



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
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## Street Survival



Photos by Keith Silverman



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Newsletter of the NJ Chapter  
BMW Car Club of America  
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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](mailto:fbr2002@optonline.net).

# President's Line

In case you were wondering or perhaps you didn't even notice, I have changed the title of my column from the President's Corner to the President's Line. No big deal, it came from looking through the Newsletters that I receive from around the country where I have noticed there are a few chapters using the "President's Corner" for their president's columns. I arrived at the term "The President's Line" from my own track experience of entering, hitting the apex, and exiting a corner. It may not always be the right line; it's just the one that I have chosen.

Now I need to clear up something to those who have seen me leave the last few track events with a Lightweight M3. No I haven't traded in the Red Devil for the Lightweight, a fabulous car when running. For those not familiar with the Red Devil, that is the 1987 325 IS I have been using for our DE events. I bought the car from a college student who basically painted the whole car red except the glass, which was dark tinted and had to be scraped off to comply with the chapter's tech rules for use at the track events. A great car to learn in that is still street legal.

I decided to trailer the Red Devil for 3 reasons. First is that I've installed stiffer springs than you would like for a couple hundred-mile ride. The second is for peace of mind. Yes I'm using a car that is close to 20 years old for driving on the track. I've changed a lot of the components on the car but there are still some parts that are original.

The third reason is the tow vehicle. My tow vehicle is like having a home away from home. CD player, A/C, leather seats, cup holders, room for all my stuff, what more could you ask for. Those were the comfort features that I removed from the Red Devil, except for the cup holders, which it never had. Being able to just leave the car at the track and commuting back to the hotel, possibly with 5 people is a great convenience.

About the Lightweight, it's still owned by David and Peggy Finch. I had offered them the use of the trailer when they were sidelined with minor problems that made the car undrivable for the journey home. After strapping the

Lightweight down to the trailer, Peggy drives the Red Devil back for me. It's a great way to clean off the rubber chunks that accumulate on my street tires that I use for a wet track. She has probably driven the Red Devil as much I have on the street; I wonder if I should call my insurance agent and have her added to my policy.

There are some great Club events coming up in July. There is an Autocross School on the 9th at the Commerce Bank Ballpark in Bridgewater that Dave Ngo is in charge of. There's also an Autocross event on the 23rd at the Commerce Bank Ballpark in the Red lot.

Sunday the 16th is date of the Summer Rally that Rallymasters Jon Trudel and Doug Humphrey put together for our enjoyment. It starts near Liberty Corner in Bernards Township and ends up at the other Club event of the day, the Annual Picnic in Asbury. Registration is separate for both events and the information is available on the website. You don't need to run the Rally to attend the Picnic.

Circle BMW in Eatontown will be hosting the club meeting at their new facility on the 19th. Their program for the evening will be on maintaining your BMW. Expect the usual goodies when we visit BMW Dealerships.

Oktoberfest starts on the 23rd in Grand Rapids, Michigan. The featured model this year is the 6 series. You can drive to Grand Rapids in about 12 hours from NJ; ask me how I know.

Looking ahead to August 5-6, there will be a combined Driving School and Club Race at Summit Point in West Virginia, similar to the event that was at Lime Rock in June. It's a weekend event, so you shouldn't have to miss any work. You can use the on-line registration for this event. If you're staying at the Comfort Suites, you should make your reservation by the 21st. Well, it's time for my next chore, renewing the registration on the Red Devil.

Neil Gambony

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## Club Picnic July 16th

The Club picnic will be held at the Finch farm in beautiful Hunterdon county. Big Al has promised a picnic to remember. Great food, entertainment, and friends to be had. Save the date. Note: the Summer Road Rally's finish point is at the picnic.

FINCH FARM  
74 Butler Road  
Asbury, NJ 08802

Directions at [www.njbmwcca.org](http://www.njbmwcca.org)

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## Circle BMW July 19th

Our hosts at Circle BMW will focus on every Bimmerphile's big question: What is the "right" way to maintain the modern and classic BMW. Issues like "15,000 mile" services and "lifetime" fluids will be discussed, as will common failures and what to look out for. Please join us at 7:30pm on July 19th. The dealership is located at 500 Highway 36 East in Eatontown, NJ (right off of exit 105 GSP). For directions, visit their website at: [www.circlebmw.com](http://www.circlebmw.com).

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Mary Ann Distefano  
Principal

Cathy Patla, Ed.D.  
Supervisor of Instruction

June 29, 2006

Dr. Ross Karlin  
New Jersey Chapter BMW Car Club  
P.O. Box 2305  
Westfield, New Jersey 07090

Dear Dr. Karlin:


I would like to take this opportunity to say thank you twice. The first is for having our students at the Lime Rock car race and the second is for the donation of \$3,500.00.

Our students enjoyed activities at Lime Rock that they talked about for days after the trip. Being able to ride in the cars was an experience that thrilled them (and the chaperones). Please extend our appreciation to the rest of the Club members who made the day so special for our students.

The continued generosity of the Club members through the donation that we received is greatly appreciated. The funds will be used to assist in the development of a Pre-Employment Training Skills (P.E.T.S.) program while will enable our students to learn specific skills that can be transferred to the workplace.

Again, thank you for the Club's generosity and interest in our students. Please consider this an open invitation to you and any other Club members to visit our program and witness first hand our students in their learning environment.

Sincerely,

  
Mary Ann Distefano  
Principal

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# A Rookie's Tale of Club Racing

By Thom Rossi

As I listened to the other racers talk at the driver's meeting on Sunday night prior to the NJ Chapter's season opener at Lime Rock Park, it occurred to me that everyone had racing stories to tell except for me! The race marked my first event as a rookie in the BMW CCA club racing program, and now I too have a racing story to tell.

I decided around this time last year that I'd give the club racing program a try. Since then, it's been a busy year of preparing myself and my car for my first race. It takes some effort to prepare for the program, but that is part of the fun! As with other BMW CCA driving activities, the primary emphasis is on safety.

This time last year, I'd been participating in BMW CCA driver schools for about 4 years and was just on the verge of moving from the intermediate driving group into the advanced group. I had also purchased a dedicated track car: a 1989 325is with an SCCA log book and one race in the ITS class. My goals for the balance of that year were to get some seat time in my new car and make improvements as needed for safety and reliability. I also established a goal of preparing myself for racing through additional driving schools and in particular by participating in the BMW CCA club racing school and to obtain my rookie license. I shared my aspiration to become a racer with our chief driving instructor, Blake Smith, and he was kind enough to provide encouragement and coaching along the way and to see to it that the instructors I have been paired with since then have all been experienced racers who have been very generous with their time and advice. It also helps to have a mentor currently in the racing program and I'd like to thank a few people for encouraging and advising me along the way: Alfredo Galossi who was a very successful rookie last year, John Allen from the Del Val chapter who is a highly talented driver competing in the KP class, and Phil Eiseman, also of the Del Val chapter who competes strongly in the IP class.

I'm not really what you would call a budget minded person, so I just made a ball park estimate of what it would cost to get started and forged ahead. I made the decision to compete in the KP class (non-M3 e30s are abundant and inexpensive) to keep costs down and to allow me to learn race craft in a car that is known for its balance and handling, but requires development of driver skill to make up for lack of horsepower. Even so, be forewarned that the words "racing" and "low cost" probably do not belong in the same sentence. I grossly underestimated the cost for equipment not directly part of the car. I economized by buying an open trailer. But the cost for the safety gear needed to start the program (and not generally required for driving schools) is not trivial. These costs include racing suit, fire retardant underwear, shoes, gloves, and a Hans device. By-the-way, I was happy to spend the money on those safety items, so this is not a

complaint. Then, there are other ancillary costs such as more expense for replacement of common wear parts due to the added stresses placed on your car during racing conditions, extra sets of wheels and tires, etc. Driver skill development is also a priority, so I've taken on more expense for driving schools than I would have in past seasons. If you are thinking about starting club racing and budgets are important to you, you should take all of these factors into account before starting.

All of this led to my first racing experience on June 12 and 13. My goals for the first race were conservative: stay clean by not bumping into anyone else (in BMW CCA racing, car-to-car contact is strictly prohibited); get my car's first annual tech and BMW CCA log book; finish the race; have fun! I met those goals. It was a busy few days between practice runs, qualifying runs and actual race time. In racing conditions you are constantly busy on the track, the driving is intense, and since passing is allowed anywhere and anytime, there's lots of exploration of new lines! Traffic awareness and uninterrupted concentration are the keys to survival and safety.

Of course, there's a big difference between goals and inner hopes. My inner hope was that I would come out strong in my rookie debut and be very competitive in my class. In the first race, I placed second out of a field of four KP entrants, one of whom spun off track and didn't finish. In the second race, I came in last overall. I spent the first half of the race trying to catch another KP car and one of the JS cars, both of whom were running just ahead of me but were slower through big bend and the esses. I almost got them, then my concentration slipped on the downhill turn onto the front straight. Things got very interesting for a moment, and just when I was thinking "I wonder how many times I'm going to roll", I realized I had caught the car and was back in the race. But by that time I had fallen behind the two cars I was chasing by about a quarter of a lap and there was not enough time left in the race to catch up.

I always thought I was pushing myself and my car pretty close to the limit in driving schools. Not so! I've found that part of the thrill of being in a race is that it forces me to dip into reserves I didn't know I had in a quest to shave off a little time from each lap. Judging from my lap times, I'll have to work hard to find new reserves and get into the thick of the KP competition.

Now, in addition to having my own racing story, I have set some new goals. I need to complete one more event cleanly in order to move from my rookie license to my full BMW CCA racing license. And then my inner hope of being more competitive becomes my goal. It should be easy. After all, I only have two things to improve now: my driving and my car!

# Classified Ads

Classified Editor Chet Marfatia

Ads Online

## BMW's For Sale:

### 1994 BMW 530i

Mechanically perfect, interior excellent, V8, automatic with sport, heated seats, sunroof, CD changer, Green, tan interior. 80,000 miles. All original/stock. \$9,500. tomc@coyne-net.com or 973-216-3052. (Morristown area) (6/2006)

### 2000 BMW 323i

VIN: WBAAM334XYCD64896

Dark Blue metallic with light grey leather interior, 105,000 miles, meticulously maintained highway commuter car, recent brake job, Manual 5 speed transmission, power sun roof, power seats with memory, cold weather, sport & luxury packages, Bose premium sound wit CD, 85% on 17" Conti tires. This car runs like a dream but new toy forces sale! Recent Car Fax vehicle history report as well as photos can be provided upon request! Asking 13,500. Denise or Abe @ flitzi@optonline.net or 732 762 6223. (6/2006)

### 2001 BMW 330Ci Cabriolet

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. (6/2006)

### 2000 BMW M5

27k miles. ULTRA CLEAN! Never raced, driven only for pleasure. Always garaged, seen rain under 10 times in 6 years. Non-smoker. Paint is clean, seats and steering wheel are like new. All maintenance is up to date. \$9,000 worth of tasteful upgrades: 19inch BBS "LM" 2 piece wheels (Stock 18inch wheels also included). Full AC Schnitzer suspension including shocks, springs and swaybars. Newly released Supersprint race mufflers. Avus Blue w/ solid black interior/Titanium trim. Asking \$46k. Email: swdnj@aol.com for pics & other info. (6/2006)

### 1987 BMW 5328e

Nice, solid 1987 528e. Dark grey, black leatherette. Body excellent, chassis has 160k. Engine had valves done at 148k, auto tranny replaced at 80k. Newish exhaust, new brakes all around, new gas tank. I've had the car for about 15k, well maintained, oil change every 3000. I want a 3 Series, will take \$3,250 for this. Edward Poplawski 917 327 2233 or e-mail at edpop@comcast.net (7/2006)

### 2000 BMW 528i Automatic

VIN: WBADM6340YGU21532

Biarritz Blue, Tan leather interior, Only 85K miles, 6 CD player, ABS, xenon, alarm, sunroof, fog lights, memory/power seats, garaged, clean, priced to sell. \$14,900. 908 247 0324 or email at ob 2000@comcast.net. (7/2006)

### 2004 BMW K1200RS

Special edition Orient Blue/ Alpine White. Features 4 cylinder FI engine (130hp), 6 speed, power assisted Integral ABS, electronic cruise control, heated handgrips, hard bags and luggage rack, low or comfort bar mounts, clear signal lenses, 5.5" wide rear wheel, carbon fiber tank protector, accessory socket. Has adjustable seat, foot pegs, levers, handlebars and windshield. Always garaged and dealer serviced with less than 6k miles. BMW warranty until 12/07 or 36k. Asking \$11,750. Call Bob at 908 362 5669 or email to jutzmatz@worldnet.att.net. (7/2006)

## Parts For Sale:

### Wheels for MINI Cooper/Cooper S

Four ASA LW5 with Dunlop M3 winter run-flats. All of the wheels are in good condition. Rims are 16x17.5 and tires are 195/55R16. Pictures and in-depth description can be found at <http://www.cardomain.com/ride/766702/5>. \$450 takes all four. Call 732-406-0498 or email frank\_dimatteo@verizon.net. (6/2006)

### Wheels For Sale

4 winter wheels (w/run flat Blizzaks 225/45 91H) sport edition rims. Used one winter, 2k miles, from my '06 325i. \$600. New were \$1,100. Jim at 973 714 0583 or e mail sales@plastinetics.com. (7/2006)

## Other Cars For Sale:

### 1987 Porsche 911 Targa

Venetian blue/black, 73k miles, garaged, restored top, 16inch Fuchs, 6 CD changer, sport seats, limited slip, engine stock, new rotors, new tires, lowered, rolled fenders, improved suspension, harness bar, belts, fire extinguisher, well sorted for DE, autocross, concours, detailed, \$24,500, Very Sharp. John Lamont, Chatham, NJ, Call 201-213-6031, or e-mail at john.lamont@optonline.net. (6/2006)

### 1976 Porsche 911S

A nice red narrow body sunroof coupe with a whaletail / front chin spoiler and a clean black /tan interior. Strong 2.7 engine (138k) with recent turn-up and valve adjustment. Shifts fine but there is no stinking A/C or power windows. Just a fun ride on new tires and Koni shocks. Sunday driver or a potential DE build-up. \$12,400 and it's your. E-mail g.shemaka@att.net or call 908-901-8302. (6/2006)

### 1974 Austin Mini

VIN# XA2S1NU110782A

Heavily modified. Too much to list/explain. British Racing Green. Mileage ? Fair/good condition. Very fast. Great track or restoration. Has been road registered (QQ) for last 5 years. \$10,000. tomc@coyne-net.com or 973-216-5042. (6/2206)

### 1979 Datsun 280ZX

Fuel inj,5 speed, no cat, one owner. New \$5,000 paint job. 77k org miles, some rust underneath. Pix avail. Best offer over \$3,800. Garaged most of its life. Contact Jim at 973 714 0583 or e mail sales@plastinetics.com. (7/2006)

### 2004 Subaru WRX Sti

Silver 24,000 miles. Mounted snow tires Subaru stereo system installed (car did not come with it). No dents, no rust, always garaged, transferable extended warranty 6 years or 100,000 miles. Asking \$ 27,000 firm. 914-478 1946 or e-mail at amsiess@msn.com. (7/2006)

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## NJ Chapter Calendar

### July, 2006

Sunday, July 16

Club picnic at the Finch farm. Always a fun time.

Sunday, July 16

Summer Road Rally. See website for details.

Wednesday, July 19

Monthly membership meeting at Circle BMW in Shrewsbury. Program focuses on "What is the 'right' way to maintain the modern and classic BMW?"

Sunday, July 23

Autocross at Commerce Bank Ballpark in Bridgewater, NJ.

### August, 2006

Wednesday, August 19

Monthly membership meeting at the Deutscher club. David Haueter will share his experiences as an automotive and racing writer and photographer.

Saturday-Sunday, August 5, 6

Club Race/Driver School at Summit Point, WV. See website for details.

Sunday, August 20

Autocross at PNC Arts Center in Holdel.

### September, 2006

Wednesday, September 20

Monthly membership meeting at Flemington BMW. The Chapter returns to Flemington BMW for a technical presentation from BMW NA.

Monday, September 25

Driver School at Lime Rock Park, CT. See website for details.

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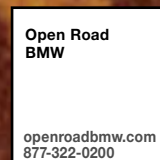


2006 BMW 650



2006 BMW 525

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