



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
July 2007

<http://www.njbmwcca.org>

Volume 38 Number 7

Annual Trek to BMW NA



Newsletter of the NJ Chapter
BMW Car Club of America
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President's Line

It's July, the year is half over, and the Fourth of July has come and gone. Were you able to make the holiday a 5-day weekend or even better, a 9-day weekend? Did you attend the American LeMans Series Race at Lime Rock Park or head to the Jersey shore?

To recap what the Club has done so far this year, there was the Banquet, the Advanced Driving School, the Lime Rock Driving School/Club Race, three Autocross events, an Autocross school, The Street Survival™ School for teen drivers, plus our monthly meetings.

What's coming up? The Picnic, the Summer Rally, the Summit Point Driving School/ Club Race, the Shenandoah Driving School, several more Autocrosses, and of course the Whack Your Turkey Rally. Don't forget, there are still more monthly meetings to attend. On the National level, there is the Octoberfest, being held in Ft. Worth, Texas, September 30 -October 5.

June was a busy month for club events. First up was the Lime Rock Driving School and Club race, which was held on June 4-5. It always seems to rain on our driving schools in 2007, not a bad thing for students to learn in, but not that great for the racers. The No-Name Straight was temporarily renamed the "No-Name Lake". That was Monday, Tuesday the sun came out from behind the clouds and made the track a completely different circuit.

Now, I enjoy a wet track, having a low-power car gives me the advantage on the more powerful ones, an advantage I lost on a dry and sunny track. Being dry and sunny also allowed more of the racers to participate in the event, and cut down on the number of incidents that occurred while the track was wet.

As has been the tradition of the Lime Rock Driving School and Club Race the last 10 years, the event once again benefited the Westlake School in Westfield, NJ. Contributions to the school in the past have enabled them to purchase equipment for the training of students for job placements and provided scholarships for students unable to participate in summer programs. It was a thrill for me to wave the flags to the lucky few Westlake School students in attendance that were able to ride in some of the Club Race cars around the track.

In my column last month I had thanked the students and the racers who had participated in the past but inadvertently neglected to mention the sponsors that had also contributed to the cause. This year was no different with several sponsors stepping up to help out. The sponsors for the event were Difeo BMW, Paul Miller BMW, JMK BMW and UUC Motorwerks. Not only did they help out

financially, they also provided many fabulous door prizes that were given out at the well-attended Banquet held at the Wake Robin Inn.

Paul Miller and JMK BMW had even provided cars that Club Race Chairman David McIntyre used to pace the races. The next time you are dealing with any of these sponsors please let them know you are a Club member and thank them for their generosity towards our event.

June is also the time when BMW North America opens their door to Club members. The meeting held on June 15 was well attended with plenty of standing room for late arrivals. Yes, there were a few questions that couldn't be answered, we were expecting that. We'll have to be cleverer how we ask the questions next year.

We finally had a sold out event for 2007-the Street Survival™ School for teen drivers, held June 17th. There are many people to thank for this event; I don't know where to start. David Finch had brought his car hauler or "chuck wagon" full of enough food and refreshments to feed the students, parents, instructors, and volunteers who were in attendance. Big Al Drugos pitched in as well as Club Racer Alfredo Galossi in cooking lunch. Thanks to the many instructors, some that were doing double duty having more than one student.

I had given the "fifteen seconds of fame" of the TV interview to David Ngo who has been our chief instructor for all of our previous schools. He certainly was better qualified than I to answer all of the questions regarding the event. David was helped by many of the Autocross committee members in putting the course together.

We had sponsors for this event as well, Highpoint Insurance and UUC Motorwerks. Highpoint is certainly of the belief that an educated driver is a better driver. Thanks go to the Middlesex Water Company for providing the water we used for the skid pads. Last year we used 11,000 gallons, this year they didn't bother to measure the usage.

July is also a busy month. The Summer Rally and Club Picnic are being held on Sunday the 15th. Information on both events can be found on the website. The monthly meeting will be at Paul Miller BMW in Wayne on the 25th. We will be at Summit Point for another Driving School and Club Race event on the 28th -29th. If you were not able to get accepted into that event, we will back in Summit Point to use the Shenandoah Circuit on the 22-23 of September, a Saturday and Sunday event. I'll see you somewhere eventually.

Neil Gambony

Welcome New Members

David Azenheimer
Harvey Banner
William / Anthony Bottino
Michael Candidio
Fred Caraballo
Charles Christophe
Gregory / James Cordasco
Dominick Dellegrazie
Bill Dunn
Allen Feryus
Trevor Fischbach
Wendie Fischbach
Randall Foss
Fred Friedman

Max Gatof
Mark Gatof
Marse Gatof
Christopher Geary
Michael Geering
Susan Geering
William Gosser
Stoyan / Ivanov Grigorov
Michaela Hall
Jeffrey Hall
Yi He
Mark Hulbrock
Mark Kahn
Jeremy Kahn

Sandhya Kedlaya
Vladimir Kravets
Frederick Krom
VisweswaraRao Kurmala
Kenneth Lang
Kin Lee
Raymond Lee
Robert Masci
Stephen Mazzarella
Brian McCormack
Susan McCormack
Casey McCormack
Bhaskar Nair
Omar Padrino

Jamie / Joseph Passalacqua
Barbara Pearson
Yuriy Petridi
W John Phillips
Maria Pivrotto
Eugenia Rand
Wilma Rodriguez
Anne Saporito
Charles Saporito
Jeffrey / Michael Sasmor
Evelyn / Sandra Sasmor
Larry Schachter
Philip Schirripa



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! I hope all of you are enjoying the summer season. Given that summer temperatures exacerbate any cooling-system problems, I thought I'd address a very common problem on later-model Bimmers - the infamous "E-Stats".

I still wish to receive copies of your NJMVC 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 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].

For many years, automotive thermostats have regulated coolant temperature by controlling coolant flow through the radiator. The simplest thermostats, which are installed between the engine-coolant discharge and the radiator, sense the temperature of the coolant and remain closed until it reaches a preset temperature. At this point the thermostat begins to open and admit some coolant to the radiator to be cooled. As coolant temperature continues to climb, the thermostat passes proportionally more coolant to the radiator until the thermostat is fully open. Crude but effective....

More sophisticated, yet still strictly mechanical thermostats, such as found on earlier Bimmers, actually do two things: In addition to regulating the flow of coolant to the radiator, the thermostat simultaneously regulates the amount of coolant recirculated through the motor. So when the thermostat is "closed", all the coolant is recirculated [i.e.: none sent to the radiator]. When the thermostat is fully "open", all the coolant is sent to the radiator and none is recirculated. Pretty cool....

Still more sophisticated are the electric-assist thermostats ["E-Stats"] found on later-model Bimmers. [E-Stats are found on mid-'90s and newer Bimmers, depending upon the car model.] An E-Stat has, in addition to a conventional mechanical coolant-temperature sensor, an electric-heating element. When electric current is sent through the heating element, the E-Stat is "fooled" into opening at a lower coolant temperature than it would without the electric assist. This feature allows the engine-management computer to vary coolant temperature in order to optimize emissions, performance, and fuel consumption. Waayy cool....But....



Photo #1 E-Stat Photo by Vic Lucariello, Sr.

Photo #1 depicts the E-Stat assembly on a 2001 530i. [By assembly I mean that the E-Stat comes as part of the

"plastic" thermostat housing. On earlier Bimmers, the thermostat and housing are separate pieces.] Photo #2 is a closer shot showing coolant leaking from where the heating-element wires penetrate the housing. This is very common, and in extreme cases the coolant can migrate through the wiring harness and actually reach and sometimes ruin the engine-management computer! This is definitely not cool!



Photo #2 Leak Photo by Vic Lucariello, Sr.

So inspect carefully your E-Stat for any signs of coolant leakage. With incipient leakage, you will see deposits left behind by evaporating coolant. This is the point at which you need to change the thermostat/housing assembly. It's probably also a good time to give your cooling system a good flush, where the engine-block-drain plug[s] are removed as part of the process. Then refill the system with a 50/50 mixture of BMW coolant and distilled water.

Photo #3 shows the business end of the thermostat depicted in Photos #1 and #2. This E-Stat exhibits another failure these puppies are known for: The "plastic" supports for the thermostat break. [Depending upon the car model, some E-Stats have a metal housing so there are no plastic supports to break.] The result is a quickly-overheating motor. Believe me, sophisticated modern all-alloy motors do not tolerate overheating as well as did their cast-iron monster forbears. Warped, cracked cylinder heads and even ruined engine blocks are not uncommon when an alloy motor sustains a severe overheat.



Photo #3 Plastic Supports Photo by Vic Lucariello, Sr.

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.

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

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New Jersey Chapter of the BMW CCA Board Meeting May 9, 2007

Board members present: Neil Gambony, Ross Karlin, David Hirschhorn, Barry Stevens, David Finch, Jeff White, Warren Brown, Al Drugos, Jerry Faber and Deborah Kolar. Board member absent: Bob Conway. Others present: John Csuri, Blake Smith and Elihu Savad. Neil Gambony called the meeting to order at 7:38 PM at Café Cucina. David Finch waived the reading of the minutes and Warren Brown seconded - motion passed.

President

Neil reported on the BMW CCA National Conference.

- Larry Koch spoke on improving the relationship between BMW and the club.
- It was suggested as an approach to not ask for volunteers - just ask people to do the things that need doing.
- Everyone should review the new, improved BMW CCA website.
- Warren reported that the Rocky Mountain Chapter investigated why members did not renew and discovered that many people just overlooked the renewal notifications. National distributed samples of new personalized renewal postcards.

Neil asked the board to think about where the chapter should be going in the coming years. Ross pointed out that Street Survival is very successful at reaching out to teen drivers and their parents and also generates publicity. Barry suggested that we have more non-speed related events, such as a wine tasting (with designated drivers). David Finch spoke about the need to improve our relationships with the 18 BMW dealerships in our target area through consistent contacts. He spoke of the need for a plan to entice all new BMW owners to join the BMW CCA. Al stressed the importance of providing feedback to dealers when a car, service or parts purchase is influenced by their support of our chapter. Al suggested that we run an article in the Bulletin promoting these dealers at the start of the driving school and autocross season. We are awaiting Penny's list of dealer discounts.

Vice President

Barry is still trying to get a commitment from the State Troopers regarding the May membership meeting program. He hopes to get an answer by tomorrow. He will be speaking to the new manager of the Deutscher Club regarding meetings and the schedule for accepting new members. Barry contacted Paul Miller regarding a July meeting at the dealership. The yearly meeting at BMW NA is scheduled for June 15th at 6 pm.

Treasurer

Warren submitted the financial statement. He needs the renewal schedule for the Deutscher Club memberships in order to avoid late fees.

Secretary

Deborah will ask Bob Conway to post board meeting minutes on the website.

Bulletin

The May issue went to the printer on Monday. The June Bulletin needs to be out at least a week in advance of the Lime Rock Park (LRP) June Drivers School and Club Race. The deadline is May 21, so it can go to the printer by May 22. Subsequent deadlines will be the first of the month. Jerry would like feedback on the Bulletin. Neil said that we need to include at least two contact phone numbers to be in compliance with National guidelines.

Social Events

The picnic and rally will be Sunday July 15th. (Note: this is a change to the date reported at the meeting which was a Saturday. Also, Jon Trudel will be Rally Master.) Thanks to the Finch's for offering to host again this year!

Driving Events

Bob Conway and David Finch met with High Point Insurance representatives. High Point is enthusiastic about their customers learning accident avoidance skills and interested in sponsoring Teen Street Survival Schools and Autocrosses.

The Teen Street Survival School is set for June 17th. We have 65 teens

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on the waiting list. David Ngo is chief instructor and there will be a meeting to organize the event near the end of May. David Finch has written to a number of media, but has not gotten any responses.

Jeff reported that we currently have 34 paying driving students registered for the June Drivers School and Club Race at Lime Rock Park. We have approximately 20 people signed up for Summit Point.

Ross opened LRP race registration and included info regarding the drivers school. He is still pursuing commitments from sponsors. Turner Motorsports will no longer be a premier sponsor. Ross has ordered the trophy mugs. There will be two tech stewards, since this is a premier event. The Westlake students are scheduled to attend.

Anyone attending our driving events has to sign a waiver. Jeff will ask Lime Rock if they will have our waivers signed at the gate. Ross will send minor waivers to the Westlake school for their parents' signatures.

The State Police Motor Vehicle Unit attended the last autocross. They checked that Helmets were Snell 2000. There was concern that there was only one EMT unit present. We still need an EMT for the May 20th autocross at the PNC Arts Center. Ross and David H. will help find an EMT.

The NJ Chapter was honored for our work with the Westlake School at a dinner April 26th. Neil thanked Ross for all his efforts.

Member-at-Large

David Hirschhorn is spearheading a convoy to LRP for the race, banquet and possible laps with an instructor. David will investigate borrowing the autocross loaner helmets for the day at LRP.

New Business

Neil requested that we offer our old radios to the Vermont Chapter.

The next meeting is set for Wednesday, June 13th at 7:30pm at Café Cucina.

Ross Karlin motioned to adjourn at 9:15 PM, Jeff White seconded. Respectfully submitted, Deborah Kolar (Secretary)

Picnic / Rally

Picnic

The Club picnic will be held on July 15th from 1pm to 5pm at the Finch farm in beautiful Hunterdon county. Great food, fun and entertainment.

FINCH FARM
74 Butler Road
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Summer Rally

Once again, we will have a road rally before the Annual Chapter picnic on July 15th. Doug Humphrey and I will be your Rally Masters.

This will be a gimmic rally, where participants are given route instructions, and asked questions about what you see along the route. The rally ends at the picnic at the Finch Farm in Asbury, NJ.

The starting point is Morristown National Historical Park on Tempe Wick Road up in Morris Township, NJ. The Driver's meeting will commence around 9:30 AM, with the first car off at 10:00 AM. Please come with a full tank of gas, a clipboard, some pens, and a readiness to have fun! The route has a number of interesting roads on it, so it should be fun for all.

More information and directions at www.njbmwcca.org

Italy and Switzerland by Vintage BMW:

Morgan and Schnitzer's Excellent Adventure

Brian Morgan and Klaus Schnitzer traveled to Italy for the Concorso Villa d'Este on the shores of Lake Como, and then participated in a two-day drive from Como to Zurich in vintage BMWs. Brian's stories on the events will appear in Roundel and Klaus' will appear in Bimmer. They will share stories and photos from the trip with the New Jersey Chapter at the August monthly meeting. Please join us for the program at the Deutscher Club in Clark on August 15 at 8:00pm.

Driver School Schedule

Venue	Dates	Cost
Summit Point	July 28-29	\$400
Shenandoah	Sep 22-23	\$350

Details for each event and instructions for registering are on the website. For returning students, please verify that the information in your Profile is correct. **Please be certain that your e-mail address is current since all communication will be electronic.** For new or interested students, we have added a "What is a Driver School?" page on the website to introduce you to our goals in conducting schools and what to expect.

Autocross Schedule

Dates	Location
July 22	At Commerce Bank Ballpark, Bridgewater
Aug 19	At Commerce Bank Ballpark, Bridgewater
Additional dates: Sept 9th, Oct 7th, and Oct 28th	



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After The Drought, The Rain Must Fall

By Thom Rossi

My driving drought started last September when my car was towed off the track at VIR and back home, ultimately to reside in the sick bay at Vicari Motors in Flemington. There it sat and waited patiently while Steve Vicari scoured the Hunterdon County countryside for donor cars and organized a plan of attack to build a new racing motor for my car. It waited through Thanksgiving (no sense starting this early). It waited through Christmas (plenty of time to get going after the holidays). It waited through Easter (oh-my-gosh, is it really driving season already??!!) And finally, it waited no more and Steve dug into the work with a vengeance, dedicated to the goal of making sure the car would be ready for our chapter's season opening race. On June 2, I showed up at Steve's garage to "help". I think I only slowed him down by two hours for every hour I pitched in. On June 3, Steve and I gave the car one last inspection, buttoned up a few last minute items, and loaded the car up on the trailer at 11:00 am. At 11:01 I was driving up Route 12 on my way to Lime Rock. Drought over.

On June 4th, before I could put a wheel on the track, the heavens opened up in Lakeview, CT. Drought REALLY over! Time to put the rain tires on the car. Problem: those new rims don't fit! Solution: swap tires and rims with Bob Conway, who graciously lent me an almost new set of full tread Toyo Proxes, mounted on rims I could use without spacers. Now that was NICE! Our morning racing practice gave us a chance to warm up on a wet track. Lap times were off by about 4 seconds from race speeds. Not too bad, but most of us spun at least once during the session.

Then came time for qualifying. That's when the Group A racers experienced the heaviest rain of the day. A giant puddle at the end of no-name straight obliterated the racing line along with half the track surface. The braking zone into Turn 1 was at least 100 feet longer than usual. It was dicey out there. Visibility was practically non-existent. Our qualifying times were about 15 seconds off racing speeds. Now that's SLOW.

Finally, it was time for the race. Amongst the K-prepared drivers (there were three of us) we conferred about the weather and struck a gentleman's agreement that we would all stick to rain tires. This would keep the competition even and fun, and we would err on the side of safety even though it meant we would give up the potential for an individual advantage based on choosing a faster tire (if the dry weather held up).

The dry weather didn't hold up. At the start of the race, my car felt great. I was fortunate enough to pass one or two other racers on the first lap and came up on a group of cars entering turn 1 on the second lap. It was raining. I hit the brakes.

This is probably a good time to mention that, when racing in the rain, it is important to give the car VERY GENTLE braking inputs. It is also probably a good time to mention the concept of brake bias. Too much rear bias and the back end will get very loose under hard braking, especially in the wet.

I was not gentle enough. In the blink an eye, I was skidding backwards onto the run-off road at the far side of Turn 1, under the bridge. I became a passenger as the car careened backwards along the guard rail. When I at last got the car turned around and back on the track, it spun again immediately and I knew some damage had been done. So I limped into the pits and back to the paddock.

If that was the low point of my race, the high point was quickly to follow. I couldn't believe how enthusiastically my track friends rallied around the car, trying as hard as they could to get me back out onto the track in time for the races on Tuesday. Monday night before leaving the track, Alfredo Galossi worked with me to do enough metal straightening so that my front tire was no longer rubbing on a crushed fender. On Tuesday morning, we both left the hotel early to effect further repairs on the car. By 6:45am it seemed there were at least half a dozen people crawling over and under the car to get it sorted out. Parts, wrenches and epithets were flying. What I remember is: Mark Dierenzo climbing into my trunk to help change the upper shock mounts; Bob and Greg Conway sliding under the car to work on the shock mounts, portable impact driver in hand, after having dipped into their parts bin to find replacement mounts; Jeff Atkinson doing a quick change of rear brake pads to a softer compound (to reduce rear brake bias) as fast as I could get the tires on and off; Bob Itsbitski showing up with a rear half shaft borrowed from Dave Finch; Glenn Wiesenthal running around looking for shock mounts before the Conways produced the replacements!

By 8:30 a.m. the best repairs we could manage were done, the car was re-teched and I thought I'd be ready to race. For this I owe all those mentioned above a great big THANKS! I should also thank our chapter President for his ultimately futile efforts to get my car looking good with a pre-race waxing. By the time I finished my off-roading, Jeb Atkinson had named my car "Swamp Thing" because of all the wet grass hanging from every conceivable surface.

Unfortunately, best efforts failed to correct the rear suspension, which was bent (along with Conway's rims, since replaced) during my sledding run. The car wasn't safe, so I couldn't race on Tuesday. Too bad, because the rain stopped! I hope this isn't the beginning of another drought.

Tom can be reached at: ThomRossi@gmail.com

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Thank You for allowing High Point to take part in this year's Street Survival - Teen Event.

High Point looks forward to showing our continued support of the NJ BMW CCA and the Street Survival Program.

Stay tuned for more details on a new discount program by High Point for the BMW CCA and its members.

Thanks,



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NJ Chapter Calendar

July 2007

July 15th
Summer Rally. See website for details.
July 15th
Club Picnic at Finch farm in Hunterdon county.
July 25th
Our monthly meeting will be held at Paul Miller BMW at 7:30pm. Thanks go to Marc Edens and his crew.

August 2007

August 15th
Monthly meeting at Deutscher Club in Clark. Brian Morgan and Klaus Schnitzer share their stories and photos from their trip to Italy and Switzerland.

September 2007

September 19th
Monthly meeting at Deutscher Club in Clark.

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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 can be done via the BMW CCA National website: www.bmwcca.org or can 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.

Summer 2007 e21 Gathering

by JT

Memorial Day Weekend at Holmdel Park the temperature was in the mid 80's, calm wind, and sunny. It was a perfect day for yachting but even a better day for a gathering of e21 owners and enthusiasts. At around 11:45am the first travelers started to show. They came from all over the region - Vermont, Massachusetts, Connecticut, Pennsylvania, New York, and of course New Jersey. Some heard about the gathering from online web forums, others read about it in this newsletter. Six e21's showed up, two of them original 323's and the others 320i's. Several enthusiasts arrived in later model BMW's like a beautiful silver e34 530, a pair of e46's, and an ix e30. One e21 enthusiast arrived in his Subaru all the way Vermont for this event and another from upstate NY in his Mercedes C43 AMG with a NYCCA plate "M This".

As people arrived, everyone gathered to see the cars meet the owners. The first to arrive was a young man named Bobby Kennedy from PA (no relation to the politicians) in his white 320i. His e21 was in the family for many years and still had less than 90k miles. The next to arrive was our club President, Neil in his 325ix. One by one they arrived and you could here the European engines echoing off the trees as they climbed the hill to the parking area. When Michael from CT arrived with the first of two 323's we had, everyone began to drool had to take a peek. It was gorgeous. The chassis was an original 323 with a modified M20 powerplant. It had performance springs, sport shocks, larger sway bars, 15" wheels, racing seats, and roll bar to mention a few of the many modifications. This e21 sees a lot of track use and was set up well. The other 323 was a gray one belonging to George and Andrea

from South Jersey is a bit less modified but an equally clean machine. George bought the car in Germany when he was stationed there and shipped the car back to the states when his overseas stint was done. It has been well maintained and is a nice example. Rob from NY arrived in his gray e21 for the event. At the last gathering he had a red e21 but tin worm damage got the best of it and he had to replace it for this more solid vehicle. Chris, who is no stranger to these gatherings, came all the way from MA in his tan e21 with Brent in tow from Vermont in his Subaru. Brent owned an original Alpina e21 as well as a very well built round taillight 2002 but had to sell both of them recently. I of course had my black 77 320i. Other honorable mentions are GJ in his C43 AMG who owns an s14 powered e21 racecar. Manny, Wil and Wil's Daughter showed in their two e46's and Andrew in his e34 530. We also had a late arrival that found the gathering in the clubs newsletter and decided to stop by towards the end.

Neil took early control of the grill, starting the charcoal and grilling the tasty vittles. It was a full day of bench racing, exchanging ideas and comments, and good camaraderie among enthusiasts. A good time was had by all. Unfortunately, for reasons I thought would have been good to hold it on this date, many others couldn't make it on this holiday weekend. I have had several requests from several folks who were unable to attend due to family obligations or mechanical issues to hold another one in the fall. Due to the many requests, I will be holding another gathering sometime in early September at the same location. If anyone is interested in information, feel free to email me at jtformula@aol.com. Hope to see some of you then.



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