



New Jersey Bulletin

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

Bill Howard at April Meeting

Bill Howard, Roundel contributing editor (and NJ Chapter member), will speak at the April Membership Meeting at the Deutscher Club of Clark on Wednesday, April 17. Bill will speak on three disparate topics:

- How technology changes cars (mostly) for the better.
- Challenges facing BMW in the coming years.
- Automotive oddities and trivia.

Bill has written the popular End Piece and Briefs columns in Roundel since 1983. Originally a newspaper writer and editor, he has been with PC Magazine since 1985, currently as columnist and contributing editor. He has been twice named one of the industry's 15 most influential technology writers by Marketing Computers magazine, has been honored six times by the Computer Press Association ... and has once been tossed through a plate glass mirror by unhappy hockey fans in Boston (more on that at the meeting).

Karlin Goes Mud-Racing

Dr Ross Karlin, Chapter Officer and Club Racing Chairman has decided to radically change his racing plans for the 2002 season. His sierra beige club racing car will be jacked-up and stretched into an IMBRA (International Mud Bog Racing Assoc.) modified Swap Buggy.

Karlin claimed that the 320 was much more suited to mug-bog racing than the road circuits he attempted in previous years. "Plus, the sierra beige car matches the mud bog dirt perfectly; I'll never have to wash my car again!" Karlin claimed proudly.



Annual Chapter Banquet March 2

The club's banquet will be held this year at the Chanticleer Chateau in Warren, NJ.

As always, guests will be treated to an evening of fabulous food, music, dancing, and of course, terrific door prizes. Information about the event as well as directions to the Chanticleer can be found on the club's web site. Deadline for RSVP expired at the time of publication of the newsletter, but if you contact Stephanie by phone or email you might be able to squeeze in to the event. Walk-ins are not acceptable. The RSVP form is available on the website.

June 2002 Picnic & Rallye

Many of you remember what a terrific afternoon of fun we had last year on the Finch farm following the rallye last June. We hope you will join us again this year for another day of challenging rallye questions capped off by hearty fare and family activities at the picnic. A June date has not yet been set, but we will let you know soon. Check the website as well as the egroup for updated information. An RSVP form will be included in the next newsletter.

March Meeting at Hunterdon BMW

The March Membership Meeting will be held on Wednesday, March 20th at Hunterdon BMW, on Route 22 Westbound in Lebanon, NJ. The meeting will start one hour earlier than usual, at 7pm.

Although this meeting is too late to do the official tech inspection on any of the cars attending that Friday's Lime Rock Driver School, the focus of this tech meeting will be what needs to be checked and inspected before you enter a driving school with your car.

How do you check your guibo? How do you bleed your brakes? Where are those little leaks coming from, and are they important? Where are the muffler bearings, and how can you flush the blinker fluid? Vic Lucariello has done all of these things, and along with Hunterdon BMW's crack mechanics and the other NJ Chapter tech whizzes, he will show you all of these things.

Directions to Hunterdon BMW can be found on the chapter's dynamic website.

Upcoming Monthly Meetings & Other Events

Saturday, March 2 at The Chanticleer Chateau in Warren

Annual Banquet!

Read all the details on page . RSVP deadline was February 16, but there may be a few seats still open so contact her right away! Fabulous food, prizes, dancing and fellowship with all your BMW Club friends. Call or email Stephanie with any questions.

Wednesday, March 20 at Hunterdon BMW

Annual Tech Meeting

Read all the details on page 1. Learn how to do a tech inspection on your car before a driving school, and learn how to do simple maintenance tasks on your car. Expert mechanics from Hunterdon BMW will join our chapter's tech gurus and examine some cars on the racks. Free food! This meeting will start at 7pm, one hour earlier than usual. Directions to Hunterdon BMW on the website.

Wednesday, April 17 at The Deutscher Club of Clark

Bill Howard

Read all the details on page 1 (again). Bill Howard, respected columnist from the Roundel and NJ Chapter member will speak at the April Monthly Membership Meeting at The Deutscher Club. We're so sure that Bill's talk will be entertaining we will provide Free German Food **before** his talk. Membership meetings start at 8pm, and directions to the DCC are in the box below and on the web site. This is the perfect meeting for new members!



NO SMOKING
at New Jersey Chapter
Monthly Membership Meetings
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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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95 M3	190/5000	160/3500	7200
85-88 525i/625i/725i	240/4500	290/2000	6500
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Random Firings

...Hank Farber

My driving privileges were suspended by the State of New Jersey in January. Ah, you say, he should drive more slowly, drive more carefully, get a Valentine One, and on and on. I presume that I am not the only member of the New Jersey Chapter of the BMWCCA to lose his or her license. But I'll bet I am the only member to lose his license for failure to pay ONE DOLLAR (that's right, \$1.00) in fines. I will first tell the tale and then (hold on to your hats) render a personal opinion on arbitrary and abusive local and state power.

The story starts when one of my cars (1988 Mazda 323, believe it or not) received a ticket for overtime parking at a meter in Princeton Borough courtesy of my son Walter. Walter paid the ticket in cash by leaving an envelope at the Town Hall. Some time later a letter was mailed to me claiming that the amount paid was one dollar short. Walter then compounded his original crime by forgetting to pay that last dollar.

The next communication was a letter from the Division of Motor Vehicles announcing that my license had been suspended for failure to pay an undisclosed fine (although the summons number was included). I was informed that I would have to clear up the outstanding fine and any associated penalties with the Borough of Princeton before my license would be reinstated. I was informed of this one hour before I was leaving for a week in Ithaca, New York.

Since I was out of town, my wife (bless her) offered to take care of this for me. Now, any of you who have dealt with the motor vehicle bureaucracy in New Jersey understand what this was likely cost her in time, money, and aggravation. Her first task was to get the fine cleared up locally, so she went to Borough Hall where she was informed that the license was suspended for failure to pay one dollar. After collecting herself and only minorly abusing the clerk, Felice paid the one dollar plus twenty-eight additional dollars in a late fee. She then was informed that she had to go to a DMV Regional Center (the nearest one being in Trenton) to have my license officially reinstated. This took a full half-day, including driving to Trenton, filling out the appropriate forms, paying an additional fifty dollar (!!) administrative fee, and waiting three hours for the computers to come back on line. But my license was eventually reinstated for a total cost of seventy-nine dollars and more than a few hours of time. And, as a labor economist in real life, I feel comfortable saying that time is money. Let's just say Felice got a very nice floral arrangement (but maybe it should have been jewelry).

I have some observations on this episode. First, the people who run Princeton Borough should be ashamed of themselves. And this is not just a clerk's decision. The revocation order was signed by the local judge. He should be ashamed of himself. We talk about the punishment fitting the crime and respect for authority. But it is hard to respect a bureaucracy that has no sense of proportion. It

seems to me that license revocation ought to be reserved for chronic scoff-laws. A failure to pay ONE DOLLAR does not a chronic scoff-law make. Second, it is inappropriate for the State of New Jersey to wield its licensing authority at the whim of any local government for petty (and this defines petty) reasons. This is a major abuse of local and state power. Simply outrageous.

I note here that my friend and our chapter newsletter editor, Dave McIntyre, seems to feel that the Borough and State were completely justified in revoking my driving privileges. Walter or I should have paid the ONE DOLLAR. Of course we should have, but that does not justify the massive over-reaction and abuse of state power. What the Borough and State did is simply wrong. The local government policy that enables this sort of punishment of trivial infractions or oversights should be challenged and changed. One can hope that most local governments in New Jersey are more reasonable in their approach to small fine collection. The regulations and legislation that require the State to be complicit in this process are at best poorly conceived and written and at worst arbitrary, callous, and abusive. I strongly urge that they be changed.

I will return to more upbeat car talk next issue (although I reserve the right to flame out again if something outrageous happens in the meanwhile).■

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Philes' Forum

...Vic Lucariello

Hello, Bimmerphiles! This time out I have some information about cooling system maintenance, specifically for a non-M3 E36 ['92 - '99 3-Series], but applicable to almost any car.

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 model and 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]. 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 problem. 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 data are James Conboy, Club Racer Dave Hellman, George Love, and Wild Flower Leigh Ann Zaolino. Thanks, Folks!!

I recently did some cooling system maintenance on a 1995 325is with the M50 2.5 liter, double-overhead-cam six. The car was making some horrendous engine noises when cold, and the noise seemed to be emanating right from the camshaft drive area where the VANOS, or should I say VANO\$\$, is. [The VANOS on this particular motor is a hydraulic mechanism which can advance and retard the intake camshaft with respect to the crankshaft, thereby varying the intake valve timing. This particular VANOS is an early, two-position type. Later versions were continuously variable and applied to the exhaust camshaft as well.] I diagnosed the source of the noise by first removing the engine fan and air conditioner drive belt and starting the motor. Same noise. Then I removed the serpentine drive belt which drives the alternator, water pump, and power steering pump and started the [cold] motor. Whew! Noise gone! At this point it was pretty easy to determine that the water pump was the culprit, and after removing it, I could replicate the clunking noise by prying the pump impeller shaft fore and aft. As I said, "Whew!"

Before I continue I want to mention a problem with some M50 motors of this vintage. The water pumps on ca 1993 and earlier cars were fitted with 'plastic' impellers [The pump impeller is what actually pumps the water.] which tended to slip on the water pump shaft, especially under hot running conditions. Sometimes, strange overheating

symptoms are attributable to this problem, which is not normally accompanied by noise and/or pump leakage or apparent pump shaft play. If you have an E36 [or E34, M50-equipped 525i, for that matter] manufactured in '91 - '93 [The date-of-manufacture is indicated on a sticker located on the driver-side B-pillar.], I suggest you remove the pump and check it the next time you do any cooling system maintenance. If you discover a plastic impeller, change the pump to one with a metal impeller. Heck, if the pump has more than say 60,000 miles on it, change it regardless of what you find. Cheap insurance, I opine. Incidentally, the failed pump on the car I am writing about had the later, metal impeller.

While I was changing the pump, I decided to give the cooling system a good flushing and check a couple other maintenance items. I found some surprises on the apparently well maintained, one-owner Bimmer with 180,000 miles showing on the odometer.

My first step was to cold-drain the radiator and engine block, and refill with tap water. I then took a ride with both heater temperature controls set to maximum. This will flush out the heater core, which is not too easy to otherwise flush on newer Bimmers. Then, after letting things cool down, I again removed the radiator and engine-block drain plugs.

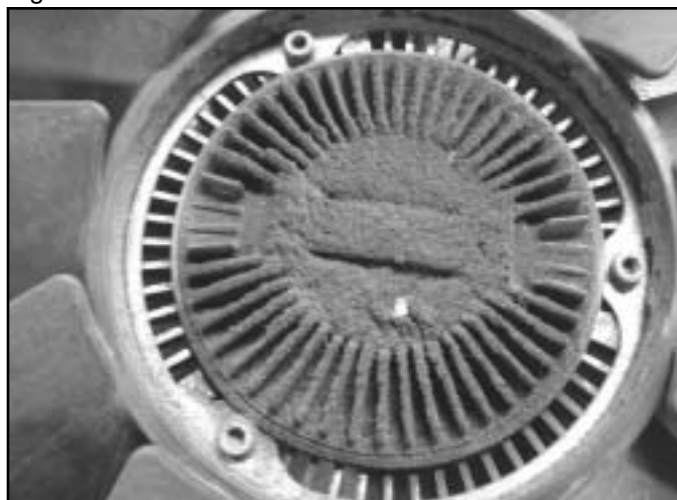


Photo 1: Fan Clutch Nearing The End Of Its Life

[All Photos: Philes' Forum]

As I was disassembling things to gain access to the water pump, the first thing I removed was the fan clutch. [Remember you will need a 32 mm wrench to remove the left-hand-threaded nut which secures the fan clutch to the water pump snout.] See Photo #1, which is a view of the radiator side of the clutch. Note all the oily garbage on the cooling fins. This is a sign of a fan clutch that is nearing the end of its useful life.

The fan clutch on most Bimmers contains a bimetal thermostat which is exposed to the air leaving the radiator. When the air leaving the radiator gets hot enough to

Con't on Page 6

require the fan to help cool things, the fan clutch thermostat [not to be confused with the coolant thermostat inside the motor. See below.], opens a passage inside the clutch and allows a silicone fluid to connect the clutch input and output shafts, thereby speeding up the fan and drawing more air through the radiator. As the increased air flow reduces the engine coolant temperature, the temperature of the air leaving the radiator will decrease, and the bimetal will disconnect the fan clutch input and output shafts and the fan will pretty much freewheel. The cooling fins on the clutch help dissipate the heat generated within by the constant shearing of the silicone fluid. Trick, eh?

When you find a fan clutch all covered in glunk like the one in the photo, this is an indication that the silicone fluid is leaking. Obviously, when enough fluid leaks out, the efficacy of the fan clutch will suffer. Although the clutch in question seemed to be operating properly, I chose to replace it. The symptom of a failed or failing fan clutch is a motor which runs hot or overheats while idling or slow-speed running, yet runs at normal temperature on the highway. At driver schools, we have had folks whose Bimmers overheated when entering the paddock after a track session. Apparently the fan clutches on these cars lost the last bit of silicone fluid while on the track [where there is sufficient ram air through the radiator to cool the motor without the fan], so that when the cars returned to the paddock and the fan was needed, the clutch was no longer functional.

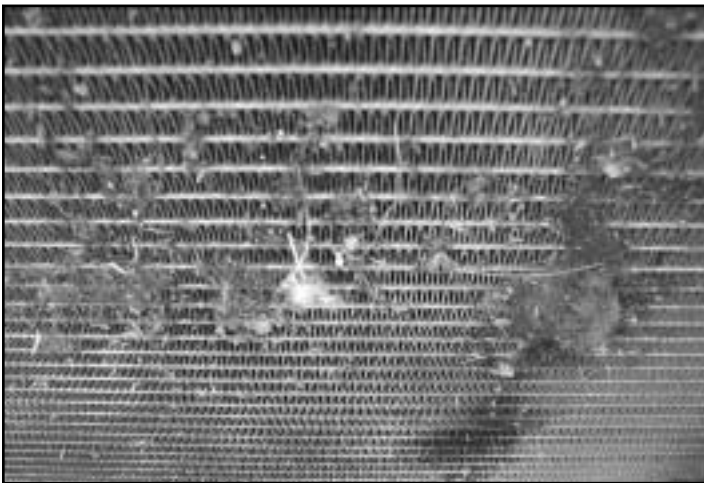


Photo 2: Front Surface Of Radiator All Full Of Debris

The next thing I removed was the radiator. Photo #2 is a shot of the debris which had accumulated on the radiator's front surface [the one hidden between the radiator and air conditioning condenser]. Although the 325is was exhibiting no signs of overheating [in December], I would bet that on a hot day, idling in traffic with the AC on, the debris would have restricted the air flow enough to cause the motor to run hotter than normal. I'll bet, too, that if the car were used at a warm-weather driver school, the motor would have overheated or run hot. I was able to dislodge almost all the debris by reverse-blasting the radiator core with an air-assisted pressure washer. I am sure that a regular garden hose, some soap suds, a brush and some patience would have produced nearly the same results.

I also treated the radiator to a thorough reverse flushing with a garden hose. A significant amount of aluminum oxide was disgorged on my first attempt, so I repeatedly forced water through the coolant passages in both the forward and reverse directions until no more junk issued forth.

Prior to removing the water pump and thermostat, I drained the block by removing its drain plug. See Photo #3. The plug is located on the lower rear of the passenger side of the block. Be sure to have a new sealing ring [07-11-9-963-200] on hand. Oh yeah, and since you need to access the block drain from beneath the car, be sure the car is securely supported on jack stands.

With the block drained, I next removed the water pump and thermostat. [Given the condition I found the cooling system in, I decided to replace the thermostat.] This is straight R & R stuff, so I won't embellish it here. With the pump and thermostat removed, I gave the block a thorough garden hose flushing by introducing the water into the block and head where the pump and thermostat had been. I kept flushing until the water from the block drain ran clear.

When replacing the thermostat, keep in mind that to do the job 'right' [IE: Per Philes' Forum standards] you will need two gaskets. The first is a simple o-ring. The second is a so-called 'profile gasket' [For cars produced after May '92, 11-53-1-740-437 - see Photo #4] which is a dealer-only item. Don't confuse this profile gasket with the infamous one on the M42-M44 motors. Apparently, BMW refers to any oddly shaped elastomeric gasket as a 'profile gasket'. On the thermostat, you will see a bleed hole, maybe 1-2 mm in diameter. Note that the thermostat gets installed with this hole in the 12 o'clock position.



Photo 3: Engine Block Drain Plug Located On The Lower Rear Passenger Side Of The Block

Buttoning up everything is a straightforward reversal of the removal process. Ensure that the new pump has its o-ring seal installed [no conventional gasket on this type pump], and apply a bit of silicone grease to the pump o-ring prior to pushing the pump into place. And be sure you remember to replace the block and radiator drain plugs and open the radiator bleed screw [located right next to the radiator cap] before you refill the cooling system with a 50-50 mixture of BMW long-life coolant and DISTILLED water. This particular cooling system speeded out at 11 quarts

capacity, and I found that I was able to pour in about $\frac{3}{4}$ of that amount without having to start the motor. [I don't actually pre mix the coolant and water. Instead I install the prescribed amount of coolant first and then switch to distilled



Photo 4: Be Sure To Replace The Profile Gasket When Changing The Thermostat.

water.] I then started the motor [heat controls still set on maximum temperature] and let it warm up while continually topping up the coolant and occasionally raising the RPM to 2500 or so to help purge any air pockets. Please remember to firmly apply the parking brake and securely chock the drive wheels prior to working under the hood of ANY vehicle while the motor is running. Of course, I don't have to tell you not to wear loose clothing or jewelry, RIGHT? And of course you have your eye and hand protection on, RIGHT?

As the motor begins to warm up, you can close the radiator bleed valve and just open it briefly at 3 or 4 minute intervals as the motor is getting up to operating temp. [Upper radiator hose hot to the touch and warm air issuing from the heater] After the motor warms up and all the air has been purged, you can replace the radiator cap and take a nice test drive. After you return, let the motor cool down to ambient and top off the coolant one last time. Be sure not to overfill. There should be a cold-fill indication on the side of the coolant expansion tank. Filling a cold system beyond this point can actually be detrimental as the air space above the cold-fill mark is intended to provide expansion room for the coolant as it warms to operating temperature.

Now tell me the truth. That was EASY, wasn't it??

Anyone wishing to contribute to Philes' Forum should contact me at vic.sr@njbmwcca.org, or by regular mail at 592 Cokesbury Road, Lebanon, NJ 08833. Unfortunately, present circumstances preclude my answering telephone inquiries. I'm interested in tech tips, repair/maintenance questions and/or tips, dealer horror stories, emissions inspection sagas, product evaluations, etc. ■

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Autocross Prospects for 2002

- Elihu Savad, Autocross Chairman

I am looking forward to autocrossing as much as any regular autocrosser. If you have never tried it, it is fun and safe. Your and your car are timed through a course in a parking lot marked by cones. It is a second gear event, and it can get pretty exciting, as well as habit forming.

We have all our equipment ready. Unfortunately, as this goes to press, we have no confirmed dates, although we have some promising leads at a few locations. Since the security ban at military bases for civilian events like ours, locations in the private sector are hard to find.

We need a paved, unobstructed lot of about 5 acres, roughly 500ft square or bigger, unused on Sundays. If you know of such a space near you, please find out who to contact and let me know. Hopefully, we will have a site and schedule by then. There is also the possibility that we may share a site with another club. Keep your eyes on the website for the latest information.

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 **250** members, with **ten or twenty 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. However, sometimes there may be NJ/BMW related topics. Please be prepared for a few extra emails and try not to freak out. We are currently in "moderated" "daily digest" mode to limit the number of low-bandwidth email recipients who freak out each day. Set your own preferences to "daily digest" to limit volume.

Please contact David McIntyre (dmcintyre@blackrock.com) with any questions. If you are freaking out about the number of emails, please try to breathe slowly before sending emails to the moderator which are too vitriolic.

Davis Rieman wins the New Jersey Club Racing Championship

Davis Rieman, after finishing third in 2000, has succeeded in becoming the winner of the fourth annual New Jersey Club Racing Championship. With 130 points, he has also set a record for the highest score in the history of the series. Davis drives a J-Stock M-3.

The series appears to be becoming a de-facto J-Stock championship, as participants in this popular class have won three years in a row. In fact, in both 2000 and 2001, the top three finishers all drove J-Stock M-3's. Finishing second in 2001, with 113 points, was Stephen Smith. Fred Ferguson, last year's second place finisher, wound up third for 2001. Fred also had a final score of 113 points, but the tiebreaker gave the edge to Steve for second place. Season final scores are based on the best four race results of each driver. The tie was broken based on highest total score for all races. Fred had a total of 154 points from six races, compared to Steve with 219 points from 10 races. Davis, our champion, had an amazing 441 points from 16 races. This total is nearly double the highest total scored in 2000. How many sets of tires did you go through, Davis?

Our 1999 and 2000 champion, Chris Gengaro, only entered two races this year. However, it is noteworthy that he won both, coming out on top of 18-car JS fields at Lime Rock. This stellar performance gave him the highest per-race points average for the year. Had Chris entered more races, he surely would be been a contender for a third consecutive championship.

The NJCRC is open to all NJ Chapter members, and counts any BMW CCA Club Race regardless of host chapter. A total of 27 New Jersey chapter members competed in Club Racing this year. The chapter was represented at 23 races held at 8 different tracks.

Points are scored based on finishing position in class, with 20 points for a win, plus one additional point for each car in class that the racer beats. This scoring system, unchanged since the series began, explains why you almost have to run in J-Stock to have a chance to win. There have been as many as 18 JS cars running in a single race, whereas in just about every other class, three cars is considered to be a big field. Even with the big class fields, Rieman won an amazing nine of his 16 starts.

Congratulations to all, and good luck in 2002.

New Jersey Club Racing Championship - Past Winners

Year	Champion
2001	Davis Rieman
2000	Chris Gengaro
1999	Chris Gengaro
1998	Don Salama
1997	Don Salama

2001 NJ Club Racing Championship Results

Name	Points
Davis Rieman	130
Stephen Smith	113
Fred Ferguson	113
Jim Jervinis	101
Mitch Herman	89
Ron Checca	88
Wade Wilson	88
Ross Karlin	83
Richard Checca	83
Paul Bergeron	82
Marc Thomaes	81
Mike DeCunzo	80
Fred Landwehr	79
Dave McIntyre	77
Bruce Weinstein	77
John Loiodice	75
Chris Gengaro	74
David Allaway	73
Dave Finch	72
Eric Miller	66
Brian Corrigan	65
David Pan	44
David Hellman	39
John Schmid	23
Bob Beyer	20
Robbie Kollar	18
Gary Bossert	7

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<http://www.davidmcintyre.org/E30forsale.htm>



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Januray Board Meeting Minutes

....Secretary Brian Morgan

Minutes of the January 11, 2002 Board Meeting

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

Others Present: E. Savad

The meeting was called to order at 8:15 PM on Friday, January 11 at the home of Dave and Margaret McIntyre. Reading of the minutes of the previous meeting was waived.

Appointment of New Board Members: The Board made three appointments for the year 2002. John Csuri was reappointed Member-at-Large, Neil Gambony was appointed Member-at-Large, and Dave McIntyre was reappointed as newsletter editor.

Reports From Officers:

Vice President: Vice President Nafi Coker reported that the January program would be on Club Racing, with presentations by Ross Karlin and Brian Morgan, the February meeting would feature a representative of a tire company (a Yokohama rep was later confirmed as the speaker), and that the March meeting was planned for Hunterdon BMW.

Brian Morgan agreed to contact BMW NA to arrange a 2002 meeting at their facility.

Treasurer: Treasurer Warren Brown led a discussion of budgets for various 2002 NJ Chapter activities. It was anticipated that profits would be realized from autocrosses, driving schools and the newsletter in 2002.

Newsletter: Newsletter Editor Dave McIntyre indicated that

February 15 was the deadline for the next issue.

Driving Events: Driving Events Chairperson Trip Lee reported that the Chapter was looking for a venue for this year's instructors' seminar. Ross Karlin said that he would speak to the National Office about reimbursement to the Chapter for seminar costs.

Trip reported that Blake Smith, who is recovering from surgery, plans to carry on as Chief Instructor. Trip indicated that he would step in as needed to provide assistance at the beginning of the season. The Board passed a resolution wishing Blake a speedy recovery.

Autocross Chairperson Elihu Savad indicated that he was still searching for a 2002 autocross site. Among sites under consideration at the time of the meeting were Fort Monmouth, the PNC Bank Art Center, and Camden.

Social Events: Social Events Director Stephanie Mason reminded the Board that she needed assistance securing door prizes for the banquet.

Old Business: Dave McIntyre agreed to move forward on getting stickers with the New Jersey Chapter logo on them.

Future Board Meetings: The February Board Meeting was scheduled for 8:00 PM on February 22 at the home of Stephanie Mason. The meeting was adjourned at 9:50 PM.



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NJ Chapter Members at Daytona!



The full NJ crowd: Ross Karlin, Brian Erickson, Ben Farber, Hank Farber, Stephanie Mason, Alan Gambony, Bob Isbitski, Marc Thomaes, Neil Gambony and Don Salama (Pro Racer). Photographer Dave McIntyre is missing from this photo. There were so many NJ Chapter Board members at Daytona that we had a quorum for a board meeting! More photos on page 15.

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2001 NJ Chapter Financial Statements

- Warren Brown, Treasurer

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Page 1

BMW CCA - NEW JERSEY CHAPTER STATEMENTS OF INCOME (UNAUDITED)	YEARS ENDED		
	2001	2000	1999
REVENUES			
ADVERTISING	10,884	12,153	16,150
MEMBERSHIP DUES	33,119	31,097	31,007
DRIVING EVENTS:			
AUTOCROSS	7,994	5,180	2,516
CLUB RACE LIME ROCK	38,122	40,458	70,040
CLUB RACE SUMMIT	23,239	25,207	20,435
DRIVERS SCHOOLS - LIME ROCK	12,712	30,899	37,211
DRIVERS SCHOOLS - SUMMIT NJ-DV	28,185	24,505	20,040
INSTRUCTOR TRAINING/LAPPING DAY - S	12,900		
INSTRUCTOR SEMINAR	3,000	2,500	
RALLY (WYT)	668		
OTHER	688	68	2,108
	126,696	119,811	186,338
SOCIAL EVENTS:			
BANQUET	3,690	3,825	2,370
PICNIC	1,978		650
OTHER SOCIAL		210	
	3,668	3,835	3,020
OTHER REVENUES			
INTEREST INCOME	109	116	180
MERCHANDISE INCOME	0	0	2,095
OTHER INCOME	500	372	151
	609	504	3,326
TOTAL REVENUES	176,885	166,920	161,519
EXPENSES			
NEWSLETTER	48,526	48,509	43,780
DRIVING EVENTS:			
AUTOCROSS	6,611	7,856	2,115
CLUB RACE SUMMIT	21,482	16,274	15,812
CLUB RACE LIME ROCK	33,013	36,685	33,988
DRIVERS SCHOOLS - LIME ROCK	10,862	15,106	16,456
DRIVERS SCHOOLS - SUMMIT	25,788	21,046	18,250
INSTRUCTOR TRAINING/LAPPING DAY - S	13,812		
INSTRUCTOR SEMINAR	4,066	3,121	
RALLY	593		
OTHER	1,400	400	3,173
	117,532	130,368	90,762
SOCIAL EVENTS:			
BANQUET	7,502	7,427	4,621
PICNIC	2,716		1,272
OTHER		470	
	10,218	7,907	5,893
OTHER EXPENSES:			
MEETINGS	2,781	5,303	3,029
POSTAGE AND SUPPLIES	217	67	1,798
MERCHANDISE EXP			3,229
TELEPHONE & INTERNET	590		
TOOLBOX	331		
LIBRARY	392		
OTHER	679	1,189	1,100
	5,080	7,239	5,127
TOTAL EXPENSES	180,566	164,322	148,653
NET INCOME	(3,681)	2,597	12,866

BMW CCA - NEW JERSEY CHAPTER STATEMENTS OF CASH FLOWS (UNAUDITED)	SOURCE	USE	NET
NEWSLETTER	10884		
ADVERTISING	33119		
MEMBERSHIP DUES		46526	
PRINTING & POSTAGE			
	44002	46526	(2523)
DRIVING EVENTS:			
AUTOCROSS	7994	6611	483
CLUB RACE LIME ROCK	38122	21482	16638
CLUB RACE SUMMIT	23239	35013	(11774)
DRIVERS SCHOOLS - LIME ROCK	12712	10862	1850
DRIVERS SCHOOLS - SUMMIT	28185	25388	2796
INSTRUCTOR TRAINING/LAPPING - SU	12900	13814	(914)
INSTRUCTOR SEMINAR	3000	4066	(1066)
Rally (WYT)	668	1400	(732)
OTHER	688	893	(205)
	126696	119232	7374
SOCIAL EVENTS:			
BANQUET	4690	2502	1387
PICNIC	1978	2716	(738)
OTHER SOCIAL	0	210	(210)
	5668	10218	(4550)
INTEREST INCOME	109		109
MEETINGS	0	2381	(2381)
POSTAGE AND SUPPLIES	0	217	(217)
MERCHANDISE	0	0	0
TELEPHONE & INTERNET	0	590	(590)
BANQUET DEPOSIT	0	0	0
LIME ROCK DEPOSIT	0	0	0
COMPUTER	0	0	0
TOOL BOX	0	331	(331)
LIBRARY	0	392	(392)
OFFICE EQUIPMENT	0	0	0
OTHER	500	679	(179)
	609	4591	(3982)
INCREASE (DECREASE) IN CASH	176885	180566	(3681)

Page 3

BMW CCA - NEW JERSEY CHAPTER STATEMENT OF FINANCIAL CONDITION (UNAUDITED)	12/31/01	12/31/00	12/31/99
ASSETS			
CASH	\$32,334	\$36,265	\$22,918
FIXED ASSETS:			
COMPUTER	8,723	8,723	8,723
TRACK EQUIPMENT	6,434	6,434	6,434
TOOL BOX	2,332	2,332	2,332
OFFICE EQUIPMENT	438	438	438
	17,927	17,927	17,927
ACCUMULATED DEPRECIATION	(17,927)	(17,927)	(17,927)
NET FIXED ASSETS	0	0	0
RECEIVABLES & PREPAID EXPENSES			
LIME ROCK DEPOSIT			10,750
BRIDGEHAMPTON DEPOSIT			
BANQUET DEPOSIT	250		
NEWSLETTER DEPOSIT	1,500	1,500	1,500
	1,750	1,500	12,250
TOTAL ASSETS	34,084	37,765	35,168
LIABILITIES/CHAPTER EQUITY:			
ACCOUNTS PAYABLE	34,084	37,765	35,168
CHAPTER EQUITY			
TOTAL LIABILITIES/CHAPTER EQUITY	34,084	37,765	35,168

2002 Rolex 24 Hours of Daytona



Nj Chapter Member Don Salama drove a Z3 Coupe in Friday's Grand Am 2-Hour Race. Don raced the World Challenge series last year with Turner, and will run the full Grand Am schedule this year.



NJ Chapter members eat donuts. From L to R, Ben Farber, Ross Karlin, Hank Farber, Bob Isbitski, Dave McIntyre, Marc Thomaes, Brian Erickson.



The Bell Motorsports #54 BMW M3 (seen in the garages immediately before the race start) managed to only place 58th overall and 25th in the GT Class.



The Rolex 24 Hours of Daytona always manages to produce some exciting racing action! Notice one of those cars is heading in the wrong direction!



Ross Karlin upholds the NJ Chapter tradition of sleeping in the bleachers. Ross upped the ante this year by bringing his own headphones and tapes of Mannheim Steamroller to help him relax during the final laps.



The Alegria Motorsports BMW M3 on its last pit stop. The #40 car managed a 14th overall finish with a 6th place in the GT class.



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 Monday April 15 @ Summit Point
 All 3 days \$375.00 (Jefferson Circuit & Summit)
 Two days at Jeff \$225.00
 Single day at Summit \$175.00



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

Classified Editor Chet Marfatia

BMW's For Sale:

1974 BMW 2002 5 speed, AC, stereo, dark blue, exceptional condition. Needs nothing. \$7500 or best offer. Call Howard at 973-538-6587 or hopkinsrh@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 532OW BV94726 6-speed, Alpine/Sand Leather, Heated Seats & Wheel, Prem Sound, Dir installed CD, 31K, Mobil 1, Garaged. No Track, Non Smoker, M3 on the way. \$39,500 bisbitsk@benco.com. (2/2002)

1990 BMW 535 VIN: WBAHD 1314L BF10054 5-

speed, 133k miles, black with tan leather interior. Owned and maintained by an obsessive compulsive BMW nut. Flawless inside and out. All synthetic lubes (red line/amsoil), conforti chip, M5 sway bars, new Z rated tires, heated seats wood trim, upgraded (R134) ac, ski sock, BMW alarm with remote locking. \$10,500 George 973-334-4679 washburnge@aol.com. (4/2002)

1987 BMW 535i VIN: WBADC 8408H 1723924 Bronxite/sand leather 163K miles, ABS, sunroof, power windows/locks. New Michelins and newly rebuilt transmission. Car is in mint condition and is tight and fast. \$4,500 obo. Gregory: 973-258-1770(d), 610-746-7430(e), gklcpa@aol.com. (4/2002)

1998 BMW M3 Sedan VIN WBSGD 9329W EE07972 Artic Silver/black leather interior; sunroof, 5-speed, cruise, CD, power/ heated seats. Snow tires mounted on alloy wheels. 114k highway miles. Dealer maintained. Always garaged. Paint and body perfect. Never used on the track, but ready for it. I need another "commuter" and have a '73 tii for the track. \$17,000. Call Bert at 201-947-7774; x-5048. (4/2002)

1991 BMW 535 Show class - \$13,900. 75,500 mi, 17" 5 spoke BMW wheels with Perelli P7000 Supersport tires. K&N cone with Triflo DTM exhaust. Always garaged, no rain, snow, track. Many new mods. Will include shock parts. See web home.att.net/~gbdunn. Call 732-598-8226. (4/2002)

2001 BMW M3 6-speed, Laguna Seca Blue, gray leather, every option except navigation and winter package. 350 miles. Dealer installed front and rear radar. M pinstriping. Pristine condition, in climate controlled storage since April 2001. My cost was \$58,000.00. Will sell for best offer over \$50,000.00 Mike @ 201-518-5010 (B), 201-954-4799 (cell). (4/2002)

1997 BMW M3 Sedan White/Black Leather, 41K miles, excellent condition. Lux pkg, 5-speed, power doors, windows, heated seats, moonroof, cruise, OBC, H/K stereo, dealer serviced, no track, no smoking. \$27,000. Richard: 908-534-1508; rbhall@rcn.com. (4/2002)

Parts For Sale:

E34 Tires and Accessories 4 Pirelli Winter 210 on steel rims for 94 530i, 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)

Wheels/Tires For Sale 4 - E36 7x15 - 18 spoke OEM alloy rims pn36111180069 mounted with Bridgestone Blizzak snow tires. Rims, tires, center caps and locks are brand new. List price is over \$1,000. for the rims alone. They will fit the 3 series 1992-1998 (except M3). \$700. Dave NJ 201-432-8171. (4/2002)

Tires For Sale: one 225/45-17 Continental sport contact. This was the original equipment spare on my E46. It was mounted at the factory, but has never seen the road. Pick up in Northern NJ \$50. Email gilbert@teamdf.com. (4/2002)

Parts For Sale Rebuilt cylinder head for big six. Machine work done by P&W Automotive. Comes with complete motor and stand \$750 Firm. Contact Tim @ 973-402-5166 or masters3@optonline.net. (4/2002)

E-28 Parts For Sale Trunk lid, 4 doors (bronzit) Seats, Dash, other interior parts, taillights Low Prices. Tim at 973-402-5166 e-mail masters3@optonline.net. (4/2002)

Parts or Cars Wanted:

Wanted: 1985 BMW 524td Without rust or body work. Call 201-213-9262 or e-mail at BBSK1@yahoo.com. (4/2002)

Other Cars For Sale:

1999 Chevrolet Camaro SS Stock 327HP at rear wheels, SLP options, rollbar, big baer alloy front brakes, bra, cover & many more items, 6-sp, 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)

1993 Mazda Miata Red/black interior, 36k miles, cd/cassette. Excellent condition. \$7,000. Miki at 201-248-5190. (4/2002)

91 Alfa Spider Veloce Owner willing to trade for early 90's 5 series BMW. Alfa is auto/green with 13K orig miles contact Craig at 732-768-3189. (4/2002)

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

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 Hunterdon BMW. Topic: Preparing your BMW for Driving Schools, Free Food (but not German, probably). Meeting starts 7pm (one hour earlier than usual). Contact any board member for more information.

April

Monday, April 8

Application period for the June 3-4 Lime Rock Driver School opens. Non-NJ Chapter members can apply on 4/9. Remember, you must have previously attended a NJ Chapter Lime Rock school to attend this school, which includes a Club Race.

Wednesday, April 17

Roundel Writer Bill Howard will speak to the Chapter at our April Membership Meeting at the Deutscher Club of Clark. Read the article on Page 1 to find out what Bill will be discussing. Delicious Free German Food!

Saturday-Monday, April 13-15

Driving School at Jefferson Circuit and Summit Point Raceway! Applications are on the website and in this issue. This school takes a little while to fill up, so if you have trouble with Lime Rock this is your golden opportunity. Summit Point is a fantastic track, only 3-4 hours from Central NJ.

May

Wednesday, May 15

Join us for the Monthly Membership Meeting at the Deutscher Club of Clark. Topic TBA, but there absolutely will be Free German Food, lots of your BMW club friends and inexpensive German beverages. Check the website for updates on the meeting topic.

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

