



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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Chapter Members Attend Rolex 24 By Thom Rossi

It's winter and our first club driving event for the new year is still months away. So how are local chapter members supposed to scratch the motorsports itch? By joining in the fun of attending the

Rolex 24 at Daytona! This January, a baker's dozen local chapter members continued an annual tradition by joining together to attend the race and enjoy each other's com- **(Continued on Page 5)**



Newsletter of the NJ Chapter
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MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes should be sent to:

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

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

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 \$15.30 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 fbr2002@optonline.net.

President's Column

We're back from the Rolex 24 Hours of Daytona and what a great event it was. Okay, BMW cars didn't fare so well in the big race; I'll leave that reporting to someone who is better qualified to do so than me, Brian Morgan our Vice-President and Motorsports editor of the Roundel.

So what made it a great event? Here are some reasons why. Let's start with fact that there were 68 cars on the starting grid; 30 in the Daytona Prototypes alone. Much better than the 6 that started the race in 2003 and weren't around for the finish 24 hours later.

The Drivers. This year there were drivers from the IRL, NASCAR, and Champ Car, along with the regular competitors of the Grand-Am racing series. What kind of booster seat did Danica Patrick need to share a car with Rusty Wallace?

The Club Members. There were a few rookies that had joined the pilgrimage this year, hopefully to return in the future. They were well cared for by the veterans. I'm guessing along with the Del/Val members we saw, there were at least two dozen of us.

Daytona International Speedway. They've spent 55 million dollars to improve the facility for not only the competitors, but also for us the fans. It was nice to be invited to sit in the Gatorade Victory Lane when the winning team arrived. The only downside to their improvements is it took away from parking.

Larry Koch. The M Sports Manager from BMW NA was there with the new M cars that BMW is going to be making. Larry and his assistants were looking to get feedback from enthusiasts before the cars are finalized for the market. As exciting to me (I love vintage racing cars) was the display of the CSL cars that I had seen racing at the Glen in the 70's. Thanks for bringing them along.

Al Holbert's # 14 Lowenbrau Porsche 962. I know we are the BMW Club, but this was the car that won the first 24 Hours of Daytona I attended in 1987. My friend Chip Robinson was co-driving the car with Derek Bell and Al Unser Jr, with the master Al Holbert himself filling in as a relief driver.

Grand Am Cup. Former NJBMW CCA Driving Events Chairperson Don Salama won his event co-driving with Will Turner in the ST (Street Tuning) Grand-Am support race on Friday in a 330i. Also as exciting was seeing Chris Gleason and Bill Auberlen finish second from starting last in their GS (Grand Sports) class in their M3. Both cars are Turner sponsored.

Finally, the weather. Without a doubt, this was probably the best weather I've seen in all the years I've been attending this event. I'm sorry; I missed a couple of years in the 90's. This was the first time I didn't need to wear all the sweat-shirts I brought along to stay warm, nor did I need my rain gear.

Now that I'm back in the reality of the cold weather of NJ, it's time to get ready for the start of the driving season. The registration for the Shenandoah School of April 8-9 is now open. Shenandoah is the newest circuit in the Summit Point Motorsports Complex and has the carousel turn that is scaled down from the Nurburgring in Germany.

The circuit has come a long way since we first used it in 2004. The classroom is now open, some of the turns have been improved, safer run-off areas, curbing installed on turns and working bathroom facilities. It's a great track to start off the driving school season.

For those who are planning on attending the Schools at Summit Point, I have reserved a block of rooms at the Comfort Suites in Martinsburg for each of our events there this year for \$65 per night. It's a nice place to stay about 25 minutes from the track. Included in the cost of the room is breakfast. Not a bad deal. You can contact them at 304-263-8888 and tell them you're with the Club.

Next month's meeting at the Deutscher Club will be on Autocrossing. I'm impressed that the Autocross committee works like a well-oiled machine at their events; it will be an interesting program. I hope to see you there.

Neil Gambony

March 15th Meeting Autocross Program

The March monthly meeting topic will be "Everything you wanted to know about the chapter's autocross program." NJ Chapter autocrossing committee members will answer your questions, show some videos, and provide 'in car' stories, tips, and technical advice.

The meeting will be held on March 15 at 8:00 pm at the Deutscher Club.

See the "Download" section on the Chapter web site for driving directions.



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Now that the holidays are over, we're all busy getting our Bimmers ready for the upcoming driver school/race season. The first NJ Chapter event this year is a driver school at the new Shenandoah circuit of Summit Point Raceway on 8-9 April, which is a weekend! For those of you who have never tried Shenandoah, I highly recommend it. That is, I recommend it if you're not afraid of finding out how much you have yet to learn about driving.

Oh yeah, I almost forgot to mention that Philes' Forum is now in its twentieth year of publication!

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 criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include them 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].

Recent submitters of test data are Bimmerphiles Rich Dickerson, Nick Ferrant, NJ Chapter Club Racing godfather Ross Karlin, and Ken Nutter. Thanks, guys!

Nick recently purchased a 1990 325is with only 60,000 original miles on it! Nick's E30, which has the original catalytic converter installed, posted some of the best E30 emissions numbers I have ever seen. For example: NOx [oxides of Nitrogen] of 16 ppm [Limit = 1110 ppm]! Heck, 16 ppm is a good NOx number for a new Bimmer.

Continuing with the topic of cooling-system maintenance from the last Philes' Forum, I want to address pressure testing, combustion-leak testing, and fluorescent-dye testing. Many times I will suggest to e-mailers that one or more of these tests be performed in order to diagnose cooling-system maladies. It seems that many folks are not familiar with these tests.



Photo #1 Pressure Test Adapter Vic Lucariello, Sr.

The cooling-system pressure test is intended to locate internal or external coolant leaks. A hand pump is used to apply air pressure to the filled system via a special adapter that connects to the radiator-cap port. Photo #1 depicts the special adapter required for the european-style threaded radiator cap found on most Bimmers. The pressure tester then connects to the adapter. Photo #2 shows

the pressure tester in action. Photo #3 is a better shot of the tester, but the gauge is less visible.

Once the cooling system is pumped up to test pressure, the gauge on the tester should not decrease, thereby indicating a tight sys-



Photo #2 Pressure Tester in Action Vic Lucariello, Sr.

tem. If the pressure doesn't hold, then one must carefully examine the system to determine the location of the leak. Modern cars are known for having a plethora of coolant hoses, so sometimes patience, a lift or jack stands, and an inspection mirror are required. If the pressure doesn't hold and no external underhood leaks are evident, the errant coolant may be getting into the combustion chambers of the motor or leaking into the passenger compartment from a bad heater core. Combustion-chamber leaks [usually from a leaking head gasket or cracked cylinder head] can sometimes be pinpointed by removing the spark plugs and keeping the tester pumped up to test pressure for a half hour or so. Then the motor is cranked over and the spark-plug holes are observed for escaping coolant.



Photo #3 Better View of Pressure Test Vic Lucariello, Sr.

tem. If the pressure doesn't hold, then one must carefully examine the system to determine the location of the leak. Modern cars are known for having a plethora of coolant hoses, so sometimes patience, a lift or jack stands, and an inspection mirror are required.

The coolant could also be leaking into the crankcase. This is pretty easy to diagnose because the oil will usually have a milky, foam-like appearance to it.

Heater-core leaks can be identified sometimes by looking for coolant dripping from the air conditioner's condensate drain tubes. However, heater leaks usually produce a tell-tale oily film on the inside of the windshield. Moreover, such leaks usually cause an unmistakable coolant odor in the passenger compartment.

In cases of extremely slow leaks, a special fluorescent dye is added to the coolant and the car is driven for a week. Then the underhood area is examined with a blacklight in a darkened garage. I've yet to see the external coolant leak that can escape detection from this test!

Most cooling-system leaks involve coolant escaping. Sometimes, however, combustion gases escape into the coolant. Such leaks are due to failed head gaskets and cracked cylinder heads. Although one might expect to have coolant also leaking into the cylinders with this type of leak, it isn't always the case. Combustion pressures are maybe 100 times cooling-system pressures, so the leak can be a one-way affair.

Photo #4 depicts a combustion-leak tester in action. The tester contains a special liquid which reacts with combustion gases. The tester is placed in the radiator neck of the (Continued on page 5)

(Rolex - continued from page 1) pany on and off the track.

Our tickets gave us access to the garage area, allowing us to inspect the Daytona Prototypes and GT racing machinery before the race. We were able to see the cars in various states of assembly as the racing teams scrambled to get everything in order. These cars start off beautiful, but after 24 hours, those still left running really look like they've gone through the mill. This was also a great opportunity to meet BMW racing luminaries such as Boris Said and Bill Auberlen. Alfredo Galossi gets the local chapter award for being quickest to spot the many celebrity drivers and racing personalities scattered throughout the infield and at local restaurants.

The sound was incredible: being surrounded by 65 racers with engines screaming at top revs is a sensation never to be forgotten. While BMWs were not very competitive at this event, one M3 and one BMW powered prototype did finish the race: no small accomplishment. Porsche, on the other hand, was a dominating presence on and off the track. Even in the parking lot! The PCA had reserved a particular area for their members to park in, near the West Horseshoe section of the track, setting up a nice display of some beautifully cared for cars and sending out a signal that the Porsche crowd was there to cheer on the home team. Which gave all of us BMW fans an idea for next year. Now that would be one fun road trip. And who knows, with V8 powered M3's looming in the future the possibility of a podium finish for BMW would give us all something to root for.

Seeing the action up close got us all thinking more seriously about prepping for the DE and club racing season, which suddenly seems to be fast upon us. Thanks to club member Bob Isbitski for arranging the trek and getting us all organized. The only real improvement I can think of for next year is... participation by more club members! So keep your eyes on the chapter web site and join in the fun.

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Timing Belt Replacement \$350

Timing Belt Replacements	1984-1991	1992-1995	1996-1999
1. Timing Belt	\$200	\$200	\$200
2. Water Pump	\$150	\$150	\$150

Water Pump Replacements from \$320

Water Pump Replacements	1984-1991	1992-1995	1996-1999
1. Water Pump	\$200	\$200	\$200
2. Timing Belt	\$120	\$120	\$120

Please visit us online for a complete and up to date service list, company information, and additional contact information!
Thank you!

2006 Autocross Season Opener

Hoping for an early spring, we have scheduled our first autocross for April 9 at the PNC Arts Center. More events are planned, but at this time April 9 is the only confirmed date at the center. June 25 and September 24 have been reserved at the Commerce Bank Ballpark in Bridgewater. Keep your eyes on the website schedule for additions and changes.

March 15 is also noteworthy because that is the date of our gener-

al meeting, which will be all about autocrossing. Members of the autocross committee will be on hand for tech stuff, stories, and some video from events. One question going around can be answered now: Snell 1995 helmets will still be acceptable for this season, but plan on a new one for next year.

Elihu Savad

(Continued from page 4) running motor and cooling-system vapors are drawn through the tester by either engine vacuum or a hand vacuum pump. If there are combustion gases in the coolant,



Photo #4 Combustion Leak Tester Vic Lucariello, Sr.

the tester liquid changes color from blue to pink after a few minutes.

I recently diagnosed an intermittent overheat condition on an E34 525i with the M20 [single overhead cam, belt driven] six-cylinder. The car would be fine for a week and then

suddenly overheat. In fact, it overheated while on vacation in Florida, then was fine for the whole trip home yet overheated a week later. Go figure...

Anyhow, neither the pressure tester nor the combustion-leak tester found anything on this Bimmer. I actually repeated the pressure test with the cooling system in both the cold and hot conditions, and it was tight. How tight was it, you ask? Well, it was as tight as Al Drugos' wallet, that's how tight it was!

Finally I resorted to the old fluorescent dye trick, and sure enough, I found evidence of an intermittent head-gasket leak on the right-rear corner of the cylinder head. Case closed.

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. 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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Driver Schools: Betcha Can't Do Just One

I was first introduced to BMW CCA Driver's Education (Driver Schools) in 1996 by fellow BMW enthusiast Tim Bringham. Since then I've had the pleasure of tracking three different BMWs and an occasional interest has blossomed into a passion. In addition, the skills I've learned on the track have made my daily driving that much more enjoyable and safe. I was fortunate to have a friend like Tim who convinced me to give it a try and helped me prepare for my first few events. I would like to pass the favor on to as many readers of The Bulletin as possible, particularly those who have not yet given a Driver School (DS) a try.

Here is my argument for why you should try it: you'll love it! You already have a great car, and you will derive tremendous satisfaction and pleasure from the process of upgrading the most critical component—the driver. Furthermore, you'll be a safer street driver as a result of your participation.

The DS events focus on safety and learning at-speed driving techniques. Drivers at all levels of development and accomplishment will derive something positive from participating in a DS. Here's the skinny on how they are run.

The venues are closed circuit road race tracks. Meaning that these are held at race tracks with lots of turns and usually some hills, too. These tracks are different from the typical NASCAR venue where all turns are in a single direction on an oval. They are more like the kinds of tracks you might see in an American LeMans race. Our chapter uses Lime Rock Park as its home track. We also typically hold events at Summit Point in West Virginia. Our neighbors in Pennsylvania and New York host events at Pocono Raceway and Watkins Glenn. All of these tracks are within a few hours drive from most points in New Jersey. The use of a broad array of tracks keeps things interesting even for experienced drivers. Most of the tracks are located in family friendly areas, too.

Instruction is provided by highly qualified volunteers. Classroom instruction focuses on explaining driving techniques, track driving etiquette, flagging, and approaches to the particular track for the event. All students do also receive in-car instruction. That's right; these instructors are actually willing to sit in the car with you while you attempt to pilot your vehicle around the track in the shortest possible amount of time! The catch is that the instructor is absolutely to be obeyed at all times, because she/he has the experience to help you avoid problems and recover from them when necessary, without endangering yourself or your fellow students. Without the excellent volunteer instructors of the BMW CCA, there would be no DS program, so my sincere thanks to everyone who has put in the years of effort needed to build their skills to the point where they can provide this service to the rest of us.

Students come from all demographics: ages, income, genders, you name it. So don't feel shy about joining in: you'll

fit. I'm generally not a person who makes friends quickly, so I've often wondered why it is that I find it so easy to enjoy the company of my fellow students. I guess it's because we share a common interest in our cars and a desire to improve ourselves as drivers. Since special attention is paid to being courteous to other drivers on the track, maybe that helps make everyone feel more at ease, too. Drivers also quickly develop a shared vocabulary to share their ideas about how to best get around the track and this contributes to the sense of camaraderie and shared purpose. Also, people are unbelievably helpful when it comes to on-the-spot mechanical repairs. Over time, you will see the same people at multiple events and get to know and trust their driving styles. This is another special kind of bond the students share. By the way, students of similar ability are grouped together on the track and in class rooms. This helps keep the experience fun for everyone.

As far as equipment is concerned, all you really need to get started is a car in good mechanical condition and a safety helmet. There are specific requirements as to the standards your helmet must meet, so be sure to look into this before rushing out to buy one. Prior to going to a DS, you will receive a tech form. Use the form as your check list to go over all the critical mechanical components of your car. It is vitally important that you take personal responsibility to ensure that your car is in safe and sound mechanical condition. You and everyone else at the track will be counting on you. If you don't know a guibo from my cousin Guido, get some help from another club member or a friendly local BMW knowledgeable mechanic who will give the car an inspection and maybe give you a free education at the same time. Again, don't be shy. Lots of mechanics know that BMWs make great track toys and have a fondness for competitive driving. You'll be surprised how interested these guys can be in helping out.

Bringing a few simple things with you to an event will make it all the more enjoyable. Common wear parts such as brake pads are a must. Some basic tools are needed, too. Having a good check list of basic components to bring is highly desirable.

The BMW CCA DS program is one of the special features of our club that helps create "The Ultimate Drivers" for "The Ultimate Driving Machines" we own. I strongly recommend that you give it a try. But beware... trying to do just one DS is like trying to eat just one potato chip.

Thomas Rossi

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Board Meeting Minutes

NJ BMW CCA Board Meeting Minutes - January 5, 2006

Members Present: Al Drugos, Neil Gambony, John Csuri, Jerry Faber, Ross Karlin, Bob Isbitski, Warren Brown, Mark Derienzo, Brian Morgan, Bob Conway, Deb Kolar **Others Present:** Blake Smith, Dave Allaway, Paul Ngai, Vic Lucariello, Elihu Savad, David Finch, Jeff White **Members Absent:** none.

At 7:38 pm the meeting was called to order by President Neil Gambony at the Café Cucina. The reading of the minutes was waived.

Brian Morgan motioned and Bob Conway seconded re-appointing Ross Karlin and John Csuri as Members-at-Large. Motion carried.

Officers' Reports:

President Neil Gambony reported on the current BMW CCA membership drive. Prizes include a day at a performance driving school.

Howie Kohn from the Patroon Chapter has asked us to participate in their Pinewood Derby, modeled after ours.

Complimentary Roundel subscriptions are available that we can give to advertisers, etc. Dealerships already get copies. Ross suggested we give subscriptions to track managers. Please email Neil with any recipients by January 15.

Vice President Brian Morgan suggested David Haueter who writes comparison tests for Roundel as a possible speaker at a monthly membership meeting. Flemington BMW would like to host another meeting. Klaus is a possibility for the fall. Neil recommended that we get a racer. State Troopers, NMA and safety equipment are additional ideas. Ross suggested that we have dealerships host meetings that aren't tech nights, but have speakers, etc. Going to different locations accommodates club members living in various areas. Warren reported that there is no set rule for budgets for speakers. Please email Brian with any additional topics.

Alan Causing of Princeton BMW Mini provided prizes for the spring rally and is willing to provide prizes in the future.

Brian will follow-up with Klaus at the Deutscher Club regarding any meetings there. We need a minimum of five Deutscher Club memberships renewed in March.

NJ Bulletin Editor Jerry Faber will be creating the newsletter this weekend - please submit any articles. Jerry presented the new heading format for the Bulletin, which will be 12 pages. Jerry will provide the yearly publishing schedule to David Finch.

Treasurer Warren Brown presented the proposed budget for 2006, modeled on the 2005 expenses. Ross reported that there is money due the chapter from National for instructor training.

Member-at-Large and Driving School Chair John Csuri will work with Warren on the new driving school prices. The Board voted to reject the Fall Thursday Driving School date given by Lime Rock Park. We are open to Friday, Saturday or Monday dates.

Member-at-Large Ross Karlin said that this year our Summit Point Race will be a premier event with double points.

John Csuri, Blake Smith, Ross Karlin, Bjorn Zetterlund and Dave McIntyre will be attending the Driving Events Conference.

Autocross Chair Elihu Savad sent in the license for 2006 Autocrossing. Elihu is currently working on the 2006 schedule. There is the possibility of using an additional lot at the PNC Arts Center. There are three new members on the Autocross committee. An autocross school is planned for this year.

Driving Events Chair Bob Isbitski will continue to send out new member letters. We will continue the mentoring program for new driving school students. Bob would like to do a winery tour this year. David Finch will give Bob info on Teen Street Survival. This will be the last year for Snell 95 helmets.

Social Chair Al Drugos Arrangements are complete for the Banquet February 10 at the Grand Colonial. Neil gave Al the info on door prizes available from National.

Dealer Liaison David Finch reported that 18 dealerships have been split between the liaison team members - David, Paul and Art. David got promotional info from National that we can give to the dealerships and wants to include the Bulletin in the package. He also has advertising pricing. The liaison team's goals are to develop relationships with the dealerships that will bring benefits to our members and to grow our membership. Bob Isbitski suggested that we look into the boundaries of the New Jersey Chapter.

Member-at-Large Bob Conway stated that the new online registration system will be available for testing in approximately one week. Jeff White is the new registrar and will participate in the testing with Mark Derienzo and Bob Conway. We will need the system by the beginning of February for the Shenandoah Driving School. The application will be posted on the website by the end of January and included in the February Bulletin. Paul Ngai discussed the need to bring our website rates in line with other providers. The Board supports Paul moving forward with flexible web-pricing.

Announcements:

Neil thanked Jeff and his wife for running a fun and successful Whack Your Turkey Rally.

New Business:

Chief Instructor Blake Smith tentatively scheduled the Instructor seminar for February 25th or March 4th. Plans are for author Ross Bentley to present at the Grand Colonial. Suggestions for cost savings included contacting NA to see if they would like to host the seminar. Ross will investigate possibilities for funding. Warren presented a motion that we allocate \$6500 for this event. Al seconded. Motion carried.

Vic Lucariello has the library copies of the Chapter Roundels. Bob Conway stated that we also have old manuals. Issue - should these be retained or sold? Vic will send Mark an inventory and Mark will investigate the market for old Roundels.

Warren Brown reported that \$250 donations were made in memory of Dave McPherson and Joseph Kolar.

Old Business:

John Csuri presented two samples of NJ Chapter logos he had created which are in compliance with the national specification. No action was taken by the Board. He also noted that proofs of the new letterhead had been approved, and stationary has been ordered.

Future Board Meetings:

The next Board Meeting will be Wednesday February 8th at 7:30 pm at Alfonso's, 99-101 Main St. Somerville.

Bob Conway motioned to adjourn, Mark Derienzo seconded. The meeting was adjourned at 9:50 pm.

Submitted by Deborah Kolar, Secretary
NJ Chapter Board

2006 New Jersey Chapter BMW CCA Driver School Application

How to Apply

Apply online at our chapter website
www.njbmwcca.org

OR

This form may be used to apply for one event at a time. For multiple events you must print and fill out a separate form for each event.

A separate application is required for each student.

Submit the completed form, a copy of your membership card or Roundel label, and your check (made out to the NJ Chapter BMW CCA) to the event registrar listed for your event.

Applications may not be postmarked before the listed application period mail-in date. Use only regular first-class, stamped mail.

Check ONE event per application:

Date: April 8-9 (Sat-Sun) Shenandoah Circuit at Summit Point

Event: Driver School
Cost: \$350 per student
Event Chair: John Csuri
Event Registrar: Jeff White
Mail-in date: 2/6/06
 Open to all students

Date: April 21 (Fri) Lime Rock Park

Event: Driver School
Cost: \$275 per student
Event Chair: John Csuri
Event Registrar: Jeff White
Mail-in date: 2/6/06
 Open to all students

Date: June 12-13 (Mon-Tues) Lime Rock Park

Event: Club Race/Driver School
Cost: \$525 per student
Driver School Chair: John Csuri
Driver School Registrar: Jeff White
Mail-in date: 3/27/06
 Open to all students CAMPING AVAILABLE

Date: June 19-20 (Mon-Tues) Summit Point
Event: Advanced Driver School/ Instructor Training
Cost: \$350 per student
Event Chair: David Finch(ADS)/Blake Smith(ITS)
Event Registrar: David Finch(ADS)/Blake Smith(ITS)
REGISTER NOW!
 Open to students with documented Summit Point experience

Date: August 5-6 (Sat-Sun) Summit Point

Event: Club Race/Driver School
Cost: \$400 per student
Event Chair: John Csuri
Event Registrar: Jeff White
Mail-in date: 6/5/06
 Open to all students CAMPING AVAILABLE

Date: September 25 (Mon) Lime Rock Park

Event: Driver School
Cost: \$275 per student
Event Chair: John Csuri
Event Registrar: Jeff White
Mail-in date: 7/10/06
 Open to all students

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 this track? _____

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) _____

Contact Information

John Csuri
732-957-1575
csuri@njbmwcca.org

Jeff White
1 Howell Rd
Bridgewater, NJ 08807
908-685-7196
registrar@njbmwcca.org

David Finch
74 Butler Road
Asbury, NJ 08802
908-387-8888
opfligh@mindspring.com

Blake Smith
csmith@ptd.net

The Fine Print – Please Read Carefully

- **Cancellation Policy** - There is a \$25 cancellation fee up until seven days (one week) before the event. After that there are no refunds for cancellation. If an event is cancelled due to inclement weather, fees will be refunded minus a \$25 charge to cover our track deposit.
- Participants must be at least 18 years old with a valid driver's license.
- Long sleeve shirts and long pants required. Cotton or other natural fiber fabric is recommended.
- Snell 95 (or later) approved helmet is required. Neck collar or other neck protection recommended.
- After-market window tinting is not allowed unless inspected and approved by us, at least one week prior to the event. Please call for details.
- No convertible/open top cars, SUVs/SAVs or purpose-built (tubeframe, etc) racecars. A Spec Miata or similarly equipped vehicle is acceptable provided it has an SCCA approved full roll cage and bolted-on hard top.
- Equal driver/passenger seats and seatbelts, and passenger-side mirrors are required in ALL student cars.
- All cars must be muffled. Sound limit: 81 dB(a) at Lime Rock Park, 103 dB(a) at Summit Point.
- It is not possible for two students of the same level (run group) to share a car.
- For advanced schools, driving experience will be verified!



Classified Ads

Classified Editor Chet Marfatia

Ads Online

BMW's For Sale:

1995 BMW M3

VIN: WBSBF932XSEH05849

Boston Green/Champagne, Luxury Package, 103K, 5-Speed. New PO's, UUC Shifter, Borla exhaust, never tracked, all maintenance records. \$12,950. 973-257-9490 or masters3@optonline.net. (4/2006)

1997 BMW 540i 6-speed

VIN: WBADE5324VBV90578

"the best sports sedan in the world". 61,778 careful miles, never tracked, smoked or eaten in! Looks and drives like new car. For sale by mature owner who cannot justify keeping this rarely used but much loved car. Spare alloy rims mounted with barely used Blizzaks, original and virtually unmarked wheels with Potenza SO3s. Oxford Green with unmarked light tan leather interior and 6 CD player. Needs nothing. Not negotiable \$19,500. Princeton NJ area. 609-448-0065. (4/2006)

2001 BMW 330Ci Convertible

VIN: WBABS53481EV87287

Titanium Silver/Black 8K miles, sport, cold, xenon, Harmon, hardtop/cart, windscreen, rubber mats, battery tender (BMW), full 3M coating, alarm, Noah cover (new/box), Kleen wheels, all original books etc, mint condition, garaged, a collector, email for 50+ pix, \$32,000. 201-560-0022 or e-mail cvinci@optonline.net. (4/2006)

Parts For Sale:

Mounted Winter Tires For Sale

Put it this way, these Bridgestone Blizzak (235/45/17) tires, mounted on nice 5-star Mille Miglia MM11 Sport Wheels have two winter seasons of use on them, and they're not in new condition. I would definitely use them myself for another season, but I traded the car in. Anyway, the wheels have some rash and wear and are not perfectly round, but as I said; I would use them again. They will transform your 5 series BMW into a very acceptable winter car, and are actually fantastic in the rain. Best of all, I'm letting them go cheap! First \$500 takes them away, they're in Fort Lee, NJ. I can e-mail a photo. fastfranz@aol.com. (3/2006)

Exhaust For Sale

1995 M3 cat-back exhaust, lightly used in excellent condition. Nice upgrade for same vintage 325. New \$600.in BMP catalog. \$300 OBO. masters3@optonline.net or 973-257-9490. (3/2006)

Exhaust For Sale

1984 633CSi cat-back exhaust, resonator and muffler in great shape. \$200 OBO. masters3@optonline.net or 973-257-9490. (3/2006)

Rims/Misc. For Sale

4 wheels and caps from 1991 525i \$150, set of four 5 spoke wheels from 1991 525i \$250, 1978 3 series BMW shop manual \$100 (new), 525i Bentley Manual \$25, approx 75 back issues of Roundel \$100. Call Alan 908-672-8040. (4/2006)

Wheels for 740/50 series (E38)

Wheels (4) taken off '99 after less than 5,00 miles. They are in excellent condition and I have the original BMW center caps. Perfect replacement wheel for worn down, snow tire, or lease car. This size will fit many 3 and 5 series 16" applications. BMW PN# 1182277 8JX16H2 list \$435 each my price \$790 for all four- Inspection and/or pictures available. Call 201-934-3232 or myemailch@hotmail.com. (4/2006)

Wheels for Your Classic 3

Hard to find BBS 14" gold colored wheels with matching center caps and wrench. The wheels are in very good condition and mounted and balanced with Pirelli 195/65VR14 tires. Tires have plenty of tread left to dress up your 87-91 3 Series. All four wheels with tires for \$500. Inspection and/or pictures available. Call 201-934-3232 or e-mail at myemailch@hotmail.com. (4/2006)

Other Cars For Sale:

2004 Subaru WRX Sti

Silver, 18,500 miles, excellent condition, 6-speed manual, 2.5 liter four cylinder 300HP/300lbft, AWD, limited slip front and rear diffs and driver controlled center diff, four wheel Brembo brakes, fully maintained with all service records. Includes: 4 ASA KA3 wheels mounted with Pirelli snow tires, two sets of floor mats - carpeted and Weathertech, rally style mud flaps, and new in-the-box Brembo front and rear pads. \$26,000. Photos available. Phones:

860-482-4979 (w); 860-567-9020 (h) or e-mail at marc@browerorganschi.com. (3/2006)

1997 VW Passat GLX VR6 Wagon

106,000 miles. 5-speed manual, Black with Sahara Beige leather, heated seats, moon-roof, BBS alloys. Bilstein shocks w/Neuspeed springs and strut brace. Original owner, all service records/receipts since new. Serviced at double VW's recommendations. New battery, Kumho Ecsta tires, all-weather floor mats. Recently passed NJ inspection. No accidents, clean Carfax report. Pre-wired for V1. Everything works, needs nothing. Excellent mechanical and cosmetic condition. Pics available. \$5,500. Walt Selva at 848-702-3032 or e-mail vwpassatvr6@comcast.net. (4/2006)

To Place a Classified Ad: Any current BMW CCA member may place a non-commercial classified with NJBMWCCA. There is no charge for this service, and your ad will be printed in The New Jersey Bulletin and posted on our website (www.njbmwcca.org) for two months unless renewed or canceled. Note that we will remove names and phone numbers such that only an email address will be used for contact information on ads posted on our website. If an ad does not include an email address, it will not be posted and will be printed in the Bulletin only. To place an ad, please 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. Thank you!



The Chapter Visits Flemington BMW

The New Jersey Chapter gathered in January for its first meeting of 2006 at the impressive new Flemington BMW facility. Our host, Service Manager Mike Riccardi, gave us a tour of the huge building, taking us through the indoor service drop-off area, the showroom, the shop, the parts department, training rooms, and holding areas for new cars. There was dramatic auto art on the walls in every room, a great assortment of new BMWs to look at, and state-of-the-art equipment in the shop and the training area. Mike also showed us the wireless Internet equipped waiting area for service, right next to the shop where BMW accessories from watches to parts to clothing to scale models, etc., are available, all at discounts to Club members.

We then gathered in the cavernous shop, where Chapter tech guru Vic Lucariello and his team dispensed information and provided guided tours of the undersides of three members' cars that were up on lifts. We demolished the generous supply of sandwiches provided by Flemington BMW, and tried not to drop anything on the beyond clean shop floor; and a few of us took home some very nice door prizes.

Mike promises to have the Chapter back soon. Make sure you don't miss the next meeting, and meanwhile, if you're on Route 202 in Flemington, drop in just to check out the dealership. The Chapter thanks Mike and his team for hosting us, and we look forward to returning.

Brian Morgan

NJ Chapter Calendar March, 2006

Wednesday, March 15

Monthly meeting at the Deutscher club. Autocross committee will present and discuss the 2006 Autocross Program.

April, 2006

Saturday, April 9

Driver School on Shenandoah circuit at Summit Point.

Wednesday, April 19

Monthly meeting at Morristown BMW. Stay tuned.

Wednesday, April 21

Driver School at Lime Rock Park.

May, 2006

Wednesday, May 17

Monthly membership meeting at the Deutscher club. Mike Lenhardt presentation on BMW scale models.



@ Flemington BMW

Photo by: Colin Vozeh



Ice Bar

Photo by: Jerry Faber

Club Banquet at Grand Colonial

Social Chairman, Al Drugos started the 2006 Social Calendar with a "Grand" Party at the Grand Colonial Restaurant in Perryville, NJ. The Gala Event was attended by approximately 70 Club Members. The event started at 7:00pm at the Ice Bar. Al had sculptured ice letters, which rose out of the ice bar two feet high, -N J B M W. LED lamps placed under the letters created a really cool effect, which went through an array of colors. The hors d'oeuvres were excellent and the servers kept them coming.

The Buffet started sharply at 8:00. The menu included filet mignon, salmon, organic chicken and several different salads.

Driving Chairman, Bob Ibtski presented the Awards for the 2005 season. The Dealer Liaison committee was busy all

week collecting items from BMW Bikes, leather jacket, watches, mugs, clothing, and a BMW Skate Board. Our Dealers were extremely generous, almost everyone left with something. Special thanks go to Hunterdon BMW, JMK BMW, Flemington BMW, Morristown BMW, Open Road BMW, Paul Miller BMW, Prestige BMW, Turner Motorsports, UUC Motorwerks, and CCA National.

David Finch was presented a beautiful BMW watch and newly elected President, Neil Gambony, talked about upcoming events for the year. I think Al has found his niche. He did a great job negotiating the price and the menu. Everyone had a great time. The bike was the last item raffled, Peggy Finch was exuberant in her quest to win the bike but had to settle for a clutch stop, she kept asking everyone "what the heck is a clutch stop".

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2006 BMW 750



2006 BMW M5

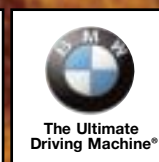
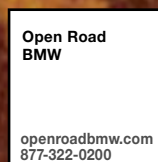


2006 BMW 650



2006 BMW 525

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