



New Jersey Bulletin

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

2002 Driver School Season

Dates for the 2002 New Jersey Chapter Driver Schools are set and we are looking forward to a busy season. While we have yet to receive any final contracts, both Lime Rock and Summit Point assure us that our dates are firm. Our 2002 schedule:

3/22/02	Lime Rock Driver School
4/13-15/02	Joint New Jersey/Delaware Valley Driver School at Summit Point (4/13-14 Jefferson Circuit, 4/15 Big Track)
6/3-4/02	Lime Rock Driver School/Club Race
7/22-23/02	Summit Point Instructor Training
8/12-13/02	Summit Point Driver School/Club Race Big Track)
9/6/02	Lime Rock Driver School

Opening day for the March Lime Rock applications will be 2/4/02 for NJ Chapter members and 2/5/02 for all other BMW CCA members. Opening day for the April Summit Point School will be 2/1/02. Applications have been included in this newsletter. Our complete schedule and copies of the applications will be posed on the NJ Chapter website.

The Driver School registration process will be the same as last year. We will take all properly completed, first day postmarked applications and randomly select from the pile. We fill each run group with folks of appropriate skill level. If any run group fills with first day applicants, we review the remaining first day applicants for folks that were rejected from the previous school. If we find anyone, we place them into the appropriate run group and waitlist the last person previously selected. Remember: First day, NJ Chapter applicants with PROPERLY completed applications are considered first. Enclose those self-addressed, stamped envelopes and use regular USPS surface mail. No metered mail and no express mail or Fedex.

Please note the following:

- Starting with the 2002 season, we will require Snell '95 or newer helmets at our events. Snell '90 helmets will no longer be accepted.
- We have raised the registration fees for our schools.. Track rental, insurance and catering costs are higher this

Banquet Excitement!

Social Chair Stephanie Mason and the rest of the NJ Chapter Board are getting excited about the plans for the 2002 Annual Banquet, and hope to see you there!

This year, the banquet will be located at the Chanticleer Chateau in Warren, NJ. There will be a cocktail and hors d'oeuvres hour from 6-7pm, and then dinner, dancing and prizes from 7-11pm. The cost is \$50 per person.

The famous travelling Chapter Trophy will be presented to the 2001 NJ Chapter Championship Series champion. Paul Paparella will present the NJ Chapter Club Racing Championship trophies. President Hank Farber will serve as our host.

We will also have our usual great spread of door prizes. Door prizes are provided by BMW NA, and our generous local sponsors. If you or your business would like to donate prizes, please contact Stephanie or any board member as soon as possible.

We promise you'll have a great time. New members will be especially glad they attended! RSVP NOW! The RSVP form can be found on page 8.

Elections Bloodless

Once again power has been transferred without the usual blood and violence associated with a controversial election. Perhaps that was because there was no controversy. In any case, the 2002 Executive Board of the New Jersey Chapter of the BMW Car Club of America was elected in a unanimous voice vote at the November/December membership meeting. All officers were re-elected, except that VP Al Drugos retired from the Board, MAL Nafi Coker took over the VP slot, and Neil Gambony joined the board as a new Member At Large.

year. Of particular note is Lime Rock's new \$750/day "Repaving Surcharge".

■ Our planning for the season is not yet complete, but you should expect that our Driver School format will be similar to last season..

Please email any comments, questions or concerns to me at csuri@njbmwcca.org

John Csuri, Driver School Chair

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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

Wednesday, January 16 at The Deutscher Club of Clark

What is Club Racing All About?

Join us for this fun and informative look at the BMW CCA's club racing program. Ross Karlin, our chapter's Club Racing Chairman, the NorthEast region representative to the CRAC (Club Racing Advisory Committee) and a member of the National BMW CCA's DEC (Driving Event Committee) will lead the presentation. 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 want new members to attend!

Wednesday, February 20 at The Deutscher Club of Clark

A Tire Manufacturer Representative Visits

A leading technical representative of a major tire manufacturer (whose tires we all use) will present a look at tire technology and answer all your tire questions. At press time we were not able to tell you who, but it will be good. Details on the web site as they become available. 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 want new members to attend!

Saturday, March 2 at The Chanticleer Chateau in Warren

Annual Banquet!

Read all the details on page 1, and then send in the RSVP form to Stephanie Mason. RSVP deadline is February 16, but please don't wait that long! Fabulous food, prizes, dancing and fellowship with all your BMW Club friends. Call or email Stephanie with any questions.



NO SMOKING
at New Jersey Chapter
Monthly Membership Meetings
*Smoldering Permitted in Designated
Areas Only!*

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

Ah, the vehicles I have owned. In May of this year, I mentioned that when I was searching for my first car I would have liked an MGB, but they were too expensive for a teenager in 1967. So I wound up with a Triumph TR3. You have already read too much about the TR3, so this month I will talk about the MGB I did eventually own. It was a wonderful car. That is, when it was running.

In the Summer of 1969, I bought a beautiful white 1965 MGB from a neighbor. He took wonderful care of it, and it was one of the good early MGBs. This means it had (relative to things that changed later) 1) The three-main-bearing 1.6 liter motor, 2) the "old-style" dashboard with the very cool combined coolant temperature and oil pressure gauge, 3) the old gearbox with synchros in second through fourth only (although those of you who know these cars understand that the synchros in second were a joke), 4) small chrome bumpers, 5) no spacers in the suspension to meet later bumper height requirements, and 6) no emissions controls. These were truly good looking automobiles.

I loved this car, but I do not think it loved me back. The electrics by Lucas (Prince of Darkness), were a major culprit. In particular, the fuel pump, located by the rear wheels under the car would fail on a regular basis. When this would happen the car could be made to run until a new pump could be installed by tapping more or less continuously on the pump with a spanner (that's "English" for a wrench) or a wooden ruler while driving. This required access to the pump, which was had by removing the battery cover behind the seat. The pump was behind the two six-volt batteries (one on each side of the drive-shaft and wired in series to produce 12 volts). I remember Felice spending much time as a passenger in this car facing backwards and tapping happily (?) away at 72 miles per hour on the New York Thruway.

An important source of the problems I had with this car was that, at the time, I was a student at RPI (Rensselaer Polytechnic Institute) located in Troy, New York. Troy is a seriously cold place with a lot of snow. Temperatures below zero were not uncommon. Weather like this is not contemplated in England, and the MG did not like it at all. Of course, rain IS contemplated in England, and the MG did not like that either.

I have a litany of mechanical horror stories. First, Felice was a student at Syracuse University at the time, and the car made regular trips on Route 20 (the Thruway being too expensive). I would say that the car would breakdown every third trip, largely because it just would not run if it were raining hard or snowing at all. I could help the problem for a while by spraying rubber goop on the ignition wires. It also helped to put a rubber boot over the distributor cap. But nothing cured the problem. You would think that England was an arid place.

Second, I remember "airing the car out" on the Adirondack Northway (Interstate 87 north of Albany) one night and getting to an indicated 105 MPH or so. Then the

car just died. After an hour, it started right up, but it would then die fairly predictably if I cruised over about 65 MPH. After seeing moisture in the exhaust (probably condensation), I decided I had a blown head gasket. I fixed this in an afternoon, and the problem never recurred. I had no idea if the head gasket was really blown, but I didn't care either.

Third, I snapped a leaf spring on the car in a Troy pot hole the size of a swimming pool. I should not blame this on MG, and it did provide a memorable trip to a truck spring shop in Albany where they fabricated me a new leaf. Very cool place with springs that seemed as big as the MG.

Finally, the car decided to blow the universal joint in the driveshaft every five or so thousand miles. I replaced two, and when I found myself under the car, with 18 inches of snow on the ground and the temperature in single digits, replacing the third, I decided that enough was enough and sold the car.

You might think I hated this car. Quite the contrary. I loved it. It had style and was great fun to drive. When I think of this car, I think of Felice and I driving along Lake Bomoseen in Vermont on a beautiful Fall day on our way to Middlebury. The top was down, the car was humming, and the road was all curves. What could be better?■

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Philes' Forum

...Vic Lucariello

Hello Bimmerphiles! This issue commemorates the FIFTEENTH anniversary of Philes' Forum! It seems as if I just completed the tenth anniversary column, and here I am composing the 15 th. This time I have a feature authored by inveterate Bimmerphile Paul Kujawski, who, in addition to being quite a gentleman, had his question about valve adjustment featured in the very first Philes' Forum. I also have an item about alloy wheels being frozen to their hubs by corrosion.

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 [aftermarket chip, intake, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series]. Most folks have been passing the so-called enhanced, or dynamometer, test. 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, no-load test in lieu of the much more difficult dynamometer test. I am in the process of contacting NJDMV to get their current official position on the Low Mileage Exception.

Bimmerphiles recently sending me inspection test data are Renata Melnitschenko, Dick Nichols, Joe Preston, Lou Uffer, and Leigh Ann. [Leigh Ann, please forgive me for losing the e-mail containing your last name.]

A couple months ago, I arrived at my office to find a rather suspicious package awaiting me. Inside a company mail envelope I could feel a short, cylindrical object. "Hmmm.....What can it be, thought I. It's a little too early for Christmas, and irate husbands usually confront me in person." So, I held my breath, closed my eyes, and opened the envelope.....to find a 320i main fuel pump and a letter from co-worker Paul Kujawski!

Bimmerphile Paul [Member # 21809, November, 1980] is the proud owner of a 1980 320i he purchased new in September, 1980 from JMK in Springfield. Paul even remembers the salesman's name: Tom Hotz. The E21 is very well maintained by Paul, as shown in Photo #1.

Here is Paul's account of his travails in repairing a fuel leak on his 'baby'. [My comments appear in brackets.]

"For about a week, I noticed the aroma of gasoline while walking past the right rear quarter panel of my 1980 320i with 110,000 miles. At first thought, this could have been the result of recent refuelings. Then, I noticed one or two drops on the ground in the area of the fuel pump/filter

assembly, which proved to be gasoline after using the touchy smelly method. Looking up beneath the car, I observed drops of gasoline accumulating on the inlet fuel lines to the high pressure fuel pump and fuel accumulator. [Many Bimmers have a transfer pump located in the fuel tank, and a main, or high pressure, pump located under the car.]



Photo 1: Bimmerphile Paul Kujawski and his E21

[Photo: Paul Kujawski]

"Ha! I said (I really did). It looked like the hoses, which looked crumbly and deteriorated and had probably thrown in the towel after 20 years of faithful service. No problem. Get new hoses and clamps, remove the old, install the new, and problem solved. So I thought.

"Start up the engine to look for leaks, ready to perform the victory dance [changing the fuel hoses on a 320i is no mean feat], to suddenly freeze after seeing drips of gasoline coming from the new hoses. No problem, just tighten up on the hose clamps. No luck.

"Maybe the hose was damaged or crimped when installed. Fortunately, I bought extra lengths just in case. Again installed new hoses and clamps and started up. Still leaking. By now, questioning my mechanical abilities [Paul is a mechanical engineer] and hoping Vic doesn't find out. How can a simple job go so wrong?

"Stayed under the car (with jack stands and hydraulic jack supporting the car, naturally) with engine running, looking for clues. Noticed faint traces of fuel traveling over surface of fuel pump, almost like evidence of capillary action. Thought some remaining gas was trapped under the rubber insulating ring attached to the pump.

"Constant wiping, turning engine on and off and use of a welder's mirror eliminated that theory. Time to bite the bullet and disassemble the pump/filter unit. This is beginning to look expensive. Looking at the pump, I noticed a small patch of roughness, 1/2" x 1/4", on the pump canister's surface, and it was moist. Upon closer examination, the roughness was actually wall loss (thinning) of the pump

Con't on Page 6

Con't from Page 6

canister due to some type of corrosion. The gas had been weeping through the pump canister. Naturally, the installed orientation of this patch was on top of the pump, which could not be seen with the mirror due to very tight quarters.

"Ordered a new pump (cough) and installed with more new hose and clamps. Fired up engine, looked for leaks and everything was just fine, thank you very much.

"The question remains: Is this an anomaly, a mate-



Photo 2: The culprit!

[Photo: Philes' Forum]

rial defect, or a case of road salt that sat on top of the pump and allowed to work Nature's magic in reducing metal to its original elements."

Thanks, Paul. Other to say that I have never seen or heard of this problem, I cannot answer the question. Photo #2 shows the pump Paul removed. I can't wait to see what he comes up with for the 20th anniversary Philes' Forum!

While we are on the subject of corrosion, I want to revisit a problem I have previously addressed: The problem of alloy wheels becoming frozen to their hubs due to corro-



Photo 3: No wonder we had to beat the heck out of it!

[Photo: Philes' Forum]

sion. My interest in this subject was rekindled last week when I could not remove the wheels from a 1995 325is [E36].

When dissimilar metals are in close proximity to each other, galvanic action can occur. This can result in extreme corrosion of at least one of the metal partners. [In a steel-aluminum alloy situation, the aluminum will bear the brunt of the corrosion. Techies will tell you that in this case the aluminum is acting as a sacrificial anode.] Throw in a little electrolyte between the partners to assure even more



Photo 4: Corroded wheel mounting surface

[Photo: Philes' Forum]

intimate contact, and you can have some SERIOUS corrosion. Lessee..... aluminum alloy wheels, steel hubs, close-fitting hubcentric design, a little road salt solution, and the corrosion shown in Photos #3 and #4 is the result.

Judging from tires' condition, how tightly the wheels were stuck to their hubs and from how bad the brake fluid looked, I suspected the rear wheels on the 67,000-mile



Photo 5: Dead blow hammer, large (the proverbial BFH)

[Photo: Philes' Forum]

325is had never been removed. I think there is no way these wheels could have been removed at the roadside

using the factory jack. The procedure we used to get them off was to hit, not-so-gently, REPEATEDLY, the inboard rim edge with a dead-blow hammer while slowly rotating the wheel. See Photo #5. I left one lug bolt installed and backed off maybe three turns to prevent the wheel from



Photo 6: Hub and lug bolt all cleaned up and ready to go.

[Photo: Philes' Forum]

popping off the hub when it finally broke free. If you need to unstick your wheels and don't have a dead-blow hammer, you can have an assistant hold a block of wood on the wheel rim and use a regular hand sledge hammer.

When you finally get the wheel off, be sure to clean thoroughly the mating surfaces of wheel and hub, and coat the hub surface where it fits into the wheel with a thin coating of anti-seize compound. While you are at it, you can put a SMALL amount of the compound on the lug bolt threads and conical seating surfaces. See Photo #6. Note that BMW does not recommend using anti-seize on the lug bolts, but if you properly torque the bolts to 74 +/- 7 lb.-ft. [That's 100 newton-meters for you metric types.], you should have no problems.

How do you properly torque your wheel bolts? I'm glad you asked. Here is the procedure I have used for many years:

1. Place the wheel on the hub and install the bolts, running each one down hand tight . It helps to place a 17 mm deep socket over the bolt and turn the socket. In your trunk tool kit you will find a tool to help you orient the wheel bolt holes over the hub bolt holes, and to hold the wheel in position while you start the first bolt. If you can't figure out how to use the tool, you should go back to reading Sports Illustrated or the Victoria's Secret catalog, and turn in your BMWCCA card.

2. Set your torque wrench to about 40 lb.-ft. and tighten the bolts in a star pattern. You should do this with the wheel off the ground, and the car safely supported on jack stands. You may need an assistant to apply the brakes while you do the tightening. With a bit of practice, however, you should be able to restrain the wheel with one hand and one knee and apply the wrench with your other hand. If you

can't master this, see #1 or go in and watch the hockey game.

3. Set your wrench to 74 lb.-ft. and repeat Step #2.

4. Repeat Step #3.

5. Let the car down and take a test ride. While you are at it, test your brakes and ABS.

6. After allowing the wheels return to ambient temperature, recheck all the bolts with the wrench still set to 74 lb.-ft. You can do this final step with the car on the ground.

7. If you use this procedure on a different marque, be sure to set your torque wrench to that manufacturer's recommendation.

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. The BEST way to contact me is via e-mail at vic.sr@njbmwcca.org. If you leave me a phone 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. ■

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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.

2002 Winter Banquet



The NJ Chapter of the BMW CCA
cordially invites you to the
Annual Winter Banquet



on
Saturday, March 2, 2002
at

Chanticleer Chateau
50 Stirling Road
Warren, NJ 07060
(908) 754-1222
6:00 - 11:00 pm



Join us for a special evening of fine dining, great music, dancing,
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CASH BAR OPENS AT 6:00PM

YOU MUST REGISTER BY FEBRUARY 16, 2002

YES, PLEASE SAVE SPACE FOR ____ ATTENDEES!

NAME(S): _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____

EMAIL: _____

MAIL FORM AND MONEY TO: STEPHANIE MASON,
1207 POND ROAD, SPRING LAKE HEIGHTS, NJ 07762
BY FEBRUARY 16TH.

MAKE CHECKS PAYABLE TO NEW JERSEY CHAPTER
BMW CCA.

QUESTIONS - CALL STEPHANIE AT (732) 859-7535
OR EMAIL MASON NJBMWCCA.ORG

DIRECTIONS ON WWW.NJBMWCCA.ORG

Revenidis Wins Champseries!

Pete Revenidis has won the 2001 NJ Chapter
Championship Series Trophy! Revenidis clinched his
championship with a 5-point 9th place at the Pinewood
Derby, just barely inching out Bill Iacobellis.

Revenidis finished the year with 61 points, just 2
ahead of Iacobellis who had 62 total points but had to drop
a three point event (subject to the drop-one event rule) giving
him a final total of 59 points.

Revenidis attended six autocrosses, one rally and
the Pinewood Derby. In the autocross events, he had four
first-in-class finishes, one second place and one fourth
place. He was 21st at the Whack Your Turkey Rally, and
ninth at the Pinewood Derby.

James Nagy came in third place with 53 points,
Brian Snyder reached fourth with 49 points, and David
McIntyre secured fifth place with 47 points.

Last year's top three did not fair as well this year.
2000 Champ Elihu Savad managed only 11th place this
year. 2000 second place winner Ed Walters was in sixth,
and 2000 third placer Gil Hoffman was approximately 20th
place this year.

Place	Driver	Points
1	Revenidis, Pete	61
2	Iacobellis, William	59
3	Nagy, James	53
4	Snyder, Brian	49
5	McIntyre, David	47
6	Walters, Ed	46
7	Ngo, David	46
8	Coker, Nafi	40
9	Hourican, Stephen	39
10	Baliko, Walter	39
11	Savad, Elihu	38
12	Peng, Joe	36
13	Engel, Larry	36
14	Steele, Robert	36
15	Venegas, Ricardo	34
16	Fitzsimmons, Thomas	33
17	Smith, Jeff	33
18	Gershanok, Michael	30
19	Poussot, Rodolphe	27
20	Hoffman, Gil	27
21	Vidal, Michael	27
22	Ferrant, Nicholas	27
23	Gambony, Neil	27
24	Benney, Bruce	26
25	Overbaugh, David	24
26	Drugos, Al	24
27	Sousa, Mario	22
28	Karlin, Ross	22
29	Karamat, Mo	22
30	Allaway, Dave	20
30	Karin Engel	20
30	Kolar, Deborah	20
31	Hairston, Jason	20

November Board Meeting Minutes

Minutes of the New Jersey Chapter Board Meeting: November, 2001

Meeting called to order at 8:18

Present: Farber, Brown, Karlin, Csuri, Lee, Lucariello, Mason, Coker, McIntyre

Absent: Morgan, Drugos

Others present: Neil Gambony, Elihu Savad

Reading of the minutes was waived.

Officers reports:

VP: Meetings were not yet planned for January and February. Armourfend is interested in presenting at a club meeting. Meeting 12/4 will be the combined Pinewood and election.

Secretary: Morgan reports through Farber that we have one candidate for each office, and can therefore have a voice vote at the Nov/Dec combined meeting.

Treasurer: Race Chairman Ross Karlin reports that the missing sponsorship funds from the June race are on their way. He will also follow through on national funds for our two regional driving school instructor training programs this year. The ongoing problems receiving checks and/or direct deposit receipts continue. A general discussion of budgetary issues and general guidelines for 2002 followed.

Newsletter: Budget for 2002 presented.

Website: No changes.

Autocross: Starting to collect dates for 2002 events at BCC, which is the only site we know for sure will be open (due to military actions). Other sites might be Camden, or others. Autocross fees may be

...Secretary Brian Morgan (Dave McIntyre substituting)

raised to \$25 a car. A budget for 2002 has already been submitted.

Driving Events: Lime Rock will be 3/22, 6/3-4, 9/6. Summit Point will be 4/13-15, 7/22-23, and 8/12-13. The June Lime Rock race will be 6/3-4. The 2002 Watkins Glen club race will be the next weekend, so there is a likelihood of getting some good attendance from more distant racers who want to attend both races.

Social Events: The banquet will be called a "winter social" instead. Trip Lee reports that he is "always ready for a change." This year's event will be held Saturday, March 2nd, from 6pm to 11pm at Chanticleer Chateau in Warren. Stephanie visited 12 different sites, and met with 8 banquet managers. The charge will be \$50 per person, include hors d'oeuvres, banquets, carving stations, etc. A lively discussion of whether or not the club should include an open bar under our chapter guidelines took place.

Library: Nothing to report.

Old Business:

- Dave McIntyre will publish the toolbox contents on the web.
- Hank Farber will take care of tickets for the NY Auto Show.

New Business:

· Warren Brown reported on the chapter congress. Our incorporation documentation lapsed, and we will re-file all necessary documents. National deposits to us will be made directly. A national charitable foundation will be established, and a new national charity matching program will be established.

Upcoming board meetings: 1/11/01 at Dave & Margaret McIntyre's house.

The meeting was adjourned at: 10:19pm.



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Pinewood Derby Results

For the second year in a row, under the same suspicious circumstances as last year, David McIntyre won the annual Pinewood Derby competition at the combined November/December club meeting at the Deutscher Club. McIntyre's car lost no races during normal competition, and lost only one out of six races to second place Nafi Coker during final eliminations.



The 2002 Pinewood Derby entrants in finishing order.

Also for the second year in a row, Mario Sousa finished in third place with his venerable red F1 car, perhaps the oldest car still in competition. Rob Steele clinched fourth place, and Elihu Savad got fifth.

The Champ Series Championship was once again determined by the outcome of the Derby; read the article on

the Champ Series for all the details!



Steph Mason in her Pinewood car.

Special thanks to Elihu Savad for once again supplying his wonderful Pinewood Derby track, and thanks to the Deutscher Club of Clark for specially opening their center on a Tuesday night just for us.

Final Results

Place	Owner	Place	Owner
1	David McIntyre	7	Neil Gambony
2	Nafi Coker	8	Mo Karamat
3	Mario Sousa	9	Pete Revenidis
4	Rob Steele	10	Bill Iacobellis
5	Elihu Savad	11	Walt Baliko
6	Stephanie Mason		

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Whack Your Turkey Rally Results

The 2001 Whack Your Turkey rally was held on Sunday, November 18th. The rally started at the Fanwood, NJ train station and ended at Mannion's Pub and Restaurant in Somerville. The rally was 47 miles long, and teams had a three hour time limit to follow the driving directions and answer questions about things they saw along the way. For the first time this year, many of the driving directions were photographic. Twenty-six teams competed in the Adult/Competition class, four in the family crowd class (for cars with more than 2 people), and one in the junior class (for young navigators).

A sample question might be "What makes a unique gift?" The answer came from a small sign in the window of a photo shop: "Transferring your old home movies onto videotape." Some were easy, some were hard.

The only entrant in the Junior class was Robert Graham and Ian Witt, with a score of 39 points (low scores are better).

The family/crowd class was won by the Riecker and Haarklou crowd, with 21.5 points. The Leightons were in second with 31 points, and the Browns in third with 43 points.

The Adult/Competition class was won by Larry and Karin Engel, with 18 points. Jeff Levin and Sig Spiegel captured second with 20 points, and Ross Karlin and Wade Wilson came in third with 20.5 points.

The top three Championship contenders, Pete

Revenidis, Bill Iacobellis and James Nagy were all at the rally, but all earned only three champ series points for their 21st, 11th and 17 place finishes, respectively.

Several teams actually had a small number of ques-



What makes a unique gift? (A sample clue)

tions wrong, but suffered with time penalties. For each five minutes late after the three hour deadline, teams were penalized two points.

Join us in June for the annual Spring Rally. Our rallies are some of the most fun and popular events, and can be enjoyed by anyone in any kind of car!



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New Jersey Chapter BMW CCA Lime Rock Driver School 2002 Registration Form

**Friday March 22**

Open to all students
NJ member registration opens 2/4
Non-NJ registration opens 2/5
\$175 per student

Monday & Tuesday, June 3-4

Open to students with NJ chapter experience
NJ member registration opens 4/8
Non-NJ registration opens 4/9
\$325 per student - includes Monday evening dinner at the track!

Friday, September 6

Open to all students
NJ member registration opens 7/8
Non-NJ registration opens 7/9
\$175 per student

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 Lime Rock Park? _____

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:

Deborah Kolar (Event Registrar)
853 Princeton Ct.
Neshanic Station, NJ 08853-4101

all other inquiries to:

John Csuri (Event Chair)
csuri@njbmwcca.org
732-957-0616 (eve)

Submit a separate application for each school, 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. Cancellations due to weather are subject to a \$25 charge.

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 95 (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.

	<p>5th ANNUAL MID-ATLANTIC REGIONAL DRIVER SCHOOL AT JEFF/SUMMIT POINT</p> <p>JOINTLY SPONSORED BY THE DELAWARE VALLEY & NEW JERSEY CHAPTERS, BMW CCA</p> <p>Sat/Sun April 13-14 @ Jefferson Circuit Monday April 15 @ Summit Point</p> <p>All 3 days \$375.00 (Jefferson Circuit & Summit) Two days at Jeff \$225.00 Single day at Summit \$175.00</p>	
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Registration opens February 1, 2002. Applications postmarked earlier will not be honored, acknowledged or returned.

DRIVER INFORMATION: *BMW CCA membership number is required—please include copy of member card or Roundel label for verification.

Name: _____

Street: _____

City: _____ State: _____ Zip _____

Phone # day: _____ evening _____ fax _____

Email: _____ BMW CCA Membership # _____

PREVIOUS DRIVER SCHOOL EXPERIENCE:

- How many BMW CCA or other marque Driver Schools have you attended? _____
- Were you signed off to drive solo at the last event you attended? ____ Yes ____ No
- What run group were you in at your last driver's school?

_____ Novice _____ Intermediate _____ Advanced _____ Instructor _____ Club Racer

Car Year, Make & Model: _____ Color: _____

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

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

- **Long sleeve commemorative event T-Shirts are available at a pre-purchase price of \$20.00 each. Mail your remittance with this application and your registration fee. Indicate size shirt: M L XL 2XL (Circle)**

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

Elizabeth Swain (Event Registrar)
2399 Pennington Road
Pennington, NJ 08534
registrar@delvalbmwcca.org
609-818-1443

(NOTE IMPORTANT INFORMATION)

• Snell 95 Helmet (or later) is required	• Cars must be muffled
• Equal passenger restraint (minimum 3 point)	• No open cars or SUV's
• Participants must be 18 yrs old or more	• Participants must have a valid Driver License
• No after market window tinting	• Proof of BMW CCA Membership required

Cancellations after April 5, 2002 will not be allowed. Any cancellation prior to April 5, 2002 will be charged a \$25.00 handling fee. All cancellations must be communicated through the registrar.



Classified Ads

BMW's For Sale

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 Webbers, 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)

1974 BMW 2002 5 speed, AC, stereo, dark blue, exceptional condition. Needs nothing. \$7500 or best offer. Call Howard at 973-538-6587 or hopkin-

srh@yahoo.com. (2/2002)

1997 BMW M3 Coupe VIN: WBSBG 9327V EY77111 Estoril Blue/Black leather, 5-speed, 36k miles, RMS Supercharger, Breyton wheels, alarm, Lojack, HK prem. Sound w/cd changer, sunroof, borla exhaust, H&R springs, Bilstein shocks, spoiler, non-smoker, Mobil 1 & Zymol. Original spares included. \$32,500. Original owner. Roger @ 914-834-3618 or madiganrog@aol.com. (2/2002)

1993 BMW M5 VIN: WBSHD 9318P BK06576 Jet Black/Black, BMW CD and Alarm, Heated Seats, Ski Sack; 86K miles (65K in Texas); truly an exceptionally clean car - zymol, garage and car cover always; have complete service history; 90K service already done; car is stock, except Conforti chip; \$25,000; 2002 M5 coming in; 212-692-2027 (day); or call 212-957-3786 (evening); ajacobs@angelogordon.com. (2/2002)

1993 BMW 740iL VIN: WBAGD 8323P DE85722 Black/ black interior, options include rear shade, side shades, ski sack, headlight washers, and traction control. Dealer maintained, warranty engine replacement done at 40K. Currently has 92K miles. Excellent condition in and out. Detailed regularly by Erich Lipinski. Always garaged, nonsmoker. Gorgeous car. Trading up to newer 740iL. \$14,000 OBO. Call Ron @ 973-263-3602 evenings or 973-274-1910 daytime. (2/2002)

1975 BMW 2002 VIN: 2367221 Golf/Beige interior w/ sunroof. Exceptional, original condition. No Rust! Originally a California car until September, 1999. 122k miles. I have a folder full of service records from all owners including bill of sale for history. Original paint & interior in great condition (except for the drivers seat cushion) carpet in great shape, as is all trim & panels. Crack-free dash also in like-new condition. Shock towers are perfect, as are the rockers, fenders, spare-tire well, etc. Weber 32/36, tii exhaust manifold, smog equipment has been removed, but I have all of the original hardware. Asking \$5,500 obo. Call Gary at 201-650-8748 or email at mgb74rd@home.com. (2/2002)

1999 BMW 328i Sedan VIN: WBAAM 5338X FR04257 Auto, 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, new BMW brakes, radio/cassette, with 6CD trunk changer, glass moonroof, floor mats, wheel locks, non-smoker, excellent condition, 25,900 miles \$33,000. Eleni 201-342-0452 or ionionislands@msn.com. (2/2002)

1998 BMW 540i Sport VIN: WBADE 5320W BV94726 6-speed, Alpine/Sand Leather, Heated Seats & Wheel, Prem Sound, Dlr installed CD. 31K, Mobil 1, Garaged. No Track, Non Smoker, M3 on the way. \$39,500 e-mail: bisbitsk@benco.com. (2/2002)

Parts For Sale

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)

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)

E34 Tires and Accessories 4 Pirelli Winter 210 on steel rims for 94 530l, one season left, \$120; Thule Excursion box, including brackets and bar, used once \$250; Colgan bra, \$15. Call Mike @ 908 710-7726. (2/2002)

Tires For Sale 4 Bridgetone Blizzaks WS15 mounted and balanced on 4 BORBET type H 7 1/2 x 15 used one winter appx 5-6k. All in excellent condition. Bolts included as well as spare, also Blizzak, mounted on steel wheel \$500. Pick up only in West Orange, NJ. These are from an E39 528i and are great for winter. Jean-David Borges 973-731-6804 or e-mail at jdborges@home.com. (2/2002)

Wheel For Sale 15" Wheel from '93 325i. Number in center of wheel is 1180447-5. Not new, but very clean. \$100 OBO. Dave (908) 369-0007 or d.raymond@rcn.com. (2/2002)

Wheels For Sale Set of four (4) MSW/OZ alloy wheels (7.5J x 16). Originally purchased as track tire set for '88 M5 (E28). Great looking 5-spoke wheels, un-mounted, very low wear, see photos/info at http://www.ajcis.com/ajc. Asking \$360; Call Anthony (973) 605-8375 or email: ajc@ajcis.com. (2/2002)

CD Changer For Sale BMW 6 Disc trunk mounted CD Changer model # 82 11 1 469 404, serial # AI 6bcu s11 16096. Complete with mounting bracket and cover. Asking \$250. Call Rich @ 732.968.8289. (2/2002)

VW Golf III Parts Taillights left and right, like new, \$50 each obo - buyer pays shipping or can be picked up. Brian 732-356-9495. (2/2002)

Other Cars For Sale

1999 Chevrolet Camaro SS Stock 327HP at rear wheels, SLP options, rollbar, big baer alcon front brakes, bra, cover & many more items, 6-spd, 8,800 miles, factory warranty + 3yr extn'd warranty. \$25k. Call Dennis 973-535-9773 until 9:30pm or e-mail denfox1@home.com. (2/2002)

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

January

Wednesday, January 16

Monthly Membership Meeting at the Deutscher Club of Clark. Topic Club Racing (what it is and how to get started), and we guarantee delicious (and free) German food, good fellowship, and an interesting topic. Contact any board member for more information.

February

Friday, February 1

Registration opens for the April 3-day Driver School at Summit Point and Jefferson Circuit. Read the application for all the details!

Monday, February 4

Registration opens for the March, 2002 Lime Rock Driver School. See the article on page 1 and the application inside for all the details.

Saturday, February 16

Deadline for Banquet Reservations. Read the article on page 1 and fill in the reservation form inside!

Wednesday, February 20

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

March

Saturday, March 2

Annual Banquet! Join us at the Chanticleer Chateau in Warren for the most fun of the year! Prizes, drinks, food, lots of fun. Tons of doorprizes and dancing. Wow! Tons of fun! Please RSVP by 2/16 to Stephanie Mason.

Friday, March 22

Driver School at Lime Rock Park. Join us for all the fun and education at the best track in the East. Application periods open on 2/4 for NJ Chapter members, 2/5 for others.

Wednesday, March 20

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

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

