

New Jersey Bulletin

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

Whack Your Turkey Rally 11/18

The 2001 Whack Your Turkey Rally will be held Sunday, November 18th, and for the third year in five will start at the New Jersey Transit Station on South Avenue (Rt 28) in Fanwood, NJ. Directions to the start can be found on the web site.

The annual chapter rallies, held twice or more per year, are our most popular activities! They are often full to capacity and beyond. The style and route of the rally will be secret until the event begins. However, the rally will not require special equipment or knowledge. The rally will probably take approximately 4 hours, and end at a local restaurant. At no time will speeds greater than the posted speed limits be necessary; completion time will not be factored into a team's scores. There will be three classes of competition:

- * Adult. Only two people, both adults, in the car.
- * Junior. Adult driver, one navigator <= 12 years.
- * Family/Crowd. As many people as you'd like, all ages, etc.

Only the Adult class will count toward Champ Series points.

The cost will be \$20 per team/car. Registration will open at 8:00AM with a drivers' meeting at 8:30 and the first car off at 9:00AM sharp. Each time should have at least \$20 cash with them, as certain instructions may require minor purchases. There is a Dunkin Donuts and a bagel store near to the starting location. RSVP to rallymaster David McIntyre, 908-322-0392, or email mcintyre@njbmwcca.org. Reservations are not necessary, but if the rally fills up it will be first-come first-served.

Pinewood Derby

The annual Pinewood Derby competition will take place at the combined Election/Pinewood Derby meeting, which will be held at the Deutscher Club of Clark on the evening of December 4th. Directions to the Deutscher Club can be found in this issue.

The competition will take place on our own 2-lane track (built especially for the chapter by Elihu Savad) and will follow the standard Cub Scout rules.

You must start with an official Pinewood Derby kit. You must use the block, wheels and axles provided. Maximum width 2.75" and length 7". Weight must not be over 5 ounces. There must be at least 3/8" clearance under the car, between the wheels. Bearings, washers and bushings prohibited. Dry graphite is the only allowed lubricant. Details and design are free, as long as these rules are followed. No springs or starting devices. No moving parts other than the wheels on the axles. Cars will be inspected when they are checked in. Once cars have been checked in their owners will not be able to touch them. The weight and clearance guidelines are checked especially carefully.

You may pick up your free Official Pinewood Derby kit at any meeting until the date of the event, but they can also be purchased at nearly any hobby store. You may also pickup a kit from Dave McIntyre by appointment.

This year a computerized heat-tracking system (downloaded off the web from a Cub Scouts site) will be used to make sure the contest is fair and uniform. Contact Dave McIntyre or any other board member with any questions. We hope to see you at the races!

Annual Elections on Tuesday, December 4

The annual combined November/December membership meeting will be held on Tuesday, December 4th at our usual meeting spot, the Deutscher Club of Clark. The topics will be the Pinewood Derby and the annual elections. The DCC is usually closed on Tuesdays, but will open so that we can hold the Pinewood on the dance floor!

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. Nafi Coker will be running for VP, and Neil Gambony will run for Member-at-Large.

See the article on the Pinewood Derby (below) for more information. This meeting is one of our most fun of the year, and we really encourage all members to join the fun!

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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, November 18 starting in **Fanwood, NJ**

Whack Your Turkey!

The annual running of our fun, family oriented rally. Read the article on page 1 for all the details. The rally will start at the Fanwood, NJ train station. Be there at 8am, driver meeting at 8:30am, first car off at 9am. \$20 per car, and the rally will last approximately 4 hours, ending at a local restaurant. Contact Dave McIntyre for more information.

Tuesday, December 4 at The Deutscher Club of Clark

Pinewood and Election Meeting

The most important meeting of the year! Elect your officers for 2002. Ask them difficult questions about chapter issues (it will be fun because they're not expecting it). Then watch the annual running of the Pinewood Derby. Buy a Pinewood kit at your local hobby shop or Boy Scout supplier and build it to the rules. We run a serious tech, so no cheating. 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, January 16 at The Deutscher Club of Clark

Monthly Membership Meeting

We don't know the topic yet, but we do know that it will be fun and informative. Plus, there will be free German food and all of your BMW club buddies. Meeting starts at 8pm, and directions to the DCC are below. We really need new members to attend!



NO SMOKING
at New Jersey Chapter
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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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Random Firings

...Hank Farber

Who Are We and What Do We Do?

I have now completed almost two years as president of the New Jersey Chapter of the BMWCCA. I have decided to run for reelection to a third term, and I would like to take some time this month to highlight the contributions of those members who work hard to organize the activities we all enjoy. My job is to make sure the board and other members who have taken on important roles do their jobs, and this has been exceedingly easy because these folks are incredibly hardworking, reliable, and organized. I would like to use this space to highlight the contributions of these folks so that we can all be aware of and thank them for their efforts (all for no pay!).

Our chapter organized eleven track days at Lime Rock at Summit Point, although only ten were ran give the cancellation due to snow at Lime Rock in March. These events take an incredible amount of work and lots of folks are involved. John Csuri deserves first mention here for organizing and chairing nine!! of the eleven days of driving school. (My brother, Fred, organized the remaining two days by remote control from Portland Maine.) Additionally, John is a member-at-large of the chapter board. Amazing. Blake Smith is our chapter's chief instructor, and he was responsible for making sure we had a sufficient number of instructors available at every event. Additionally, this year Blake organized two instructor training events in order to increase our pool of instructors. Very hard work indeed. Ross Karlin, another member-at-large, is our Club Racing Chair. He organized four days of racing for us this year. In my unbiased opinion, we have the most successful club racing program in the BMWCCA, and this is all due to Ross. Additionally, Ross's efforts have allowed us to make a generous contribution to the Westlake School each year since the inception of the club racing program. Our chapter registrars, Debbie Kolar and Elizabeth (Speedy) Swain, contribute countless hours to the driving school program. Vic Lucariello, runs the tech inspection at the Lime Rock schools, as he has for many years, and at some of our Summit events as well. Vic has also been a member-at-large and chapter tech advisor for as long as I can remember, and he contributes a regular column to the newsletter. Note that these folks are the organizers, but the events would not happen if they did not have the help of a substantial number of folks at the time of the event as well. I do not think the many chapter members who attend these events realize just how much work by so many folks goes into bringing you the best possible track experience.

Our other major driving event program is the autocross program run by Elihu Savad. Elihu, ably assisted by Ed Walters and Bob Steele, rescued our autocross program from a long period of relative dormancy, and he has turned it into a very active series with numerous events with upwards of fifty participants. We were forced to cancel some events this fall because of the recent tragic events

and subsequent military activity as the primary location for the autocross program was Fort Monmouth. Elihu is currently searching for alternative locations for next season and at least one event was rescheduled for Brookdale.

Dave McIntyre, our newsletter editor for many years, has the only truly relentless job in the chapter. He has faithfully and with good cheer put out a first-rate newsletter on time every time. And this in the face of tardiness on the part of those of us (me included) who ought to get Dave information on time every time. The newsletter is more work than any of us realizes, and Dave deserves our thanks. We are moving to a bi-monthly schedule for the newsletter effective with this issue. This is for two reasons. The first is financial, as each newsletter costs the chapter more than a few thousand dollars. The second is to save wear and tear on Dave in order to prolong his stewardship of the newsletter.

Al Drugos is stepping down as Vice President after several years in that job organizing our monthly membership meetings. Al has done a terrific job, and I will miss him and his unique style at board meetings (believe it or not, Al). Nafi Coker, currently member-at-large has agreed to step up and take over the Vice Presidency. Thanks Nafi!

Stephanie Mason agreed to step in as Social Chair of the chapter in order to fill an unexpected vacancy. Fools rush in?? Stephanie has done a fantastic job organizing up the wonderful 2001 banquet and the terrific picnic held at the Dave and Peg Finch's farm this year. Which brings me to the Finch's. We are so happy (and lucky) to have Dave and

Peg back in New Jersey after a short stay in North Carolina. They are unfailingly generous with their time and their home, and the picnic just wouldn't be the same anywhere else. Additionally, Dave, a former chapter president, has taken on the job of new-member coordinator. Thanks guys.

The board is rounded out by three very important members. Trip Lee is our driving events coordinator with overall responsibility for our extensive program of driving events. In addition to the driving school, club race, and autocross programs, which are ably managed by the folks already mentioned, Trip has made sure we have a couple of fun rallies each year.

Brian Morgan, a former chapter president, has been chapter secretary for as long as I can remember. He is the historical memory of the board, and he is our liaison to BMWNA. Brian is responsible for the terrific meetings we have held each of the past several years at BMWNA in Woodcliff Lake.

Finally, everything we do costs money. The flow of funds through the chapter is astounding, and it is very important that it be managed in a professional way. Warren Brown has been treasurer for the past two years, and he has upgraded the position considerably. I know this because

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Philes' Forum

...Vic Lucariello

Hello Bimmerphiles! This issue I have a story about Al Drugos' M3 alternator and a tip on reinstalling those diabolical starter-bellhousing bolts when you do a clutch or starter replacement. But first I have to answer a question posed by Chapter Prez. Hank Farber in his last *Random Firings* column.

Hank was writing about working on his first car, and mentioned that I still have mine. He wanted to know the last time I had the car out.

Those of you who read the June *Philes' Forum*, and others who have been dumb enough to ask, know that my first car is a 1960 Mercury Comet which I have owned since high school. Over the years I have extensively modified the car, upgrading the entire chassis and driveline while maintaining the stock sheetmetal. We used to call such cars 'Sleepers'. If you heard how much noise the motor makes, you might think that ' Sleeper' is not an apt appellation. Joanne says that she always knew when I was coming to pick her up because the dishes would rattle in the cupboard! [To say her Mom was not amused would be an understatement.]

For those of you who don't know what a '60 Comet looks like, Photo #1 is a recent shot. Except for the Cragar



Photo 1. Refugee from the Sixties

'SS' wheels, Michelin radials and blacked-out grille, the car is stock-appearing. Photo #2 shows the motor, which is a Ford 'small-block', 260 cubic inches [4.26 liter], while #3 shows the interior, which features a Hurst shifter and a bunch of Sun and Stewart-Warner instruments.

To answer Hank's question, I try to at least run the motor at least every two weeks, and I drive it as often as I can, weather permitting. I have been intending to bring the car to a monthly meeting. I'm sure the Clark Police will be thrilled....

I still wish to receive copies of your DMV emissions inspection reports. You can either mail a photocopy of your report printout [preferred], 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 want to be famous and get mentioned in Philes' Forum!] 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



Photo 2. Joanne, Why Are The Dishes Rattling?

[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. As I have previously reported, some folks, including yours truly, have been denied the low mileage exception for vehicles driven fewer than 10,000 miles per inspection cycle. The exception provides for these vehicles to receive a 2500 RPM idle test in lieu of the much more difficult dynamometer test.

Bimmerphiles recently sending me inspection test



Photo 3. The Office.

data are Alicia DeLalio, Mark Derienzo, Chapter Prez. Hank Farber, Carter Fratt, Dick Geier, Lou Gubitosi, Jay Guillermo, Dave Hellman, Tim Ivins, Carmela Lucariello, Joanne Lucariello, Roshan Malik, Bob Matthei, Newsletter Editor Dave McIntyre, Allan Olsen, Ferd Simoes, Ron

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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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Philes' Forum, con't

(Continued from page 5)

Swanson, Roger Wagner, and Dick Walter. Thanks, Folks!!

A couple months ago, Chapter VP Big Al Drugos stopped by to let me look at his '88 [E30] M3, which was idling poorly. Al had already addressed the usual suspects such as spark plugs, rotor, distributor cap, and plug wires, but he still had a lumpy idle. Sure enough, I found his intake manifold gaskets to be leaking. [This is an endemic problem with the E30 M3s, and it can cause melted pistons in the extreme case.]

While we were under the hood, Al said, "Hey bro, what are these blue wires sticking out of my alternator? They're flappin' around like a couple of limp linguini" [See Photo #4] I responded that they are the 'trigger' wires,



Photo 4. Flapping Like Limp Linguini.

which turn on the alternator when you start the motor, and if they become disconnected from the alternator, it stops producing current. Al said I was full of it because he knew his alternator was working.

"You think so, eh, tough guy?", I says. "Well, let's put on the ol' DMM [Digital Multimeter] and see who's full of it."

A quick test of the charging system is to connect a DMM [set for DC volts] across the battery with the motor off. You should read 12.6 volts on a fully charged battery. Then, when you start the motor, the voltage should increase to about 13.5 volts. If you then turn on the headlamps and wipers, the voltage should stay near this value.

Anyhow, Big Al's battery was only showing about 12.3 volts [indicating an undercharged condition], and when he started the motor, the voltage went down even further, indicating the alternator was not producing appreciable, if any, current. For the first time since I have known him, Big Al was at a loss for words!!

When he finally regained his speech, Al maintained that the alternator HAD to have been working, because his 'BATTERY' [AKA 'ALTERNATOR', or, more properly, Charge Indicator] Lamp was not on. NOT SO, big guy!! The blue wires Al found disconnected [They had fatigued and broken off the connector which mounts to the 6 mm terminal on the rear of the alternator.] from the back of his alternator are connected to the Charge Indicator Lamp, and complete its circuit through the alternator's voltage regulator and rotor.

With the wires off, there was no complete circuit for the lamp, hence it did not illuminate, EVEN WITH THE IGNITION ON AND THE ENGINE OFF.

So, an even more basic charging system check, which we all should do every time we start our motor, is to observe the Charge Indicator Lamp. If it comes on with the ignition, and goes out when the motor starts, it is very likely that the alternator is producing at least some current. If the lamp does not illuminate with the ignition on, you should have your charging system checked immediately, because, provided the CI bulb is good, it is very likely that your charging system is not working. Similarly, if the lamp comes on and stays on with the motor running, it is very likely that your charging system has stopped working. Of course, you can drive without a working charging system, but only until your battery discharges to about 8 volts, at which time the fuel injection will cease to function. The time for this to happen depends upon the condition and state-of-charge of your battery, and how many accessories you are using. Ambient temperature is a factor as well.

I don't want to guess how many alternators have been changed because of problems with their 'trigger wires'. The problem is most severe on 4-cylinder motors which see track duty. Al was able to restore his charging system to perfect condition by simply installing a new connector to the ends of the blue wires and connecting to the post on the rear of his alternator. I suggest you check your 'trigger wires' the next time you are under your hood. If you are not sure what to look for, come to a meeting and Big Al or I will be glad to show you.

Many BMWs use two bolts, with nuts, to secure both the starter motor and transmission bell housing to the block. The bolts install from the rear, go through the bell housing, block, and starter, and the nuts go on their starter end. These bolts are arguably the most diabolic and difficult to install in all of Bimmerdom. Actually, the bolts are fairly easy to get into place, but getting the nuts started is where



Photo 5. Starter-Bellhousing Bolt With Threads Ground Off To Form a Pilot.

the diablo part comes in. We just changed the clutch on Jr.'s E30 325, and without relocating the heater hoses, I could not even see where the nuts needed to go, much less actually get them started on their respective bolts. The

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Philes' Forum, con't

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following trick proved extremely helpful.

As shown in Photo #5, I carefully ground off the first couple threads on each bolt, forming a pilot shaft for the nut. Then, I taped the nut to the end of a welding rod and held it in place on the pilot while Jr. turned the bolt from under the car. Bada Bing, success on the first try! [Note that the photo was taken of a motor on the engine stand.]

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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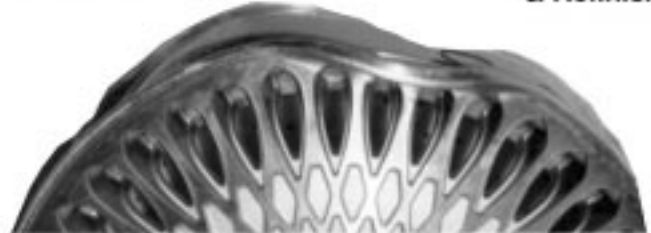
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Autocross Corner

August 26 Results

We had a great time on August 26 at Fort Monmouth. There were 46 drivers, interesting cars, great weather and a challenging course.

The course featured 2 180 degree "lightbulb" turn-arounds that looked simple, but encouraged all sorts of approaches, shifting techniques, and lots of tire smoke. For the record, some of the best times were without either smoke or shifting. The course had fast parts, and we all got 7 runs to get our best times.

Team Revenidis took 1st and 2nd in class B, followed by Walter Baliko. Ed Walters edged out Will Iacobellis for 1st in C, and Paul Wooding took 3rd.

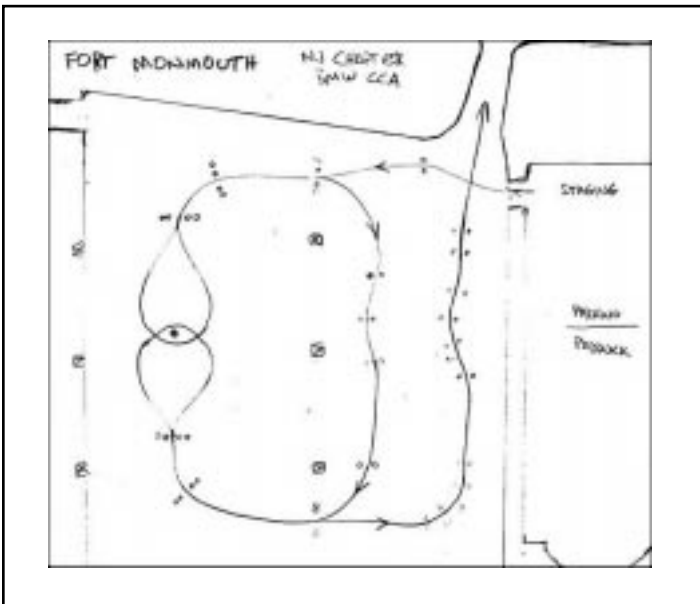
Brian Snyder took Class D decisively with a wide margin, James Nagy was 2nd, and Jeff Burgess was 3rd.

David Ngo continues his successful season in E with a 1st and FTD of 43.307. Gilbert Hoffman and Elihu Savad were 2nd and 3rd, and the next 3 places were very closely spaced. E has had some of the sharpest competition this year of many seasons.

Mike Roberson was 1st in X class, followed by Matt Watkins and Steve Hourican.

Some of the more unusual entrants were Tim Haskins nice 76 2002 (a 2002, unusual?), Jim Cumming's Lotus Esprit, Sean Dougherty's beautiful M6, and Steve Dudash's new M5 which produced some of the most stirring engine sounds of the day.

It is interesting to note that the scoresheets showed that everybody had a good learning curve, with times dropping through the day. Many newcomers clearly got the hang of it, and seemed to be bitten by the autocross bug. The large numbers of drivers required extra help from our helpers, especially with registration and staging. I want to thank you all for helping make these events the enjoyable occasions that they are.



October 7 Results

Our last season autocross was held at Brookdale Community College, instead of Fort Monmouth, as originally scheduled. The recent enormous events have resulted in cancellation of club activities on NJ military bases, and it seems likely that they will be unavailable in the near future.

We had good weather, a challenging course, and a good turnout, a formula for a great event. Pete Revenidis took top honors in class B, Bill Iacobellis in C, Brian Snyder in D, and Ed Walters in E in Dave Ngo's M3, edging him out for first. Mike Gershanok took class F, and Tom Labetti was first in class X in his Honda S2000, with a 34.623, good for FTD by a wide margin.

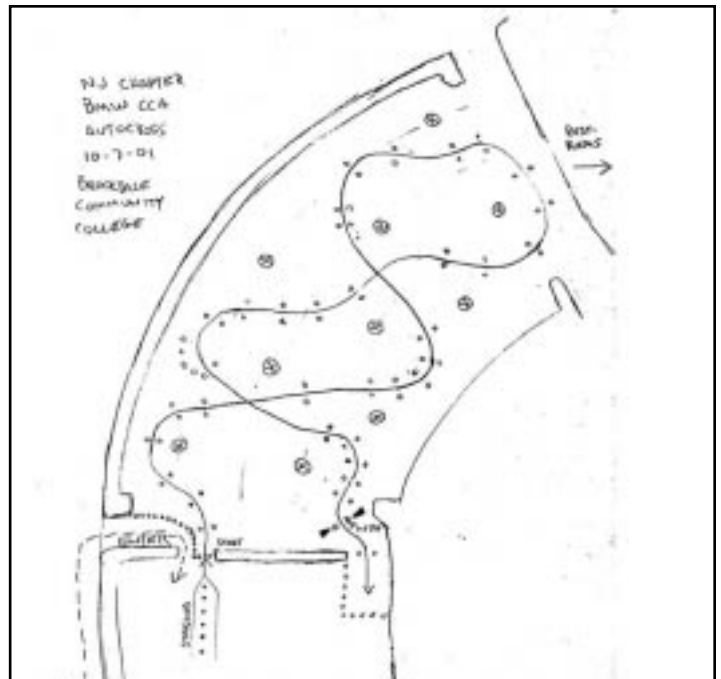
Nice wooden plaques for affixing the adhesive metal prize tags were given to those autocrossers that earned at least 3 tags during the 2001 season. If you are among this group, but have not gotten your plaque, please see me at the next meeting.

The featured car of the day (my opinion), even though not competing, was Irv Sherman's Mini Cooper, done up in show-car splendor. What a neat car!

We will need to consider autocross sites for next season. They need to be not too far, not too small, and within our budget. Some nice lots command some mighty rental fees. Brookdale may be available for some events, and I promise faster, smoother courses, as far as safety and many light poles will allow.

I want to thank everyone who helped make this season's events so successful, especially Ed Walters, Pete Revenidis, and Robert Steele, the "committee" without which we would want for transport, storage, administration and record keeping. Looking forward to next season, with such help, anything is possible.

Long may we wave!



Autocross Corner

August 26 Times

October 7 Times

Class	Driver	Car	Best Time	Class	Driver	Car	Best Time
B	Pete Revenidis	1996 318s	48.280	B	Pete Revenidis	1996 318ti	37.516
B	Angela Revenidis	1996 318s	50.062	B	Greg Aikins	1983 320i	38.423
B	Walter Baliko	1986 535i	50.900	B	Walter Baliko	1986 535i	40.177
B	Nicholas Ferrant	1983 320i	51.877	B	Timothy McCabe	1986 325es	41.009
B	Jose Gomez	1988 325	52.962	C	William Iacobellis	2000 328ci	37.304
B	Nichole Ferrant	1983 320i	55.756	C	Larry Engel	2000 328i	38.111
C	Ed Walters	2001 325it	45.736	C	Fabio Coppola-Di-Canzano	1999 Z3 2.3	38.311
C	William Iacobellis	2000 328ic	45.934	C	Jeffrey Smith	2000 328is	38.733
C	Paul B. Wooding III	1986 325es	47.234	C	Rodolphe Poussot	1999 323i	39.150
C	Larry Engel	2000 328i sport	48.935	C	John B. Hopper IV	1999 323i	39.224
C	John B. Hopper	1999 323i	50.127	C	Eric Thies	1997 328is	40.260
C	Madhu Sudhan	1996 328i	50.513	C	Nicholas Ferrant	1981 320is	40.878
C	Chris Katzoulis	2000 328ci	52.600	C	George Koutzoulis	2000 328ci	40.907
D	Brian Snyder	2001 330ci SP	44.360	D	Brian Snyder	2001 330cis	37.062
D	James Nagy	2001 330ci	45.796	D	James Nagy	2001 330ci	37.254
D	Jeff Burgess	1986 325is	47.390	D	Justin Bowers	1994 325is	38.157
D	Collin Wooding	1988 325is	47.566	D	Nati Coker	1987 325i	38.253
D	Jim Braun	2000 Z3 2.8	48.359	D	Charlie Calabrese	2000 328ias	40.309
D	Charlie Calabrese	2000 328i	50.761	E	Ed Walters	1998 M3	35.388
D	Tim Haskin	1976 2002	51.392	E	David Ngo	1998 M3/4	35.700
E	David Ngo	1998 M3/4	43.307 FTD	E	Tom Fitzsimmons	1990 M3	35.728
E	Gilbert Hoffman	1999 328i	43.842	E	Ricardo Venega	1999 M3	35.839
E	Elihu Savad	1988 M3	44.344	E	Mo Karamat	1998 M3	36.288
E	Tom Fitzsimmons	1990 M3	44.554	E	Ray Adam	1995 318ti	37.110
E	Scott Hice	1997 M3/4	44.883	E	Elihu Savad	1988 M3	37.563
E	Ray Adam	1995 318s	45.069	E	Frank DiMatteo	1997 M3/4	37.626
E	Mo Karamat	1998 M3	45.283	E	Rizwan Chaudhary	1995 M3	39.170
E	Michael Medvin	1988 M3	45.684	F	Michael Gershanok	1999 M3	36.648
E	Frank DiMatteo	1997 M3/4	47.004	X	Tom Labetti	2000 Honda S2000	34.623
E	Stephen Dudash	2000 M5	47.489	X	David Overbaugh	2001 Lexus IS300	36.635
E	Don Pippins	1989 M3	48.634	X	Erich Mertz	1991 Porsche 911C2	35.748
E	Ilan Levy	1985 M3	48.640	X	Stephen Hourican	1997 Nissan Sentra SE-R	37.644
E	Sean Dougherty	1987 M6	50.459	X	Ken Saviet	1998 Acura Integra GSR	37.675
F	William Malnowsky	1997 M3	45.854	X	Sal D'Amico	1988 Honda Civic Wagon 4wd	38.734
X	Mike Roberson	1999 Porsche Carrera 4 Cab	44.275	X	Marc H. Albert	1995 Saturn SC2	37.780
X	Matt Watkins	2000 Acura Integra GSR	44.335	X	Dominick Walbank	1990 Ford Mustang	38.880
X	Steve Hourican	1992 Nissan Sentra SE-R	46.196	X	Donald Walth	2001 Honda S2000	39.448
X	Mitchell Weiner	1998 Porsche Boxster	47.463	X	Aivars V. Smildzins	2002 Subaru WRX Wagon	39.518
X	Sal D'Amico	1988 Honda Civic 4wd wagon	47.884	X	Andrew Anastasiou	1992 Porsche 968	39.567
X	Dominick Mailbank	1990 Ford Mustang LX	48.129	X	Marty Keating	1998 Chevrolet Corvette	40.418
X	Rich Reggio	1998 Toyota Maxima	48.276	X	Eric Davis	1998 Honda Civic EX	41.123
X	Phillip Stulic	1986 VW Golf	49.238	X	Phillip Stulic	1988 VW GTI	42.182
X	Chris McComas	1988 Honda Civic CRX Si	49.758	X	Ivica Culina	1988 VW GTI	44.018
X	Jim Cummings	1979 Lotus Esprit	50.069				
X	Ingo Dean	1999 Audi A4	50.718				
X	Pedro Placencia	1984 VW GTI	52.037				



NJ Chapter Toolbox

The following tools are available for loan to chapter members. Contact Chapter Toolbox Manager Rod Scott (phone and email on masthead) to arrange a pickup. Some tools may require a deposit.

Engine

M Engine Valve Adj Tool and Shim Set (not M50 series engines)
 32 mm Open End Thin Wrench (for Fan Clutch) (not available)
 Engine Turning tool/Single Row Chain
 Engine Turning tool/Double Row Chain
 Valve Spring Compressor/Single
 Profile Gasket Cam Tool (1.8/16 valve M42 engine)
 Head Compression Frame/4 cyl. M10
 Compression Tester
 Torque Wrench (2) (beam type)
 Clutch Alignment Tool
 Engine Hoist
 17mm/14mm Curved Box Wrench

Drivetrain

30 mm 1/2" Deep Socket/Thin Wall
 17 mm Allen Wrench/Gearbox Drain Plugs
 36 mm 3/4" Socket w/Long Handled Wrench (Axle Flange Tool)
 10" HD Kukko Puller (for Flanges, Hubs, etc)

Electronic

Motronic, etc Fault Code Reader/Engine & Airbag
 Service Interval Reset Tool/Early and Late
 Exhaust Gas Analyzer CO/HC (reads CO only)
 Exhaust Gas Analyzer CO (2)
 Timing Light w/Advance Readout
 Timing Light Std.
 Tach/Dwell Meter
 Yokogawa Mini Digital Multi Tester

Suspension

Spring Compressor
 Tie Rod Separator (BMW Factory Tool)
 Center Track Rod Separator (BMW Factory Tool)
 320i Ball Joint Separator (BMW Factory Tool)
 318/325 (E30) Series Ball Joint Separator (BMW Factory Tool)
 Racing scales (4 pads, electronic controller)

Fuel System

Injector Tester/Cleaner
 CIS Injection System Tester
 Multi Carb Synchronization Tool
 WEBER Carb Repair/Setup Manual - Haynes
 BMW Fuel Injection/An Enlightened Approach - Metric Mechanic
 BMW K-Jetronic F/I Manual (BMW Factory Manual)

Brakes

Pressure Brake Bleeder/Prof. Reservoir w/Diaphragm Type

Repair Manuals (all BMW Factory unless noted)

1602 - 2002 Sedan
 2500 - 3.0CS Coupe
 2500 - 3.3L Sedan
 320i Sedan
 530i Sedan (2)
 528i & 530i Sedan (HAYNES Manual)
 318i Sedan

Parts Manuals (all BMW Factory)

1500 - 1800TI/TISA Sedan
 1500 - 2000 Sedan
 1602 - 2002 Sedan
 2500 - 3.0S Sedan

NJ Chapter Library

The following books and videotapes are available in the Chapter library for our members to borrow. Contact Chapter Librarian Vic Lucariello for information. Vic brings most of the library to many chapter meetings, but email him first if you want to ensure that a particular book is available and at the next meeting. A deposit is required.

Book/ Video	Author	Title
V	Unknown	Track Sampler Video
B	Alexander	Track To Win
V	AMG	European Road Rallye
V	BMWCCA	Drive To Win
V	Andrew	Drive To Win
B	Barber	Going Faster
V	Barber	Going Faster
B	Bentley	Z3 Service Manual
B	Bentley	3-Series Service Manual
B	Bentley	7-Series Service Manual
B	Bentley	8-Series Service Manual
B	BMWCCA	Tech Tips Manual
V	BMWCCA	Line Rock Park
B	BMWCCA	BMW Enthusiast's Companion
B	BMW	8-Series Tech Features
B	BMW	BMW Marketing Training
V	BMW	BMW M: Making Magic
B	BMW	BMW 525i Features
B	BMW	Parts Guide '90-'91
B	BMW	3-Series Tech Features
B	BMW	M3 Tech Features
B	BMW	Body Parts Manual - 1995
B	Bosch	Motors: Engine Control
B	Bosch	Storage Batteries
B	Bosch	Spark Plugs
B	Bosch	Brake Systems
B	Bosch	Automotive Handbook
B	Bosch	Automotive Fuel Injection and Engine Mgt.
B	Bosch	Automotive Electrical Systems
B	Brown	Race Your Ticket - Go To Court And Win
B	Dixon	Tires, Suspension, and Handling
V	Donohue	The Under Advantage
V	Del Val Chpt.	Line Rock and Pocono
B	Eminone	Building a Street Stock
B	Ewert	Your Guide To Easy Rustproofing
V	Firestone	Reward Round And Back
B	Fournier	Metals Fabricator's Handbook
B	Fries	Sports Car And Competition Driving
B	Green Hill	Basic Ignition And Electrical Systems
B	Gross	Illustrated BMW Buyer's Guide
B	Haynes	BMW 3 & 5-Series
B	Holbrook	Hard Driving
B	Jacobs	How To Rustproof Your Car
B	Jacobs	Ultimate Auto Detailing
B	Jacobs	Auto Detailing
B	Johnson	Driving In Competition
B	Kelley	How To Talk Your Way Out Of A Ticket
B	Lauda	The Art And Science Of Street Race Driving
B	Laylor	Auto Math Handbook
B	Metric Mechanic	BMW Fuel Injection
B	Miliken	Race Car Vehicle Dynamics
B	Moritt	Chester Cars (History of - Emissions Control)
B	Moog	Final Road Service Manual
V	NJ Chapter	Line Rock
B	Passini	Washer Cakes
B	Piekukiewicz	BMW Motorcycles In WWI
B	Probst	Brush Park Injection And Engine Mgt
B	Pulini	How To Make Your Car Handle
B	Pulini	Brake Handbook (Copy 1)
B	Pulini	Brake Handbook (Copy 2)
V	Razza	3-Series Performance Video
V	Ruf	Ruf Video
B	Scott	Racing - The Driver's Handbook
B	Schraeder	BMW - A History
B	Smith	Design And Tuning Of Competition Engines
B	Smith	Advanced Race Car Suspension Development
B	Smith	Street Stock Chassis Technology
B	Smith	Prepare To Win
B	Smith	Tune To Win
B	Smith	Nuts, Bolts, Fasteners
B	Stewart	Principles Of High Performance Driving
B	Suttees	Peak: Album Of Racing Heroes
B	Taruff	Technique Of Motor Racing
B	Taylor	Line Rock Park
B	Taylor	IC Engines Theory And Practice - Vol. 1
B	Taylor	IC Engines Theory And Practice - Vol. 2
B	Taylor	Paint And Body Handbook
B	Tomson	Fundamentals Of Auto Engine Balance
B	Turner	Writing Autocross Sets II
B	Turner	Accident Avoidance And Road Control
B	Voegelin	Engine Blueprinting
B	Wakefield	BMW - A History
B	Walton	Unbeatable BMW
B	Walton	BMW 3-Series
B	Webb	So You Want To Go Racing
B	Yurick	Strouley's Power Secrets

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August & September Board Meeting Minutes

....Secretary Brian Morgan

Minutes of the New Jersey Chapter Board Meeting:

August 17, 2001

Members Present: Brown, Coker, Farber, Karlin, Lee, Lucariello, Morgan

Members Absent: Csuri, Drugos, Mason, McIntyre

Others Present: E. Savad, B. Smith

The Meeting was called to order at 8:05 PM on Friday, August 17 at the office of Ross Karlin.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Vice President: Hank Farber reported for Vice President Al Drugos. The September meeting topic is not yet set, October is scheduled to be a tech session at a BMW dealership, and November/December is to be the Pinewood Derby/election meeting.

It was noted that Deutscher Club memberships had purchased for six NJ Chapter members

Treasurer: Treasurer Warren Brown submitted a profit-loss statement, and the board conducted an extensive review of cash flow and profits and losses from events. The Board focused on several possible areas for expense reduction, including Lime Rock terms and deposits and newsletter costs, among others.

Driving Events:

The Board noted it s appreciation for the Gambony brothers for the successful rally that they had run in conjunction with the June picnic.

Chief Instructor Blake Smith reported that The Summit Point instructor training program was well received. Possible future instructor training schools and racing schools were discussed.

Autocross Chairperson Elihu Savad reported that there were 54 cars at the fifth autocross of the season, and that each got six runs. He discussed procedures for streamlining registration, and also indicated that there was some consideration of raising the entry fee for autocrosses to \$25 in 2002. He indicated that three more autocrosses were scheduled for the season (since the meeting, one has been held and the other two have been canceled as Fort Monmouth has gone on alert). Savad also indicated that Peter Pivko of the M Club had contacted him to explore the possibility of cooperation on some future autocrosses.

Savad also noted that the car control clinic was very successful, with 28 participants. More students expressed interest, but could not be accommodated. The possibility of running two such events in 2002 was discussed. The Board expressed its thanks to Joe Murray for running the event.

The Board agreed that the champ series points system should be revisited in the off season, and designated Elihu Savad, Nafi Coker, Trip Lee, Dave McIntyre, and Brian Morgan to conduct a review and make recommendations for changes.

Newsletter: In the absence of newsletter editor Dave McIntyre, Hank Farber led a discussion of newsletter and web site issues.

New Business:

The elections for 2002 and possible composition of the 2002 Board was discussed. An article was to be prepared for the newsletter inviting nominations for candidacy.

It was noted that Chapter Congress was being planned for October, and that the Chapter would send representatives to be designated at a future date.

The Board agreed to allow the Crohn's and Colitis Foundation to announce their raffle in the NJ Bulletin.

Future Board Meetings: The next Board Meeting was scheduled for September 14, location tbd.

The meeting was adjourned at 9:45 PM.

Minutes of the New Jersey Chapter Board Meeting:

September 14, 2001

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

Members Absent: Lee, Mason

Others Present: D. Finch, E. Savad

The Meeting was called to order at 8:15 PM on Friday, September 14 at the home of David and Margaret McIntyre.

Minutes of the previous meeting were reviewed.

Reports From Officers:

Vice President: Vice President Al Drugos reported that a tech session at JMK BMW was scheduled for October 17, and that the November/December Pinewood Derby/election meeting would be held at the Deutscher Club of Clark on Tuesday, December 4. The planned speaker for the September meeting cancelled, so the Board decided to provide a program of in-car race videos and other automotive videos. David McIntyre was to coordinate the program.

Treasurer: Treasurer Warren Brown submitted a profit-loss statement, and noted that the Chapter's deficit was turning out to less than originally anticipated. Board members were asked to develop budgets for 2002.

Newsletter. After a discussion of newsletter timing, editorial effort, cost, and communication with Chapter members, the Board voted to move to bimonthly newsletters and to revisit the decision in eight months. Newsletter editor David McIntyre distributed a publication schedule for 2002. In lieu of an October newsletter, a postcard was to be sent to all members to announce forthcoming events.

Driving Events: No rally master had been identified for the November 18 Whack Your Turkey Rally. President Hank Farber was to follow up to identify someone to organize the event.

(Dave McIntyre and Al Drugos have since accepted.)

School Chairman John Csuri led a discussion of driving school issues. Lime Rock costs for 2002 were reviewed, and the Board agreed to accept an offer from Lime Rock for a possible Friday-Saturday June 14-15 Club Race date. The Board also considered and rejected a November 2001 Lime Rock date.

Autocross Chairperson Elihu Savad reported that the Fort Monmouth site was to be lost because the base was moving to high alert status. He was exploring alternative sites (He later secured Brookdale Community College for an October 7 event).

Social Events: President Hank Farber was to discuss planning for the 2002 banquet with Social Events Director Stephanie Mason.

New Members: David Finch, who has taken over as New Member Chairperson, indicated that he was trying to get more accurate and up-to-date lists from National.

Old Business: The Board reaffirmed that Treasurer Warren Brown would attend the October Chapter Congress. Chapter Member-At-Large Ross Karlin was also to attend, but not at Chapter expense.

New Business: Hank Farber agreed to follow up with National on distribution of New York Auto Show tickets.

Nafi Coker agreed to be a candidate for Vice President.

Future Board Meetings: The October Board Meeting was scheduled for 5:30 PM on October 17 at EJ's restaurant in Springfield.

The meeting was adjourned at 10:15 PM.

Random Firings, con't

(Continued from page 4)

I was the last treasurer:) The treasurer's job is also relentless. The bills have to be paid, and the inflow does not always keep up with the outflow. Thanks Warren.

I apologize to anyone I have left out of this brief tour of who makes the chapter go. The chapter has in excess of 2000 members, with hundreds participating in events of one sort or another each year. That our extensive program runs primarily through the efforts of a score of individuals is remarkable. We could sure use more help. Wanna volunteer or just explore opportunities? Send me an email. Send any of us an email. Or talk to us at a membership meeting. We're nice folks. Honest.





Classified Ads

BMW's For Sale:

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 iraise@eclipse.net or call 908-202-2208 any time. (10/01)

1974 BMW 2002 5 speed, AC, stereo, dark blue. Exceptional condition. Needs nothing. \$7500. Call Howard 973-538-6587 or e-mail at hopkinsrh@yahoo.com. (11/01)

1972 BMW 3.0cs VIN: 2250066 Chamonix/Blue Leather. 4sp, AC blows cold. California car. With CA plates and title. Brought to NJ in 1999. No Rust. Very nice condition inside and out. Mechanically excellent. Well maintained. Records to 1978. 133k miles. Less than 30k on rebuilt engine. Brand new Webers, distributor, plug wires, Pertonix and master cylinder, all installed this summer by Motor Works West. 5 speed trans and many other parts and manuals included. \$10,500. Call: John 201-848-6161 or e-mail at margherita@aol.com. (11/01)

1987 BMW 528e Automatic, 164k miles. White exterior, black leatherette interior, limited slip differential, ABS, on-board computer. Cosmetically fair, but a decent driver. \$1,900 obo. Call at 908-272-6351 or e-mail apzjd@aol.com. (11/01)

1986 BMW M535i (euro) 5-speed 135k miles Diamond black exterior, Black leather M-sport interior, limited slip differential. \$4,700 with 16" wheels/new tires, or \$3600 with stock wheels/tires. 908-272-6351 or apzjd@aol.com. (11/01)

1987 BMW L6 VIN: WBAEC 840XH 0614908 Cirrus blue/white leather, 126k, auto, sunroof, new exhaust system, very good condition/clean, has been in storage last 6 years, no accidents, owned since '93, \$13,000. Call at 201-332-8729 or vedra50848@aol.com. (11/01)

1979 BMW 320i Silver/Blue 4-speed, 102k, new clutch, front brakes and tires, rebuilt head with less than 1,000 miles. Good over-all condition, slow brake fluid leak, some rust. Best offer over \$1,500. Original owner. Call Ken at 908-889-4179. (11/01)

2000 BMW 328Ci Must give up for company car. Steptronic auto transmission, steel blue metallic, gray leather, myrtle wood. Premium package. Moonroof. Heated, power seats with lumbar support. Power mirrors. Cruise control. In-dash CD player. Xenon headlights, fog lights. Floor mats. 24K miles, excellent condition. \$33,000. Bette 973-701-0928 (eves), bsandpp@prodigy.net. (11/01)

1984 BMW 633csi Grey w/biege int. auto, all power, 150K miles, new trans, CD Player. \$2,200. E-mail at timfastlap@aol.com. (11/01)

1988 BMW 325is VIN: WBAAA 1300J 414130 White/burgundy leather, 5 speed dog leg box/short shift kit, HP clutch, 92 M50 ENGINE, M3 control arms, H&R springs/Bilstens sport shocks, Euro ellipsoid black headlights, Cross drill rotors, Stainless steel brake lines, Swaybars, F/R strut brace, Alpina rear deck spoiler, AC schnitzer front spoiler/Side skirts, Converted Euro bumpers, 16" Aplina wheels/Dunlop 9000, Turner chip, Triflow exhaust. \$7,900 obo. Call Mark 908-791-9121 or email at killa838@yahoo.com. (11/01)

1997 BMW M3 4 Door, Violet, 5 Speed, 17,000 miles, Luxury Package, heated seats, split rear-seat, CD & much more. Garaged, Covered, No rain or winters. Perfect Condition. \$38,000 obo. Jim 973-

763-1827. (11/01)

Parts For Sale:

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. (11/01)

Six Hoosier R3S03 225/50 ZR16 4 used one track day, two slightly more wear. 3 lefts and 3 rights - \$500 for all six tires. New are over \$160 per tire. / For E30 (not M3); New front EBC Reds, Cost \$100, First \$60. New front Brembo Rotors, Cost \$65, First \$40. New front Ferodos, Cost \$45, First \$30. New rear MetalMasters, Cost \$30, First \$20. / 30,000 mile E30 (not M3) factory suspension; strut inserts, shocks and springs, First \$125. / Rubbermaid 18" square plastic 'track box' fits E30 (not M3) trunk perfectly, First \$10. (buy lots and this will be yours for the asking!) Buyer pays shipping, can be picked up or delivered within reasonable radius of Poughkeepsie, NY. Please call David at 845-266-4656 and leave message or email at dgelardi@aol.com. (11/01)

Roundel 8-year collection of Roundel (almost complete) in excellent condition. Asking \$50/offers. Tim Schwartz 201-447-4299 or toschwartz@att.net. (11/01)

E36 Parts For Sale 2-piece bra, like new. \$50 - call 732-613-2113. Richard. (11/01)

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

November

Sunday, November 18

The **Annual Whack Your Turkey** fun, family rally will be held in Central, NJ. Starting point will be the Fanwood, NJ train station. The rally will last around 4 hours, and finish at a nearby restaurant. Plan to arrive around 8am, meet at 8:30am, and first car off by 9am. \$20 per car. Contact Dave McIntyre to RSVP or with any questions.

December

Tuesday, December 4

Monthly Membership Meeting at the Deutscher Club of Clark. This will be the annual **election** 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!

January

Wednesday, January 16

Monthly Membership Meeting at the Deutscher Club of Clark. Topic TBA, but we guarantee delicious (and free) German food, good fellowship, and an interesting topic. Contact any board member for more information.

NJ Chapter Online: <http://www.njbmwcca.org>
Hotline: 908-322-2758

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