test, I can bring an appropriate instrument to a club meeting and we can test a couple cars. Let me know.

After all I have written about the recently-implemented, enhanced NJDMV emissions test, which samples tailpipe emissions while the vehicle is operated on a dynamometer at a simulated 15 mph, I finally got to experience the test on one of my own vehicles. In June I brought my 1995 Ford pickup to a Parsons Infrastructure-operated State facility, and got a bit of a surprise.

You may recall that last Summer I wrote about taking my E30 M3 for inspection, and that it easily passed the 2500 RPM no load [IE: no dynamometer] test given to so-called 'low-mileage exception' vehicles. NJDMV defines a low-mileage vehicle as one driven less than 10,000 miles in the two years between emissions inspections. When I requested the low mileage exception for my 100,000-mile, '88 M3, the inspectors knew exactly what I was talking about and seemed happy to accommodate me.

Well, when I made the same request [different inspection station] for my 73,000-mile pickup the inspector seemed annoyed and, after looking at my odometer, claimed he could not give me the low mileage exception because my truck has too many miles showing for a 1995 vehicle. When I explained to him that I had purchased the truck three years ago with 67,000 miles, he seemed even more annoyed and insisted he could not help me. At that juncture, I decided to submit to the dyno test, as I expected my truck would pass. It did, but that's not the point. My truck is eligible for the low mileage exception, and I wanted one.

Since other Bimmerphiles have reported to me that they, too, had been denied the low mileage exception, I decided to investigate with NJDMV. The DMV person with whom I spoke told me the following about the low mileage exception:

- The exception is still available and applies to '81-and-newer vehicles otherwise subject to the enhanced, dynamometer test.
- To be eligible for the exception, the vehicle must be driven fewer than 10,000 miles in two years.
- The inspectors are supposed to grant your vehicle's first exception regardless of the odometer reading.
- If subsequent inspections reveal that the vehicle has traveled more than 10,000 miles between inspections [odometer reading is part of the test data recorded by the State], the vehicle will be subject to the enhanced test.
- Provided the previous item does not apply to you, you should ask to see the inspection station manager if you are denied the low mileage exception.
- Keep copies of all your inspection reports and bring them to inspection. This will establish your mileage between inspections in the event that the State's records are unavailable.

Continued on page 9

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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!

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, con't

(Continued from page 4)

there. I managed to talk Frankie (Stucker) into selling me a single piston and sleeve set from a TR3 of unknown vintage. At least the wear-ridge was not toooooo big. I will leave the story of my later banishment from Stucker's for another time.

Back to New Jersey for the reinstallation. This went with its usual smoothness. I only broke one set of rings before I figured out how to use the ring compressor. And I did have the foresight to drill a 2x4 (more lumber talk) with holes in the pattern of the bolt "circle" of the oil pan so that I could keep track of which bolt went where. I reinstalled the head and the intake and exhaust manifolds and attached the throttle linkage, remembering to set the static idle throttle position properly.

Time to hook up the jumper cables (since this job took several months) and test the operation. Lo and behold, the car started right up, idled smoothly, and had good power by the standards of the day. I had solved the problem!! The feeling of accomplishment was worth all the time and trouble. And I had learned the core of the mechanical skills that serve me to this day.

The TR3 served me faithfully for six months, including one glorious summer with many top-down drives down the shore (that's Jersey talk for traveling to the beach). At that point in 1968 I was leaving for school, and I sold the car to ????? You know, I can't even remember. I do know that I missed that car. I missed that car so much, I bought a black w/red 1960 TR3A in California in 1983. This one had none of the problems of the first, but it did have others. I kept this car until 1997 or so, by which time my demand for garage space and the fun I was having with my 2002tii meant that I was not paying enough attention to the TR3. I reluctantly sold the car to a good home, an act for which my youngest son, who arrived in the family the same year as this TR3, has not yet forgiven me. I still wonder whether I should have kept the car. After all, Vic still has his first car. Hey Vic, when was the last time you had it out?

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Philes' Forum, con't

(Continued from page 5)

● Your vehicle title indicates the odometer reading reported at purchase. Bring your title or a copy the first time you ask for the low mileage exception.

Why bother with the low mileage exception? Well, the 2500 RPM test is much easier to pass because it tests only carbon monoxide [CO] and unburned hydrocarbons [HC], while the enhanced test has the additional requirement of a limit on oxides of nitrogen [NOx], the most difficult pollutant to control. Also, the enhanced test requires that your vehicle be operated, by the inspector, on the dynamometer. Although I understand that virtually no vehicles have been damaged on the dyno, I have a problem with submitting my vehicles to this. Maybe I'm not convinced that all the inspectors are proficient with manual gearbox operation. Or, maybe I'm just strange.

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 [egg: 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 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 your calls. The best way to contact me is via e-mail at vic.sr@njbmwcca.org.

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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.

Board Meeting Minutes

....Brian Morgan

Minutes of the New Jersey Chapter Board Meeting: June 2001

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

Members Absent: McIntyre

Others Present: D. Allaway, F. Cracker, D. Kollar, J. Lucariello, T. Mason, E. Savad, B. Smith

The Meeting was called to order at 8:00 PM on Friday, June 15 at the home of David and Peggy Finch

Reading of the minutes of the May meeting was waived.

Reports From Officers:

Vice President: Vice President Al Drugos reported that the July meeting was to be on the topic "Meet your service advisor." Al had enlisted the support of several dealer service managers for the meeting. August and September meeting topics had not yet been finalized. It was noted that Deutscher Club memberships were being purchased for six NJ Chapter members as discussed in May.

Treasurer: Treasurer Warren Brown submitted a profit-loss statement, and the board held a detailed discussion of the Chapter's cash flow. A small loss was anticipated for the July Instructor Training/Lapping Days event at Summit Point.

Driving Events: Lime Rock Club Race Chairperson Ross Karlin reported that the June Club Race was successful, that \$16,000 in sponsorship dollars were raised for the Club Race, and that \$6,500 were given to the Westlake School.

Autocross Chairperson Elihu Savad reviewed plans for forthcoming events. It was decided that the Car Control Clinic would be held in conjunction with the August 12 event.

Rallymaster Neil Gambony reviewed plans for Sunday's rally to the picnic.

Social: Director of Social Events Stephanie Mason reviewed plans for the June 17 picnic.

Newsletter: In the absence of newsletter editor Dave McIntyre, Hank Farber led a discussion of newsletter issues, including printing costs and deadlines.

Library: Chapter Librarian Vic Lucariello indicated that the new edition of Mark Donohue's The Unfair Advantage had been acquired.

Future Board Meetings: The next Board Meeting was scheduled for July 13 at the office of Al Drugos (this meeting was subsequently cancelled). Another Board Meeting was scheduled for August 17 at a location to be determined.

The meeting was adjourned at 9:40 PM.

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.

NJ Chapter 2000 Financial Statements

BMW CCA - NEW JERSEY CHAPTER STATEMENT OF FINANCIAL CONDITION (UNAUDITED)			
ASSETS	12/31/2000	12/31/1999	12/31/1998
CASH	38,286	22,916	21,302
FIXED ASSETS:			
COMPUTER	8,723	8,723	8,723
TRACK EQUIPMENT	6,434	6,434	6,434
TOOL BOX	2,332	2,332	2,332
OFFICE EQUIPMENT	438	438	438
ACCUMULATED DEPRECIATION	17,927	17,927	17,927
NET FIXED ASSETS	<u>0</u>	<u>0</u>	<u>0</u>
RECEIVABLES & PREPAID EXPENSES:			
LIME ROCK DEPOSIT		10,750	
BRIDGEHAMPTON DEPOSIT			900
BANQUET DEPOSIT	1,500	1,500	500
NEWSLETTER DEPOSIT			
	<u>1,500</u>	<u>12,250</u>	<u>1,000</u>
TOTAL ASSETS	<u>37,786</u>	<u>35,166</u>	<u>22,302</u>
LIABILITIES/CHAPTER EQUITY:			
ACCOUNTS PAYABLE			
CHAPTER EQUITY	37,786	35,166	22,302
TOTAL LIABILITIES/CHAPTER EQUITY	<u>37,786</u>	<u>35,166</u>	<u>22,302</u>

BMW CCA - NEW JERSEY CHAPTER STATEMENTS OF CASH FLOWS (UNAUDITED)			
	SOURCE	USE	NET
NEWSLETTER			
ADVERTISING	12,133	0	
MEMBERSHIP DUES	31,047	0	
PRINTING & POSTAGE		48,509	
	<u>43,180</u>	<u>48,509</u>	<u>(5,329)</u>
DRIVING EVENTS:			
AUTOCROSS	5,380	7,638	(2,258)
CLUB RACE LIME ROCK	40,458	38,028	2,430
CLUB RACE SUMMIT	25,207	18,418	6,789
DRIVERS SCHOOLS - LIME ROCK	20,899	15,206	5,693
DRIVERS SCHOOLS - SUMMIT	24,565	21,048	3,517
INSTRUCTOR SEMINAR	2,500	3,121	(621)
OTHER	88	205	(117)
	<u>119,076</u>	<u>103,654</u>	<u>15,422</u>
SOCIAL EVENTS:			
BANQUET	3,825	7,427	(3,602)
PICNIC	0	0	0
OTHER SOCIAL	219	470	(251)
	<u>4,044</u>	<u>7,897</u>	<u>(3,853)</u>
INTEREST INCOME:			
MEETINGS	316	5,303	(4,987)
BANQUET DEPOSIT	0	0	0
LIME ROCK DEPOSIT	10,750	10,750	0
COMPUTER	0	0	0
POSTAGE AND SUPPLIES	0	767	(767)
MERCHANDISE	0	0	0
TOOL BOX	0	0	0
OFFICE EQUIPMENT	0	0	0
OTHER	0	1,189	(1,189)
	<u>11,436</u>	<u>18,009</u>	<u>(6,573)</u>
INCREASE (DECREASE) IN CASH	<u>177,870</u>	<u>175,072</u>	<u>2,798</u>

BMW CCA - NEW JERSEY CHAPTER STATEMENTS OF INCOME (UNAUDITED)			
	YEARS ENDED		
	2000	1999	1998
REVENUES			
ADVERTISING	12,133	16,130	8,491
MEMBERSHIP DUES	31,047	33,837	23,628
	<u>43,180</u>	<u>49,967</u>	<u>32,119</u>
DRIVING EVENTS:			
AUTOCROSS	5,380	2,516	742
CLUB RACE SUMMIT	25,207	20,435	20,068
CLUB RACE LIME ROCK	40,458	39,940	35,066
DRIVERS SCHOOLS - LIME ROCK	20,899	22,211	18,827
DRIVERS SCHOOLS - BRIDGEHAMPTON		0	0
DRIVERS SCHOOLS - SUMMIT	24,565	20,940	24,864
INSTRUCTOR SEMINAR	2,500		
OTHER	88	2,106	1,573
	<u>119,076</u>	<u>108,350</u>	<u>102,068</u>
SOCIAL EVENTS:			
BANQUET	3,825	2,370	2,440
PICNIC		890	3,602
OTHER SOCIAL	219		
	<u>4,044</u>	<u>3,260</u>	<u>6,042</u>
OTHER REVENUES:			
INTEREST INCOME	316	186	266
MERCHANDISE INCOME	0	3,995	
OTHER INCOME	372	131	412
	<u>688</u>	<u>2,412</u>	<u>678</u>
TOTAL REVENUES	<u>168,528</u>	<u>161,519</u>	<u>140,893</u>
EXPENSES			
NEWSLETTER	48,509	43,780	34,138
DRIVING EVENTS:			
AUTOCROSS	7,638	2,115	2,267
CLUB RACE SUMMIT	16,274	15,812	18,726
CLUB RACE LIME ROCK	38,685	33,985	30,242
DRIVERS SCHOOLS - LIME ROCK	15,206	16,446	12,006
DRIVERS SCHOOLS - BRIDGEHAMPTON			
DRIVERS SCHOOLS - SUMMIT	21,048	18,250	21,002
INSTRUCTOR SEMINAR	3,121		
OTHER	480	3,173	1,861
	<u>100,588</u>	<u>89,784</u>	<u>86,203</u>
SOCIAL EVENTS:			
BANQUET	7,427	4,621	2,643
PICNIC		1,272	5,774
OTHER	479		1
	<u>7,906</u>	<u>5,893</u>	<u>8,418</u>
OTHER EXPENSES:			
MEETINGS	5,303	3,949	3,338
DEPRECIATION			135
POSTAGE AND SUPPLIES	767	1,798	1,606
MERCHANDISE EXP		3,249	
OTHER	1,189	1,100	1,436
	<u>7,259</u>	<u>9,196</u>	<u>6,504</u>
TOTAL EXPENSES	<u>164,322</u>	<u>148,853</u>	<u>135,363</u>
NET INCOME	<u>2,907</u>	<u>12,666</u>	<u>5,530</u>



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Classified Ads

BMW's For Sale

1994 BMW 325i Jet Black/tan leather, auto, power/heated seats, fold down rear seats, 6-disk CD changer, sunroof, ATC, new Pirelli 7000 tires and new 17" LTW alloy wheels, radiator and water pump replaced 4/01. 112k miles. Original owner, no accidents, excellent condition. \$11,000 obo. Brian 908-518-0312 or e-mail bduddy@rjfar-architecture.com. (9/01)

1980 BMW 633Csi VIN: 5560531 Bronzit/Tan leather, 125k, automatic, sunroof, new exhaust, runs smooth and fast - no leaks, minor rust in usual places and needs paint. \$2,000. Jim 732-288-0555 (h), 212-435-3706 (w). jwardle7@aol.com. (9/01)

1998 BMW 328i VIN: WBAAM 5338X FR042 57 Automatic, titanium silver metallic, black leather, myrtle wood, rear spoiler, xenon lights, Premium package, factory alarm, power and heated front seats, lumbar support, new Michelin XGTV4 tires, radio/cassette, with 6CD trunk changer, glass moonroof, floor mats, wheel locks, non-smoker, 23,500 miles \$33,000. Eleni 201-342-0452, ionionislands@msn.com. (9/01)

1973 BMW 3.0cs 4-speed, dk blue w/tan leather interior, chrome bumpers, 60+k miles, good a/c, original steering wheel, very clean w/minimal rust. Minor problems: window motors & rear end seal. Always garaged and covered. Can no longer stand seeing her sit. Seeking a loving home for this classic. Asking \$15,000. Call 201-891-3669 Arthur. (9/01)

1987 BMW 325 VIN: WBAAB 5401H 9804916 190k miles, 5-spd, Red/Black, Interior great, body is banged up, runs well, needs a little bit of everything, whole or for parts. \$1500 obo. E-mail Mark at vze2699k@verizon.net. (10/01)

1985 BMW 535i 136k, Blue/blue leather, NEW paint, NO RUST, almost NEW tires and does not smoke. Strong and good engine. Everything works. \$3,900. E-mail ferd@simoes.com or

ph. 908-218-5097. (10/01)

1998 BMW M3 Sedan VIN: WBSCD 9321W EE08744 Titanium Silver/Mulberry (Dark Grey) leather (rare and stunning special order combination), 28k miles, 5-speed, power sunroof, M-Contour Wheels, outstanding condition, new tires (S-02 Pole Position), never raced, always garaged, factory warranty through 4/02. \$32,000. Ray: 609 936-8462 (eves) or E-mail at grifconn@msn.com. (10/01)

1998 BMW M3 Sedan VIN: BSCD9 326WE E07993 Silver/gray leather interior, 5-spd, 40k miles, HK premium sound system with 6-CD changer, OBC, and sunroof. Heated driver and passenger power seats, (new leather on driver's seat), cruise, A/C, Premium alloy wheels. 2 new Michelin Sport tires on rear. X-frame brace substituted for stock bracing bar for extra frame stiffness. Otherwise this car is stock. Always Garaged, No track, accidents, damage, or snow. Non-smoker. Oil changes @ 5K miles, maintained by Hunterdon BMW, NJ. BMW factory warranty good thru Feb 23, 2002. Perfect condition. \$34,500. E-mail iraiese@eclipse.net or call 908-202-2208 any time. (10/01)

Parts For Sale

Radio for sale, Original BMW radio from 1988 750iL used 1 week. \$35. Mark 732-494-6691 or mxseeman@optonline.net. (9/01)

E46 Borbet Wheels/Tires, set of 4 Pirelli SuperSport P225/50-ZR16 tires on Borbet 7 1/2 x 16 alloy wheels \$550.00. Also, E46 BMW Business AM/FM Cassette \$75.00. John 973-615-7466 or jbajm61@aol.com. (9/01)

Wheels, 4 Revolution RFX (racing) wheels 8x15, 5x120 bolt pattern, 22mm offset. Approx weight 18lb. Excellent condition. Less than 1000 miles. \$660 (new over \$900). Hackensack, NJ. Call Marc 201-294-4434 or email mthomaes@aol.com. (9/01)

M3 Wheels, oem95, mint set of 5, 4

with P-zero 235/40-zr17, rubber 70% tread, spare with MXX3. Bought as second set. \$1,400. E36 M3 Snows, set 5 Forza OZ 16" wheels, 4 with Pirelli 210 Asymmetrico 225/50-hr16, 80% tread, spare with Pirelli Winter P210, \$600. Also 3 Pirelli snow tires, Winter P 210, 205/55 with 30% tread, \$90. David 914-643-0087. (9/01)

540i Dinan Cold Air kit, ('fits 98 - '01) and Dinan Exhaust (fits '96 - '01). Used 8 months. List \$1498, Sell \$900. Call Jerry at 610-518-0564. (10/01)

E46 Parts For Sale, Cloth seat covers for E46 sport seats, used for a week, gray. \$90 from the dealer asking \$60 obo. Black mud flaps for an E46, front and rear, new never installed, best offer. Cargo mat for an E46, fits coupe, not sure about a sedan, used for a week, best offer. Call Jon at 609-750-6663 or e-mail jpoeira@bloomberg.net. (10/01)

E34 Touring roof rack for E34 touring (wagon). Includes the 2 cross members only. Paid too much for car was leased make an offer can send COD or CC. Mike at miked@metrocol.com or 201-670-4453. (10/01)

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

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 will be a speaker on performance tires and wheels for BMWs. Free German Food! Everyone is very welcome!

October

Sunday, October 7

Last Autocross of the season 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, October 17

Monthly Membership Meeting at a NJ BMW Dealership. Check out the cars on the lifts and learn how to service your car. Free food of some kind!

December

Tuesday or Wednesday, December 4 or 5

Monthly Membership Meeting at the Deutscher Club of Clark. This will be the annual membership meeting and Pinewood Derby. The Pinewood has determined the Champ Series winner for the last several years. Free food of some kind, most certainly Germanic!

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

Hotline: 908-322-2758

Newsletter of the NJ Chapter
BMW Car Club of America
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Westfield, NJ 07091-2305

