



New Jersey Bulletin

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

Shine Up Those Dancin' Shoes!

That's right, folks, it's that time again! It's time for fun, food, friends and plenty of dancin' to the rockin' rhythms of DJ Jim Miele at the NJ Chapter's Annual Banquet. This year's event will once again be held at the Olde Mill Inn in Basking Ridge on Saturday, February 21, 2004 from 6:30pm to 11:00pm. There will be a cocktail hour with hors d' oeuvres and a cash bar followed by a buffet dinner including assorted desserts. Of course, no annual banquet would be complete without door prizes provided by BMW NA, car dealerships, businesses and the NJ Chapter. In addition, the Champ Series awards will be given to this year's winners.

Cost per adult for this event is \$55.00 and reservations **MUST** be received by Saturday February 14th. Please complete the registration form on page 7 of this *Bulletin* and submit with your check to Joanne Lucariello.

Remember...save the date, book the babysitter and get ready to rock the night away!



McIntyre Wins Pinewood

For the fourth year in a row David McIntyre won the NJ Chapter's Annual Pinewood Derby. McIntyre's ugly car won a decisive victory over the 12-car field.

2003 Champ Series winner Elihu Savad came in 2nd place, David Hellman improved his 2002 8th place to 3rd and Larry Engle finished 4th.

Full results are available on the chapter website for this event (and all other chapter events).

Savad Wins

2003 Champ Series 2003

The 2003 New Jersey Champ Series winner was not decided until the final two events, the Whack Your Turkey Rally and Pinewood Derby, and the results came down to the wire.

Once again Elihu Savad wins the 2003 Champ Series Championship, with David Ngo repeating in second place. Stuart Kestenbaum, who joined the chapter days before the final event in order to secure his position, came in third. Last year's third place finisher Walt Baliko ended up in 8th place, mostly due to two miserable rally results. Jonathan Sasportas finished 4th, and David McIntyre fin-

Continued on page 3



The 2002 one-two finish in the Champ Series is repeated in 2003 as Elihu Savad (R) finishes ahead of David Ngo (L) once again. Read all the detail above. Photo: David McIntyre

New Editor Found

Long-time NJ Chapter member Jerry Faber will take over as Editor of the *NJ Bulletin* with the next issue. Jerry has been a member since the 70's, and was Chapter VP of Activities for three years from 1980-1983.

Jerry brings significant experience in all facets of newsletter production to the position and is excited about taking the *NJ Bulletin* to the next level.

We wish Jerry the best! Please contact him if you would like to assist with the *NJ Bulletin*.

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For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, David McIntyre. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

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 ("dual citizenship" for primary 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@njbmwcca.org.

Savad Wins (con't from Page 1)

ished in 5th place without having attended an autocross.

Ngo came very close to winning, but Savad's startling second place finish at the Pinewood clinched victory by a single point. Ngo would have won with only a slightly better finish at either the WYT rally or the Pinewood. Sasportas could also have won, but did not attend the final two events.

The full New Jersey Champ Series results are available on the chapter's website in the Results section.

Final Top Champ Series Positions

Elihu Savad	65
David Ngo	64
Stuart Kestenbaum	61
Jonathon Sasportas	58
David McIntyre	58
Larry Engel	42
Jeffrey Meyers	42
Walter Baliko	37
Ricardo Venegas	37
Ed Walters	34
Cory Korpita	32
Jared O'Malley	32
Jonathan Trudel	31
Frank DiMatteo	30

Last Bulletin for McIntyre

85 Issues Started with January, 1996

It is with mixed emotion that I complete this issue, which will be my last as Editor. When I took this position I had only owned a single BMW and had only attended a few meetings. But I did know that the NJ Bulletin was already important to me, and I wanted to help it survive.

I've now owned a lot of BMWs, a few race cars, and I want to spend more time supporting the BMW Club Racing community. I also want to have more time to dedicate to the Chapter Archives project, which will produce a CD containing PDF files of all the NJ Chapter's newsletters since 1974.

I want to give special thanks to Vic Lucariello and Hank Farber, who have always provided me with high-quality columns. Vic's column has gotten better every year, and the addition of many digital photos recently has improved his column even more.

Thanks also to Chet Marfatia who has handled the classified ads since 2000, and Ross Karlin who has provided many excellent photos and articles.

Finally, Chris Baker at Print Tech has made the production of this newsletter effortless. When I started we dropped-off "camera ready" paste-ups and separate artwork. Now I drop off a CD with the files and a few days later a newsletter shows up in the mail. Print Tech has never made a single mistake in our dealings, and I deeply appreciate their efforts.



NO SMOKING

at New Jersey Chapter
Monthly Membership Meetings

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Chapter Logo Stickers and Patches Now Available

The New Jersey Chapter of the BMW CCA now has 2" diameter vinyl logo stickers and 3" diameter sew-on logo patches available for purchase by our members.

Stickers (inside and outside mount versions) are \$1 each and patches at \$2 each will be available at most membership meetings and other NJ Chapter events.

If you can't make it to an event but would like to purchase stickers or patches, please send a check or money order, quantity required of each and a self-addressed stamped envelope to:

Mark Derienzo
15 Ludlow Ave
Belle Mead, NJ 08502

Please e-mail Mark with any questions at:
mderienzo@njbmwcca.org



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Random Firings

...Hank Farber

For me, selling a car is like selling a beloved friend. I may bury a friend with great sadness after he or she passes away, but I resist selling a friend. Maybe that is why I tend to drive cars until they nearly drop and then donate the remains. I drove a 1975 Audi Fox until it was so badly rusted the hood fell off in my hands when I tried to check the oil one day in 1986. I gave it to my gardener as a project for his son. All of my BMWs have died young or hung on for a long time as well.

My first BMW was a 1986 325, purchased in late 1990. It was a fine runner that my 17 year old son ran through a lake, resulting in a hydrolocked motor. That wound up as a parts car for my stable of E30s. My second BMW was a 1973 2002tii that ran afoul of my ham-handed driving at Bridgehampton. That too wound up as a parts car for my next BMW, a 1972 2002tii. I still own (and love) this car.

My fourth BMW was a 1986 325es that my children used until mid-2003. It was a noble car that was officially totaled by the insurance company after being rear-ended at a stop light. I bought the car back from the insurance company, and my daughter arranged for a body shop in Providence RI to pull out the back end to some semblance of normality for \$150. She drove the car for another year, but it was never the same (probably a bent rear subframe). We donated the remains to a charity.

Fifth, I purchased a 1988 E30 M3 from Brian Morgan. It was in wonderful stock form. I have since modified the suspension and installed safety equipment so that it can serve as my track car. While Brian thinks I do not take care of it well enough, I still own (and love) this car.

Next, I purchased a 1988 E30 325ix for my daily driver. As I have described in an earlier column, my other 17 year old son managed to nearly total this car (not in body, but in suspension). However, I repaired this car, and it serves as my daily driver. Indeed, the four-wheel drive has come in especially handy during this snowy winter. Obviously, I still own (and love) this car.

Seventh, my brother gave me his nearly used up 1987 325is (TCTWND). This was his track car for many years, and I thought it would be fine for my younger son (the second 17 year old). It took him four tries, but he finally managed to kill it. I sold the remains to a couple of active club members, one of whom was board member Mark Derienzo.

Eighth, I purchased a 1986 325e from my nephew. I had found the car for him a few years earlier, and he had pretty much used it up. But the second 17 year old fixed it up and he and the first 17 year old used it for a year or two at which point it was truly used up. We donated the remains to a charity.

Finally, I purchased a cherry completely stock 1988 E30 M3 with very low mileage in 2002. I have not even registered this car, but I sure do enjoy driving it gently around the parking lot and looking at its sparkling metallic finish and

pristine interior. I am not sure what use to make of it, but I still own (and love) this car.

So here is the dilemma. I currently own (and love) four quite distinctive cars (the tii, the two E30 M3s, and the ix). I also own two motorcycles (a 1987 BMW R100/7 and a 2000 Triumph Trophy). Of these six vehicles, only the ix is driven in foul weather. When the weather turns nice, I currently like to ride the motorcyles. So three of the four cars do not get as much attention as they deserve. I do use the tii some on nice weekends when I have company. I use the track M3 for, well, the track. And the "new" M3 is in "inventory", although I should register it and drive it some. This for its own good. Won't it be great to roll out a practically new E30 M3 at some future date.

I am currently lucky to live someplace where I have indoor parking for all of these vehicles. However, I am about to purchase a house with a completely inadequate two-and-one-half car garage. I plan to expand the garage (money permitting) to have five bays (and maybe even a lift). Along with the house comes my partner, Sue, who has a car as well (don't ask). So that makes five bays for five cars and two motorcycles. The motorcycles clearly need to live indoors, and we like to have our daily drivers indoors. So three bays are claimed. That leaves two bays for three cars (the tii and the two M3s). These cars are all distinctive and all in fine condition. None are ready to be buried or donated. I love them all.

What would you do if you were me? Would you sell a car? If so, which one? Now that I think about it, maybe Sue's competent Japanese car could stay outdoors. Now there's an idea.

Election Results

New 2004 Board is Named

The election for Chapter Officers for 2004 was held at the December 2 Membership Meeting at the Deutscher Club. As no offices were contested, the election was conducted via a voice vote. Elected were:

David Finch	President
Al Drugos	Vice President
Neil Gambony	Secretary
Warren Brown	Treasurer
Deborah Kolar	Driving Events
Joanne Lucariello	Social Events
Mark Derienzo	Member at Large
Vic Lucariello	Member at Large

-Brian Morgan, 2003 Secretary



Philes' Forum

...Vic Lucariello

Hello, bimmerphiles! This issue marks the beginning of the 18th year of Philes' Forum! Now that the holidays are over we can get serious about Bimmer maintenance as the driver school/racing season will soon be upon us. This time out I have a correction and a follow-up from last issue and a couple tip for you M20-six owners.

I still wish to receive copies of your DMV emissions inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and be mentioned in Philes' Forum!] If you e-mail, please include both the test results and the pass/fail criteria for each pollutant along with your model and year, transmission type, and mileage. 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].

Bimmerphiles recently sending inspection data are Bob Conway, Frank DiMatteo [2], Nichole Ferrant, Marc Grossman, Al Haavisto, Gilbert Hoffman, and Carl Towe. Thanks, Folks!

Ms. Ferrant, an up-and-coming driver-school hotshoe, sent in the inspection data for her beautiful '83 320i - with almost 370,000 miles on it! Ms. F did allow that her E21's motor had been rebuilt at a mere 275,000 miles - by none other than NJ's own Rick Kiceniuk [talk about hotshoes!].

Last time out I wrote about drain plugs and sealing rings. Well, sharp-eyed M5 pilot and driver school tech worker George Washburn brought an error to my attention. I wrote that the 12 mm [thread diameter] oil-pan drain plugs have a 13 mm hex, when in fact the hex size is 17 mm. Thanks, George! I hereby double your salary as a tech worker, but please don't tell the others, especially Big Al. As it is, he never stops whining.

The Bimmer M20 sixes are no strangers to Philes' Forum. These motors came in 2.5- and 2.7-liter versions and were fitted to E30, E28, and E34 US-spec chassis. The motors use a belt to drive a single overhead camshaft.

It seems like, as these motors approach the 200,000 mile mark, they tend to blow out their intake manifold gaskets, especially on the #5 and/or #6 cylinder runners. I've had a few in the shop within the past few months, all with the exact same symptoms: A seemingly dead cylinder at idle.

When diagnosing a miss, after identifying the offending cylinder[s], the first thing I look at is the spark plug, then I establish that spark is available to the cylinder. Next I check the cylinder for air leaks using a propane torch fitted with a hose in place of the torch tip.

With the engine idling, turn on the propane and allow the [unignited!!] gas to flow over probable leak areas. Of course you are working outdoors, and are wearing eye and hand protection, long sleeves, etc. For a single-cylin-

der miss, concentrate on the joint between the intake manifold and cylinder head and where the fuel injector connects to the intake manifold. When the propane flows over a leak area, manifold vacuum will suck the gas into the motor instead of air, and the miss will disappear, to return as soon as the propane is directed elsewhere.

There are safer, more expensive, more sophisticated ways to locate air leaks. Two notables are ultrasonic leak detectors and smoke machines. The ultrasonic 'listens' for the characteristic sound of an air leak, while the smoke machine pressurizes the intake with non-toxic smoke and the smoke escapes through the leak[s]. A



Photo 1: Intake Manifold Gaskets

All Photos: Philes Forum

smoke machine will locate even the tiniest of leaks.

Anyhow, on the motors I worked on, the propane test indicated severe leakage on cylinder #6 intake runner, and moderate leakage on #5's. Removal of the intake manifold revealed failed gaskets as shown in Photo #1. Note that on cylinder #6, the gasket was partially obstructing the intake port in addition to leaking. The #5 cylinder gasket tore when the manifold was removed. It wasn't hanging there beforehand. Curiously, all the intake manifold bolts were tight, and on one of the motors, the cylinder head had been removed in the last 50,000 miles, yet the gasket had not been changed.

I suggest that you take the time to renew the intake manifold gasket [actually a five-piece set] whenever the cylinder head is removed. It is MUCH easier to replace the gasket with the head on the bench than with it on the motor. While the manifold is off, I suggest you change the o-ring seals under the fuel injectors, and your underhood fuel hoses, too.

In the previous Philes' Forum, I mentioned likely oil leaks in the M20 sixes. One is the plugs in the cylinder head ends. Unfortunately I did not have a photo at that time, but I have one now for those of you who may not be

Con't on page 8



Autocross Season for 2004



The NJ Chapter Autocross committee is working to arrange multiple events for the 2004 season. The site will be our South Plainfield location from last season. As soon as we have dates, they will be posted to the membership.

We are also making plans to hold an Autocross School for novices, something that could prove to be popular. If you think you would be interested in participating as a student or teacher, please let me know (drautox@comcast.net). With all the autocross experience at our disposal, this could be a great way to learn autocross techniques and skills without the pressure of competition. Knowing how many people would be interested in the chapter will help us plan the event.

- Elihu Savad





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Rally Results

The Whack Your Turkey Rally, one of the club's more popular events, was held on November 23, 2003.

The weather was exceptionally cooperative with warm temperatures and bright sunny skies. The route, designed by rallymasters Neil and Alan Gambony, traveled from Bedminster to Long Valley through scenic Somerset, Hunterdon and Morris Counties. It had been suggested to call it the fields and streams tour.

The competition was fierce with 100 questions to answer in 50 miles and 3 hours of time to do it in. The winners in the Adult/2 class, Ross Karlin and Dave Fitting, were seen doing victory donuts in the parking lot of the Long Valley Brew Pub and Restaurant (this report is unconfirmed). The second place team of perennial podium finishers were Al Drugos and Dave McIntyre, who had beat the third place team of Corey Korpita and Kathleen Radnai by 3 tie breaking answers.

In the Family/Crowd class, due to a small error on my behalf, congratulations go to Wayne Miller, Rachel Cytron, and Ross Fox for finishing second behind the urban assault vehicle of Bob and Sue Conway with their offspring Pamela and Greg, also accompanied by Alfredo and Penny Galossi. Finishing in third was the William Leighton family. A complete listing of the results are on the chapter website.

I would like to thank the 63 participants who ran the event. Thanks also go to JMK BMW in Springfield NJ for their generous donation of prizes. They have been a big contributor to the club for various events throughout the year. I am looking forward to the next rally, although I think I would rather be a participant.

- Neil Gambony



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New President's Column

The new 2004 NJ Chapter Executive Board met December 12 at Brian Corrigan's office in Springfield. Our new News Letter Editor Jerry Faber was confirmed as were the two appointed Members-At-Large, John Cusri, and Ross Karlin.

The Board also confirmed Bob Isbitski as New Member Chairman, Bob Conway as Chapter Tool Box coordinator and Penny Galossi as Dealer Liaison. Bob Conway was also appointed to head a task force to examine building a new Web Site from ground up. Bob is to meet with each Board Member and Driver School member to collect a "wish list" of what they would like the site to do. On line registration was a big topic for driver schools as well as other functions such as the Banquet, Picnic, and Rally registration. I feel such a site would save a lot of time for the organizers and make registration much easier for the participants.

New Member Chairman Bob Isbitski has a lot of good ideas in attracting new members to meetings and events. He is also looking into having a membership drive with an awards program for the chapter member who brings in the most new members.

Penny Galossi, Dealer Liaison, will be working with local BMW Dealers in our region to promote the Club to new buyers.

Joanne Lucariello, Social Chairman, is hoping to expand activities this year beyond our traditional Picnic and Banquet. Possible trips to Dorney Park, minor league baseball games and road trips targeting Z-3, Z-4, 5, and 7 series owners are in Joanne's sights.

Dave McIntyre did a great job in finding and bringing Jerry Faber to the team. Jerry has impressive credentials and newsletter experience and is eager to get started. We may see a new face on the newsletter and it may be back every month.

Al Drugos is promising informative and interesting meetings for the year and is off to a great start.

I am really looking forward to working with this great group of individuals who volunteer their time and personal resources to the Membership. I hope to attract more members from BMW NA this year to participate with us at all our events and to hopefully attract more existing members to participate and get involved.

I would personally like to thank Dave McIntyre, Brian Morgan, Hank Farber and Rod Scott for their service to the Club. Their dedication and leadership has gotten us to where we are today.

I would also like to thank all of you who work at our events and contribute to their success. The hours that go into planning and coordinating driver schools, races, rallies, autocrosses, membership meetings, instructor training, planning social functions and producing newsletters are endless.

If you would like to get involved with the many teams that organize these events we want to hear from you. We are open to any ideas you may have to improve Club services.

- David Finch

Banquet RSVP Form

The NJ Chapter of the BMW CCA

Cordially Invites You to the
2004 Annual Winter Banquet

on

Saturday, February 21, 2004

6:30 pm - 11:00 pm

at

The Olde Mill Inn

225 Route 202

Basking Ridge, NJ 07920

(908) 221-1100

www.oldemillinn.com

Yes, please count me in as I would not want to miss such a fabulous evening and run the risk of not winning a cool door prize like some of my friends.

Member Name: _____

Guest Names: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

\$55/pp @ _____ = Total Enclosed: _____

Please mail your RSVP and check made out to the New Jersey Chapter BMW CCA to:

Joanne Lucariello
592 Cokesbury Road
Lebanon, NJ 08833

Questions? Email Joanne at nells_pond@att.net

Please RSVP before February 14, 2003

Philes' Forum, continued from page 5

familiar with what I was talking about. Photo #2 depicts the end of an M20 cylinder head where you will find the plugs. Actually there are two plugs on each end of the head, and



Photo 2: Cylinder Head Sealing Plugs

they are there to permit removal of the rocker-arm shafts. The photo shows one plug in place and one removed so you can see the semi-circular cutout the plug fits into. Although not specified by BMW, I like to install the plugs with just a bit of RTV sealer where they mate with the cylinder head.

That's all for now, Bimmerphiles. See you next time!

Anyone wishing to contribute to Philes' Forum should contact me at vic.sr@njbmwcca.org, or by regular mail at 1008 Califon-Cokesbury Road, Lebanon, NJ 08833. Please include your membership number. Unfortunately, present circumstances preclude my answering telephone inquiries. I'm interested in tech tips, repair /maintenance questions and/or tips, repair horror stories, emissions inspection sagas, product evaluations, etc.

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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.

Announcing NJ Chapter 2004 Track Event Schedule

Plans for our 2004 track events are firming-up a bit slowly this year. Lime Rock is making many changes to their schedule - moving their NASCAR Busch North event to Memorial Day and hosting the American Le Mans series over the July 4th weekend. Similarly, Summit Point is working hard to get their new Shenandoah circuit completed. As a result, we have firm verbal commitments for our 2004 schedule, but no completed contracts.

Major changes to our schedule include the following: Thanks to the revamping of the Lime Rock schedule, we will be holding our Spring event in April! Unfortunately, for the same reason our post-Labor Day school will be moving to the end of August. Finally, we will be adding a Fall date at Summit Point's new Shenandoah Circuit.

That said, our 2004 schedule will be:

Date	Venue	Event
Friday, April 23	Lime Rock Park	Driver School
Sat-Mon, May 1-3	Jefferson Ckt (Sat/Sun) Summit Point (Mon)	Joint NJ/Del Val Driver School
Mon-Tue, June 7-8	Lime Rock Park	Club Race / Driver School
Mon-Tue, July 5-6	Summit Point	Adv Driver School / Instructor Training
Sat-Sun, August 14-15	Summit Point	Club Race / Driver School
Friday, August 27	Lime Rock Park	Driver School
Sat-Sun, November 6-7	Shenandoah Circuit at Summit Point	Driver School

Registration for our April Lime Rock and the May joint event with DelVal at Jefferson Circuit/Summit Point will open February 16th. The application for the Lime Rock event is included in this newsletter.

If there are any changes to our schedule, they will be announced on the Chapter website. A current copy of the application and full registration info will also be posted.

See you at the track!

- John Csur, Driver School Chair

[Please check the chapter's website for the Summit Point application, which was not ready at press time -Ed.]



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Monthly Membership Meetings**

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Coincidence?

An Editorial by the National Motorists Association (www.motorists.org)

A recent article in the Wall Street Journal notes that for the first time since 1973 automobile insurance rates will decline nationwide. The article further explains that the losses incurred by auto insurance companies have been declining at least since 1997.

Of course the insurance companies and the government types give all the credit to seat belt laws, anti-drunk driving measures and theft prevention devices (you know, the gizmos that make it almost impossible for you to get in your car if you locked your keys inside). But, hey these laws and devices have been around and in wide use for a decade or more. How come the losses have just started to decline since 1996?

Isn't it interesting that the last year that insurance rates declined was 1973, the last year before the federal government decided it, and not the states should set highway speed limits? And, isn't it even more interesting that when the federal government gave up on its 55 mph folly and returned speed limit authority to the states, auto insurance losses began a continual decline!

Could there be a connection? Yes there could.

The federal 55 mph speed limit disrupted normal traffic flow, ruined lane discipline, and encouraged traffic to move to less safe highways. Federal sanctions and enforcement incentives caused an allocation of enforcement resources to purposes that were counter-productive to pub-

lic safety needs. Enforcement of the absurd 55-mph speed limit took precedence over helping stranded motorists, seeking out impaired drivers, controlling traffic in construction zones and targeting truly dangerous and reckless drivers.

Repeal of the 55-mph speed limit was bitterly opposed by the insurance industry, which predicted blood and mayhem in the streets and huge increases in auto insurance costs. Organizations funded by insurance companies went so far as to claim that repealing the 55-mph speed limit would result in 6400 additional fatalities, annually! It didn't happen.

In 1996 the states resumed total control of their speed limits and within two years the vast majority have increased or extended their highest speed limits. A degree of balance has returned to enforcement priorities, traffic is moving more smoothly, lane discipline is being given more publicity and attention and drivers are leaving less safe two lane highways for the convenience and speed of Interstates and expressways.

Better highways and better cars have certainly improved highway safety and indirectly reduced certain insurance costs. But don't sell the benefits of rational speed limits short. Not only are they more comfortable and more efficient, they are also safer.

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Board Meeting Minutes

- '03 Secretary Brian Morgan and '04 Secretary Neil Gambony

Minutes of the New Jersey Chapter Board Meeting: November 21, 2003

Members Present: Brown, Coker, Csuri, Derienzo, Farber, Gambony,

Karlin, Kolar, McIntyre, Morgan

Members Absent: Mason

Others Present: E. Savad

The meeting was called to order at 8:25 PM on Friday, November 21 at the home of David and Margaret McIntyre.

Reading of the minutes of the previous meeting was waived.

Reports From Officers:

Secretary: Chapter Secretary Brian Morgan indicated that as no offices were contested, the election to be held at the December meeting would be conducted by voice vote.

Vice President: Vice President Nafi Coker reported that the election and Pinewood Derby were set for the December 2 meeting, and that Brian Morgan would present on BMW motorsport on January 21. Incoming Vice President Al Drugos will arrange a program for the February meeting.

Treasurer: Treasurer Warren Brown reported on the Chapter's financials, noting that as reported in October the Chapter was down \$7,000 for the year.

Social Events: Incoming Social Activities Director Joanne Lucariello has arranged the banquet at the Olde Mill Inn in Basking Ridge, site of last year's banquet. The cost per person will be \$55. At this price, the Chapter will subsidize just under \$7.00 per member. The Board considered changing the price, but decided to leave it as is.

Driving Events: John Csuri indicated that driving school dates for 2004 were:

April 23 Lime Rock

May 1-3 Summit Point with Delaware Valley Chapter

June 7-8 Lime Rock (combined driving school and Club Race)

July 5-6 Summit Point advanced school and instructor training

August 14-15 Summit Point (combined driving school and Club Race)

August 27 Lime Rock

November 6-7 Shenandoah circuit, Summit Point

Autocross Chairperson Elihu Savad indicated that 56 cars ran the November 2 autocross. The chapter will return to the Hadley Road location next season.

Rallymaster Neil Gambony indicated that final plans were in place for the November 23 Whack Your Turkey rally, and that 25 cars had pre-registered.

Newsletter: The Board reviewed candidates for the Newsletter Editor position. The final decision is to be made by the 2004 board. David McIntyre indicated that the deadline for the January/February newsletter would be December 15.

Future Board Meetings: Incoming President David Finch was to schedule a planning meeting for the new board (later scheduled for December 12).

The meeting was adjourned at 9:25 PM.

Minutes of the 2004 New Jersey Chapter BMW CCA Planning Meeting
December 12, 2003

2004 Members Present: Dave Finch, Al Drugos, Warren Brown, Neil Gambony, Ross Karlin, John

Csuri, Mark Derienzo, Deborah Kolar

2004 Members Absent: Vic and Joanne Lucariello, Penny Galossi

Others Present: Bob Isbitski, Bob Conway, Blake Smith, Elihu Savad, Jerry Faber

The Meeting was called to order by president-elect Dave Finch at 7:02

P.M. at the office of Brian

Corrigan, 150 Morris Ave., Springfield, New Jersey, 07081

Minutes of the board meeting of November 21, 2003 were read by secretary-elect Neil Gambony.

REPORTS FROM 2004 OFFICERS:

VICE PRESIDENT: Vice president-elect Al Drugos made 3 motions 1st motion: Nominate Jerry Faber as newsletter editor for the NJ chapter. Accepted and passed unanimously. 2nd motion: Nominate the following to become effective in 2004; Ross Karlin-Member at Large, John Csuri-Member at Large, Bob Isbitski-New Member Chairman, Penny Galossi-Dealer Liaison, Robert Conway-Chapter Tool Box, Brian Corrigan-Legal Advisor. All accepted and passed unanimously. 3rd motion: To give distinguished service awards to the following members to be presented 2004 Banquet: Hank Farber, Brian Morgan, David McIntyre, and Rod Scott. Accepted and passed unanimously. The future club meetings are Jan 21, 2004-Brian Morgan ,BMW Motorsports program; Feb 18, Gary Bossert and Charles Karnati, driving the Nurburgring; March 18, JMK BMW Tech session. April 21 not yet confirmed.

TREASURER: Warren Brown has a proposed budget for 2004 based on previous years information. He had suggested possibly an increase in driving school entry fees.

SECRETARY: Secretary-elect Neil Gambony had requested to know all who were to receive the minutes of the board meetings. In addition to all board members, were the following: Blake Smith, Jerry Faber, Bob Isbitski, Bob Conway, Penny Galossi, Elihu Savad, and Brian Corrigan. Elihu Savad had volunteered to check the club P.O.Box in Westfield NJ, and to disburse the mail accordingly.

DRIVING EVENTS: Deborah Kolar stated that for 2004, she was reappointing Ross Karlin as the race club chairman, John Csuri as the driving school chairman, Elihu Savad as the autocross chairman, and Blake Smith as chief driving instructor. John Csuri Reported that we are confirmed with Lime Rock for April 23, 2004 and were okay with the June dates 7-8 there. He also anticipated an increase in track rental fees at Lime Rock and Summit Point, but did not have the amounts as to how much. Ross Karlin asked for suggestions from the board for improvements for the club races. Also under discussion was how to celebrate our 30th year of driving schools. Autocross Chairman Elihu Savad was requesting dates from the owners of the lots we are using. Would coordinate dates with other club events scheduled. He would like to consider the possibility of conducting a novice autocross school.

SOCIAL EVENTS: In the absence of Joanne Lucariello, Dave Finch Reported that the Banquet would held at the Olde Mill Inn in Basking Ridge on February 21, 2004. The cost is \$55.00 per person.

NEW BUSINESS: Incoming newsletter editor Jerry Faber reported that he was working with Dave McIntyre on getting set up with the workings of the newsletter. Discussion was held as to keep it bimonthly or going back to monthly.

NEW MEMBERSHIP: Bob Isbitski will follow up on info from National as to who are new members.

TOOL BOX: Bob Conway will meet with Rod Scott to pick up the Tool Box. He will re-inventory and re-list the tools on the website.

WEBSITE: Bob Conway is under advisement from the board to investigate changes for the website and to report back to the board as to the changes and costs.

DEALER LIAISON: Penny Galossi will work with dealers to promote membership with new customers.

OLD BUSINESS: The board thanked Neil and Al Gambony for running a fun and exciting Whack Your Turkey Rally on November 23. Neil thanked JMK BMW for donating the prizes.

FUTURE BOARD MEETINGS: January 16, 2004 7:30 p.m. at the Dallas Group in Whitehouse N.J.

The meeting was adjourned at 8:52 p.m.



...with Elihu Savad

A Winter's Tale, copper flakes and the elephant

I just got my 88 M3 back from service at the dealer. Before you rag me about not using the qualified independents in our group, there are some things to consider when your car needs work:

Can you do it yourself? Are you qualified, do you have the time, the tools, the facilities to do it correctly?

Is the car a daily driver (like mine), and can you afford to have it worked on at a place where time sometimes stands still, and you need a rental to get to work?

Since mine is a daily driver, and I have no proper garage space, or the time or tools, and convenience loomed large in deciding where to go, I used the local dealer.

I combined several chores I had been saving up. It started with the copper flakes I noticed in my last oil change, and the thread in the archives about rod bearings. I also had heard an occasional wheezing sound from the starter motor, and since I knew the intake airbox had to come out to replace the starter, a lot of other old stuff should be looked at as well. The car had 151k miles, and as far as I knew, the bottom end had never been looked at. It ran just fine, and gave no indication that there was a problem.

The rod bearings were replaced, so was the oil pump, and the pump chain was shimmed. The starter motor was replaced, so were the vacuum hoses to the ICV, which showed cracks, the oil separator, the plenum support bushing, and, big surprise, the driver side motor mount which had separated, apparently quite a while ago.

I also provided the E36 chain tensioner as an upgrade. They were unfamiliar with the upgrade, but I showed them a reprint from Gustave's site.

The engine now runs noticeably quieter and oil pressure at idle is higher than before.

Inspection of the removed bearings showed that no major damage had occurred. In fact, I wonder if they were even the source of what I thought were copper flakes. For peace of mind, you sometimes have to look anyway.

I dropped the car off at JMK in Springfield on Monday, Dec 1 and it was done by Thursday. I wanted to pick it up Friday morning, as snow was forecast for the weekend. The car had summer tires, and I didn't want it snowed in at the dealer. As it turns out, I probably should have held onto the courtesy loaner (that is what dealers can do) as it was a 4Runner, and would have been useful in the storm that followed.

This was my first experience with an SUV, and my initial sensation was that I was riding an elephant, as it seemed to bound massively along, and you had to climb up to get on; I mean IN. I started referring to it as "Jumbo", and I felt like a mahout. It would have been useful to have it pick you up with its trunk. On getting out, you had to remember you were nearly 2 feet off the ground. On my way home from work there is a corner with a bush that usually prevented me from seeing oncoming cross traffic. In "Jumbo",

there was no problem; I could see right over the bush.

However, I wanted the car to be home, and the weather for Friday was predicted to be only slushy in the afternoon. I work about 3 miles from home, so I didn't think it would be too bad.

Let me tell you, Yoko ES100 AVS are absolutely useless in the 8 inches of icy snow that actually fell. I realize that these are intended as summer tires, and I had no intention of using them in snow, but I was still surprised to find that they have all the snow traction of billiard balls. I regretted my decision not to hold onto "Jumbo". The gentlest of inclines proved impossible to climb, and the car would only slide toward the curb

I got to about 1/2 mile from home, and the car would not move further in any direction, so I left it at the curb, jogged home, threw my Blizzaks in my wife's Subaru (she got home early), drove back to the car, changed the rear tires in the snow, and I was then able to drive the rest of the way. I had recently put snow tires on all our cars, except mine, thinking I would get to it next week.

It seems I should remember in the future that just like there is no harm in turning on your lights before it gets dark, there is little harm in putting on your winter tires earlier.

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New Jersey Chapter BMW CCA Lime Rock Driver School 2004 Registration Form



Friday, April 23
Open to all students
Registration opens 2/16/04
\$200 per student

DRIVER INFORMATION (please print legibly)

Name _____
 Street _____
 City _____ State _____ Zip _____
 Phone # Day _____ Evening _____ Cell _____
 E-mail _____ BMW CCA Membership # _____
 Emergency Contact Name _____ Daytime Phone # _____

PREVIOUS DRIVER SCHOOL EXPERIENCE

In the past two years, how many driver schools have you attended at Lime Rock Park? _____

In the past two years, how many driver schools have you attended at other tracks? _____

Please list all track experience, including professional schools. If known, include track, date, club affiliation, and level (novice, intermediate, advanced, instructor). Please use a separate sheet if required.

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 will be 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
deborahkolar@yahoo.com
908-642-2500

all other inquiries to

John Csurí (Event Chair)
csuri@njbmwcca.org
732-957-1575

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. Cancellation of an event due to extraordinary weather conditions will result in a \$25 charge, deducted from your refund. Thank you.

IMPORTANT INFORMATION

<ul style="list-style-type: none"> Participants must be at least 18 years old with a valid drivers license. 	<ul style="list-style-type: none"> Snell 95 (or later) approved helmet is required. All cars must be muffled.
<ul style="list-style-type: none"> After-market window tinting is not allowed unless inspected and approved <i>prior to the event</i>. Please call for details. 	<ul style="list-style-type: none"> To maintain the New Jersey Chapter's status as a not-for-profit organization, all participants must be members of the NJ Chapter of the BMW CCA. If necessary, contact the National Office (1-800-878-9292 or www.bmwcca.org/) and sign up for a dual chapter membership in the New Jersey Chapter.
<ul style="list-style-type: none"> No SUV's, open cars or removable hardtops.(with or without a roll bar) 	
<ul style="list-style-type: none"> Equal driver / passenger seats and seat belts, and passenger-side mirror are required. 	



Classified Ads

Classified Editor Chet Marfatia

BMW's For Sale:

1981 BMW 733i VIN: WBAFF 3303B7 350980 Sapphire Blue/Parchment. Rare 6-Speed. Meticulous ground up body/mechanical restoration by top BMW professionals. No expense spared to achieve perfection. Over \$45,000 invested in past 3 years. Like new, fast, tight and stunning. The finest 733i available. E-mail Russ for photos and extensive restoration list. \$25,000 Firm. Call 908-782-2557: hoover1@rcn.com. (12/2003)

1985 BMW 735i CosmoBlue/Tan, 220k Hwy miles. Strong motor, Mobil 1, new alternator, new CAT, K&N filter, extra water pump, in-dash CD player, TRX w/new Avons, new Bilstein and springs all around, recent radiator, AC works, cruise doesn't. Automatic Trans has achieved perma neutral (ZF nirvana)! FREE to a good home (you tow). Good w/children. Mark at 973-335-0344 or mslaughter@aastra.com. (2/2004)

1986 BMW 535i VIN: WBADC 740XG 0963622 Black/black leather, 145k, 5-spd, 16" alloy wheels, includes the following new uninstalled Metric Mechanic parts; 270hp engine kit with bored and prepped block, performance chip, HiFlo ehaust, lightened flywheel, short shift kit, sway bars, perfect used dash. \$7,000 obo. Jim 732-237-2865, or JAMAL3@aol.com. (12/2003)

1987 BMW 325 4 door, 5- speed, S/R, rear spoiler, front window wind deflectors, Dunlop D60s, alloys, met. Gray. 152k. Timing belt, water pump, crank and camshaft seals, thermostat (cooling system flushed and bled) at 151k. The clutch is low - parts supplied. Hole in lower left fender (replacement fender supplied). Needs replacement rack and pinion. \$1,699. Bill Kane at 518-377-1722. (12/2003)

1988 BMW M5 This is a daily driver with tons of new parts including ECU, Radiator, Tires, Muffler, Water pump, Hoses, 4 Wheel Brakes (10k old), Drivers seat, Windshield, Driveshaft, Battery. Synthetics throughout, CD player, Conforti chip, Dinan cam gear. Pro-built. Priced to sell. Wade at 973-772-3429 ctrickle@optonline.net. (12/2003)

1988 BMW M3 VIN: WBSAK 0301J 2195213 Alpine / Black, 94k miles, completely rebuilt motor with all OEM parts <500 mi., All original bodywork and paint. No accidents. Too much to list - painstakingly maintained. Contact for all info. In excellent condition. \$17,500. Chet at 914-948-2884; cmarfatia@ambac.com. (2/2004)

1989 BMW 325ix VIN: WBAAZ 0309K 8139059 Black w/tan interior, 177k miles. 4 door, auto, heated seats, ac. One dent (small) on roof, some dings, good shape & mechani-

cally sound. \$5,500. Contact Anthony 973-701-9301. (12/2003)

1991 BMW 525i Alpine White II, Indigo leather, non-smoker, rare 5 speed, sunroof, power heated seats. Jim C Chip, Remus exhaust, 2nd Owner, no bodywork, a/c, alarm, cd, NJ Inspection until April 2005, 165k miles, includes four mounted Blizzak snows on factory alloy wheels, recent clutch. \$4,900. Call Charlie (eves) 908 439-3837 or email charlierr@mindspring.com. (12/2003)

1991 BMW 318is With front end damage parting out. Still available is: sunroof, white doors with power windows, driveshaft, new SS exhaust, several engine components, various exterior trim pieces, six BBS wheels with 195/60-14 Goodyear Eagle GA tires still containing lots of tread life. Call or email for parts availability and prices. Howie Kohn 518-346-0960 (E); 518-385-7945 (D); or email at hkohn@nycap.rr.com. (12/2003)

1994 BMW 740iL 104k miles, new factory engine at 19k. Oxford green/parchment lthr, auto, traction control, heated seats, sunroof, 6-CD changer, Non-smoker, always garaged, BMW maintained, Inspection 2 at 102k mi. Exc. condition w/original paint. \$ 10,750. Contact Shell at 973-838-6189 or shell-bon@optonline.net. (12/2003)

1995 BMW 540i VIN: WBAHE 5322S GA64338 Orient blue/parchment, 105k miles, 6-speed, Sport pkg, ASC+T, At 92k: Alusil block, Bilsteins, Eibach springs, strut bar. M3 mirrors, spoiler w/stop, clears, 18" M-Parallels (5) w/Dunlop SP9000s + originals w/Michelins, Sony in-dash + 10 CD changer, Mobil 1, never tracked, meticulously maintained. \$22,000. Jack: 609-203-1508; Jricher13@aol.com. (12/2003)

1995 BMW 540i VIN: WBAHE 5324S GA64227 Mauritius Blue w/Parchment, 90k mi. 6-spd, Euro M-suspension, wheels and Brembos, ASC+T, heated seats, sunroof, 6-cd changer, Mobil-1 since new, garaged, non-smoker, all maintenance records, extra wheels. \$15,000. Tim at 973-238-9301; tkirk@PCBSS.org. (2/2004)

1997 BMW M3 Sedan 97,000 miles, Black, loaded, Brembo brakes, Traction Control, recent upper engine rebuild, HK stereo, 6 CD changer. Perfect Condition. Well cared for. Needs nothing. Asking \$16,250. Contact James home office: 631-969-3391. (2/2004)

1997 BMW 318ti Black/black. 93.5k miles. California Edition, Sport Package, Limited Slip, Trip Computer, Alloy Wheels. One owner, in exceptional condition, never on the track. David Haueter in Roundel July 2001 said "Both the M3 and 911 offer good steering feedback, but the best steering feel I experi-

enced all day (besides the Ferrari) came from Morgan's 318ti Sport, which was used as our camera car." This is the car! \$11,000. Call Brian at 215-321-6208, or e-mail briansmorgan@comcast.net. (2/2004)

1998 BMW 750iL Silver/black, 54k miles, Mint Cond. V12, GPS/nav, sport and winter package, premium sound system, 6 cd changer, heated seats/steering wheel, custom wheels, factory tinted windows, built in radar detector and more. \$33,500. 973-326-8000. (12/2003)

1999 BMW 528i Auto, Titanium Silver/Black, 90K Miles, Harman Kardonn 6 CD Changer, clean in and out, well maintained, must sell fast, for various personal reasons, E-mail at www.sepsilva@yahoo.com. Asking \$21,000, call eves-732-247-1297. (12/2003)

1999 BMW M-Roadster VIN: WBSCX 9332X LC89291 Silver w/Black Leather, 20K miles, Showroom Mint condition, Harmon-Kardon sound, 6-disk CD changer, Never seen rain/snow, Garaged (average 23 hrs per day), Adult owned, Never smoked in, All Maintenance records, Located in NJ, \$28K. Scott 973-768-4139 or jsyeomans@yahoo.com. See pics at <http://bmw.eaph3.com/viewalbum.cgi>. (12/2003)

1999 BMW M3 Convertible Titanium silver w/gray leather & black top. Auto, 33k, CPO warranty thru March '05. Many options/accessories incl. HK w/6 disc changer, alarm, keyless entry, wind deflector, heated seats & OBC. Mint \$31,900 obo. Call at 973-697-5847 or e-mail at kenhawk@optonline.com. (2/2004)

1999 BMW M Coupe VIN: WBSCM 933XX LC61085 Silver w/Imola, red/black leather; 28k mi, excellent condtion, heated seats, cruise control, am/fm cassette, very fast. With the following performance upgrades: Dinan air intake and stage 4 chip, throttle body air flow meter, euro floating rotors, Koni coil over adj. Shocks, 3.73 rear, shirt shift kit, Dinan sway bars, stainless steel brakes, aluminum control arms, adj. Camber plates, HMS strut brace. Great handling - over \$10k in upgrades. Great for BMW club events or other track evets. A great buy at only \$28,000. Mort at 732-946-3159, Cell 732-616-6922 MW348@AOL.COM. (2/2004)

2000 BMW 528i VIN: WBADM 5342Y BY19932 Sports Premium, 5-speed, M-Multifunction steering wheel and shifter, Navigation System, 6-CD Changer, Universal Transmitter, Biarritz Blue. Includes (4) ContiSport 235/45R17 tires on factory BMW Cross Spoke Composite wheels and (4) Blizzak WS-50 225/60R15 on Tire Rack winter wheels. No smoke, no races, dealer serviced. \$23,500 973-296-3333 russelljal-



Classified Ads

Classified Editor Chet Marfatia

bert@msn.com. (2/2004)

2000 BMW M-roadster VIN: WBSCX 934XY LC93356 Dakar Yellow/Black, 5k miles, 5-speed. Excellent show room condition, must see (pictures available), garaged, low mileage, never in salt, only in rain half-dozen times, non-smoker, original owner. Includes yellow hardtop (\$1,900 option) and BMW ceiling-mounted lift assembly (\$511). In-dash CD. \$32,750. 973-618-0270 or mitchda@aol.com. (12/2003)

2000 BMW M Coupe VIN: WDSCM 9345 YLC61697 Titanium Silver / Gray-Black. Sunroof with sunshade, HK Sound, LeatherZ Mk1 Armrest, 21k miles, Garaged, Non smoker, No Track, always maintained. Excellent condition! \$27k. Rick at 973-331-1325 or e-mail number32@mindspring.com. (2/2004)

2003 BMW 330xi VIN: WBAEW 53463P G21027 Alpine White/Sand leather, Steptronic Auto, cold weather & premium package, H/K, non-smoker, full warranty, 16k miles, \$35,000 Rich: 732-968-8289 cimor@optonline.net. (12/2003)

2003 MINI Cooper S VIN: WMWRE 33483 TD58572 Jet Black/Black Leatherette, Mileage: 14,000, Price: \$20,500, 6-Spd Manual Transmission. Located in NJ. Sport Seats, Fog Lamps, 17 Wheels, DSC, Xenon w/headlamp power washers, Multifunction Steering Wheel, Dual-Pane Panoramic Sunroof, Automatic AC, OBC, Heated Washer Jets, Heated Mirrors, Heated Front Seats, Alarm System, Clean Title. For Information and/or pictures, please call 609-558-1007 or e-mail me at: soto_jairo@yahoo.com or visit: <http://www.bimmerfest.com/forums/showthread.php?t=43682>. (2/2004)

Parts or Cars Wanted:

CCA Historical Items Preserving the CCA history The Club Archive is looking for Oktoberfest or Chapter events trophies, shirts, pins, posters, wine glasses, dash plaques, grill badges, programs, or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Michael 864-250-0022 or e-mail at mmitchell@roundel.org

Parts For Sale:

5 Series Parts For Sale 4 oem alloy wheels - 5 bolt - 6Jx14 H2 (early 5 series). \$100. Bill at 518-377-1722. (12/2003)

Wheels and tires for E36 Four Kuhmo Victoracer tires on 15" alloy factory wheels, used for about six driving schools. Four Haapakalita snow tires, two on 15" tire rack steel wheels, two unmounted. Two additional 15" steel wheels. One Factory steel wheel

from spare. Howie Kohn 518-346-0960 (E); 518-385-7945 (D); email hkohn@nycap.rr.com. (12/2003)

Parts For Sale Harness bar for E30, allows use of stock seatbelts, paid \$100, will sell for \$50. 4 O.Z. racing wheels for E36 (fair shape, but round) with decent Bridgestone RE71 tires, \$150. Inquire to david.hellman@db.com. (12/2003)

Wheels & Tires for X5 Set of 4 OEM BMW Star Spoke Wheels style #58 (8.5x18) with Michelin Energy 255/55/18 tires with over 50% of the tread left. Great set of wheels to put snows on and save the Michelins for the summer. \$750 takes the package. Shipping extra if necessary. Call 973-326-2112 (9-5) or email - tбетlow@att.com. (12/2003)

Tires For Sale Four Pirelli MS Winter 190 tires (195/65 R14) for sale. Three are in very good condition with plenty of tread remaining. The fourth had a puncture but was repaired with a plug. Tires located in Queens. \$30 for all four. Paul 212-592-7507 (days). (12/2003)

E30 M3 Parts (4) Alpina Classic Wheels 16x8 (ET24) w/Yokohama 225-45zr A520 tires. Excellent condition - includes Alpina wood shiftknob & leather boot, \$2,000; (4) Panasport 15x8 forged racing wheels. Same as Firehawk racing M3's - great condition, \$800; Evo3 front/rear adjustable spoilers - rear painted Alpinel, \$1,400; Evo3 brake duct kit - ducts, inner ducts, undertray - painted Alpinel (new), \$450; Evo2 264-degree camshaft, \$475; M3 25mm brake master cylinder upgrade kit (new) - \$200; Solid brake caliper guide pins (new) - \$100. Chet @ 914-948-2884 or cmarfatia@ambac.com. (2/2004)

Wheels and tires 17" SSR Competition Rims & tires for any BMW M "3 or Z" Series cars from 1999 and up. They are perfect and only a few months old with mounted Kumho Victor Ecsta MX Tires (with only 300 miles since new). Also have a full set of Yokohama "R" series race tires with one day of AutoX usage. Both sets of tires are 245/45 for the front & 275/40 for the rear. I can send pictures or the rims and tires. This setup looks great on a Bimmer (8.5" Wide front rim, 9.5" Wide rear rim). Tires and Rims are located in Hillsborough, NJ. Call Allan @ 908-451-5911. (2/2004)

Winter tires 4 Pirelli 215x65x16 Winter 210 Performance mounted on factory OE wheels for E38 model. New condition. \$1,200. Call Tony 908-464-1276. (2/2004)

Wheels/snow tires for sale Four (4) Dunlop Winter Sport M2 snow tires (225/55HR16) mounted on AT Italia Type 5 16x7.5 alloy wheels used for two winter seasons on 2000 528iT, which was recently replaced with an

SUV. All four tires and wheels - \$300. Contact Bert Marchio @ 201-947-7774 x 5048 or e-mail at bert.marchio@alpha.com. (2/2004)

Bike carriers 528iT roof rack for sale: three (3) BMW rooftop bike carriers @ \$50; 2000 528iT roof rack @ \$50; all 3 carriers and roof rack for \$150. Contact Bert Marchio @ 201-947-7774 x 5048 or e-mail at bert.marchio@alpha.com. (2/2004)

Misc. Items For Sale Service Interval Reset Tool. Used to clear the "Oil Service" and "Inspection" lights on 1987 - 2000 BMW dashboard displays. Used twice. Purchased from Rocky Mountain Motorworks BMW catalog. \$30. Call Larry at 609-890-2963 or email at Martz911@optonline.net. (2/2004)

Wheels/Tires For Sale Four Sumitomo HTRZ II 235/45-17 tires, 1/2 worn, \$25 each. Four Pirelli Winter 210 Performance snows 215/60-15, used two winters, \$25 each. Five E34 15" BBS style basketweave wheels. Beautifully refinished including new rondel ctrs., \$275. Roy @ 908-472-3777: MDAR-ROY@aol.com. (2/2004)

Wheels for Sale 4 16 x 7.5 OEM Star Spoke Style 43 (w/2 rondel caps). Fits 99-02 E-46 318, 323, 325, 328 models. \$600 - will deliver to northern NJ/NYC metro area or monthly NJBMWCCA meeting. Contact Alan @ 201-659-3349 or aldekeuk@earthlink.net. (2/2004)

Parts For Sale 1) E-39, 530i Racing Dynamics Power Flow Kit \$150.00 replaces factory air box, new. 2) M5 style rear lip spoiler \$75.00 needs install tape, professionally painted Titanium Silver. 3) Wheels fit E39 '97-on Hamann HM3 set, wheels (5 spoke) and tires \$1,000. 4 - 8.5x17 on Yokohoma AVS ES100 tires 235/45R17 excellent, new condition about 10 miles. All above available for pick up in the Montvale, NJ area. Andrew 203-969-4203 or e-mail: andy.dietterle@glencore-us.com. (2/2004)

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, 2004

Wednesday, January 21

January monthly meeting at the Deutscher Club of Clark. Speaker Brian Morgan, racing Editor of the Roundel, will speak about BMW racing both pro and amateur, both past and future. This will be a great event. As always, Free German Food (with new expanded offerings, so don't eat dinner before the meeting)!

February, 2004

Saturday, February 14

RSVP deadline for the Annual Chapter Banquet on 2/21. Use the form inside and mail your check to Joanne today!

Monday, February 16

Registration for the April Lime Rock Driver School opens. Application on page 13 inside this issue! Follow the directions and mail early!

Wednesday, February 18

Monthly membership meeting at the Deutscher Club of Clark. Gary Bossert and Charles Karnati will tell you all about driving on the Nurburgring and how you can drive there too! Free food, probably enough for you to eat dinner!

Saturday, February 21

Annual Chapter Banquet at the Olde Mill Inn in Basking Ridge, site of last year's very successful banquet. Read all the details on the first page and fill in the RSVP form on page 7 by the RSVP deadline of 2/14!

March, 2004

Wednesday, March 17

Monthly membership meeting at JMK BMW in Springfield. As with all dealership meetings, this meeting will start at 7pm, one hour earlier than usual. Learn about tech topics, see cars on the lifts, and possibly win probable door prizes from JMK BMW.

April, 2004

Friday, April 23

Driver school at Lime Rock Park. Use the application on page 13 and submit it early after the registration period opens on 2/14. Fun!

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

Hotline: 908-322-2758

Newsletter of the NJ Chapter
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