



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

January 2008

<http://www.njbmwcca.org>

Volume 39 Number 1

2008 Driver School Schedule

Start marking your calendars, our 2008 Driver School schedule has been set. For those of you who have driven with us before, the major change in our schedule is the loss of our traditional June Club race and School at Lime Rock for the benefit of the Westlake School. The change in business model at Lime Rock has eliminated that choice for us. However, we will have one day at Lime Rock this year as we start the season on Friday April 4. This is an excellent school for novices since we will be running three student run-groups and Lime Rock is the closest track for the majority of

our membership. Try a school for a day - you might just get hooked. Ten days later we have our combined Driver School/ Instructor Training School at Summit Point. This school is limited to students who have previous driver school experience, since we need to maintain a flexible schedule for the ITS candidates, but it offers more track time than any of our other schools.

Our next event is the last weekend in July with our **(Continued on page 9)**



NJ Chapter April 2002 Driver School - what's in store for us this season?

Photo by Blake Smith

Newsletter of the NJ Chapter
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President's Line

Happy New Years to you all. For me, surviving the Holidays just puts me that much closer to our upcoming events for 2008. The first event that comes to mind is the Banquet, more on that later.

As a result of our Club's election in December, there are a few minor changes on the Board of Directors. I'll run down the list of Officers for 2008. Same as last year, myself as President, Barry Stevens - Vice President, Warren Brown - Treasurer, Deborah Kolar- Secretary, Social events-Al Drugos, and Member at Large- David Hirschhorn. New for this year, Bob Conway will now handle the Driving Events and Penny Galossi is our newest Member at Large.

Although all of the Board members have been around the last year or longer, I would like to give a big thanks to Warren Brown who is returning for his 9th year as our Treasurer. Warren is a Life member of the Club and they're only 5 other members in our Chapter that have a lower membership number than him. I wonder what kind of pension he'll get from the Club when he retires.

I would also like to thank David Finch who served as our Driving Events Chairperson last year. David was instrumental in putting together the Street Survival™ Schools for teen drivers that we held in 07. It's the one program we do that I receive the most inquiries for. David is also a Driving School instructor and I look forward to seeing him at our schools this year.

While on the subject of elections, the National CCA will be holding elections starting in January going into early February with a deadline of Feb 15th for the ballots to be returned. The big change will be President; Scott Blazey will be stepping down due to the term limit policy in the by-laws. Currently, Club Secretary Bruce Hazard is running unopposed for the top spot. Candidate statements will appear in the January Roundel, which will also have the election ballot. Remember to save your January Roundel wrapper; you will need to use your peel-off address label on the ballot.

Back to our events and especially the Banquet, which will be Saturday February 9th at the Grand Colonial Restaurant in Perryville. I have previously mentioned that they were building a new Ballroom and I'm happy to report that it's been completed. Since I live close to the Grand Colonial, I have been observing the construction of the Ballroom and the renovations to the Restaurant. In addition to the renovations, they have changed the landscaping and have completely redone the entire parking area while adding a separate entrance (or exit) to the Ballroom. The use of a PA system will definitely be in order once inside.

On to the driving events. Surprisingly, we have a date to use Lime Rock Park in Connecticut. The date is Friday, April 4th which will be a good time to test out the modifications you've made to your vehicle over the winter or just a good way to tune-up your driving skills. As you may be aware by now, Lime Rock has changed their business format. The big change beginning in 2008 was limiting the days for the clubs that currently use the track in half. Gone for us is the 2-day Driving School/ Club Race we usually held in June. For 2009 we are looking to transfer that event to the new facility being built in south Jersey, the NJ Motorsports Park that should open this July.

School Chairman Jeff White has our complete 2008 schedule listed elsewhere in the Bulletin. The one event I'm looking forward to is the August 22-24 Driving School to held in conjunction with the Delaware Valley Chapter at the NJ Motorsports Park's Thunderbolt Circuit.

As I promised to keep you informed of the progress of the NJ Motorsports Park (NJMP), I can tell you firsthand that the construction is well under way. At the invitation of Joe Volpe, NJMP's motorsport director, Jeff White, Bob Conway, Ross Karlin, Blake Smith, Vic Lucariello, and I made the journey to Millville to check out their progress. The Lightning Circuit, the first that will be opened, is mostly paved except for an area where they are running construction equipment across the track. The Clubhouse is under construction as well as the pre-grading for the Thunderbolt Circuit. We'll be taking another trip in the spring to further update ourselves to their progress. We will be also be investigating lodging that will suitable for us to stay at in the area. The best part of our trip was being able to make it there in less then 2 hours from the central NJ area.

Since the driver school schedule has been established, Autocross Chairman Elihu Savad should have a schedule for Autocrosses late winter/early spring. It's based upon the venues we use to complete their own schedules for the year. I'm sure more will be added as the season progresses.

On the behalf of the BMW CCA Foundation, which underwrites the Street Survival™ Schools, I would like to thank those that participated in the raffle for the 1995 M3 that was donated to them. Congratulations go to NJ member Kurt Breitenstein who did not win the car but had won one of the \$500 gift certificates the Tire Rack had included to be given away in the raffle. As to the car itself, a member in the Boynton Beach, Florida area won it.

Speaking of Florida, I'll be heading to Daytona Beach at the end of the month for the Rolex 24 at Daytona, a 24-hour sports car race being held on January 26-27. The event itself gets better every year with more car entries. There is an increase in driver participation from other series such as NASCAR, IRL, and Champ Car as well as the regular drivers from the Grand-Am series. You can tell the racing is serious when Roger Penske gets involved.

Bill Auberlen, who drove a Dinan BMW powered Riley last year will be back with his old boss at Alex Job Racing, driving a Porsche-powered car for the 24-hour race this year. Bill will still be driving one of Will Turner's BMW cars for the support series of the race, the Koni Challenge Race. We wish Bill good luck in both events, as there probably will be a small contingent of Club members there not only from NJ, but from across the country. We'll see who takes the Checkered Flag.

Neil Gambony

Welcome New Members

Art Alvarez
Thomas Brennan
Janice Brennan
John Cole
Peter DeFoto
Steve DePasquale
Philip Duffell
Peter Eng
John Kim
Matthew Letizia

Siafa Lewis
Qi Liu
Tarachrand Mangra
Scott Oatley
Jacques Papanikolaou
Filippos Papanikolaou
David Pestkowski
Kathleen Pope
William Pope
Shankar Reddy

Edwin Schulhafer
Alann Solina
Tracy Solina
Daniel Strachman
Raj Tatta
Dominic Todarello
Gordon Vickers
Charles Vickers
Gang Zhou
Fernando Zorrilla





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! Happy New Year!! This column commemorates the twenty-first anniversary of Philes' Forum.

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!] 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].

Recent submitters of emissions-test data are Marc Grossman and driver-school instructor/inveterate hotshoe Peggy Finch. Thanks!

Bimmerphile Marc reports that his stock 150,000-mile 1992 325i [E36] initially failed inspection for high NOx [oxides of nitrogen] with a reading of 1072 ppm [parts per million] and an allowable limit of 1045 ppm. Marc says he threw some Chevron Techron in the tank, then brought the car in for service wherein they cleaned the air-flow meter and checked the intake tract for air leaks. On the retest, the 325i's NOx was down to 260 ppm! This is another example of how it doesn't take too much to be wrong for NOx to skyrocket.

Marc also reports that the retest was done in second gear at about 2800 rpm. In general, running the test in as low a gear as possible will help NOx readings. This is because at higher rpm the load on each cylinder is decreased [think of it as a greater number of smaller firing pulses], and gasoline engines produce lower NOx at lower cylinder loadings.

A few weeks ago while replacing the rear brakes on an E36, I was reminded of a tip I wrote about some time ago that probably deserves a reprise.



Photo #1 - Hex Bit is too long.

On the E36 rear suspension, the shock absorbers are located quite close to the brake calipers. So close that removing one of the caliper-securing bolts can be a challenge without the proper tool. You can see from Photo #1 that there is insufficient clearance between the hex driver and shock absorber for a ratchet or breaker bar. Photo #2 depicts the hex driver shown in Photo #1 together with a so-called "shorty" hex driver. Photo #3 shows that the shorty driver provides enough clearance for proper removal and retorquing of the caliper bolt.

Rather than purchase a specialty "shorty" hex driver from Snap On or other boutique tool manufacturer, I chose a more prosaic, easily obtainable, normal length hex driver from Sears Craftsman [about \$6] and shortened it to exactly the length I wanted. If you intend to do this, note that cutting the case-hardened hex bit will require an abrasive cut-off wheel. A regular



Photo #2 - Regular and Shorty Hex Bit

to clean a paint brush several times? One answer is to use a pipe cleaner. At least that is what I used to call them.

hack saw probably will not suffice.

Many times when working on my race car I have had to drill a hole in the unibody in order to mount an accessory. This raises the specter of how to provide some corrosion protection to the surrounding metal. On a 2002, believe me, it is more than a specter. It is generally accepted that a couple coats of primer followed by a topcoat will do the trick. The problem is: How does one apply the paint without having



Photo #3 - Shorty Does the Trick

Photo #4 depicts a pipe cleaner....ah, excuse me..... a "chenille stem" being used to apply a bit of paint. The beauty of using the chenille stem is that when you are finished, simply cut off the dirty end and save the remaining stem for reuse.



Photo #4 - Pipe Cleaner, er, Chenille Stem

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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Annual Banquet

Come join us this year for lots of fun, great food, good companionship, terrific door prizes, and dancing with DJ.

Where: The Grand Colonial Restaurant, Route 173 West, Exit 12 off I-78

Date : February 9, 2008 (Saturday)

Cocktail Hour: 7:00-8:00 PM

Dinner & Social: 8:00-12:00

Cost: \$60.00 per person (\$65.00 at the door)

The Grand Colonial opened in February of 2005. The main building was originally constructed as a farm house in 1687 and has a personality of its own. The Grand Colonial has gained the reputation of one of the finest Restaurants in Hunterdon County.

Directions From the East:

Travel West on I-78 towards Penn. Exit off I-78 at Exit 12. Make a left in front of the truck stop. Go thru the light pass the Exxon and Liquor Store. The Grand Colonial is on the right ¼ mile from the light (173 West Service Road to I-78).

Directions From the West:

Travel East on I-78. Take Exit 12. Make a quick left at the end of the ramp and another left at the light. Pass over I-78 and make a left at the next light by the Exxon. Follow the directions above.

Annual Banquet Registration Form

To register: Fill out this registration form (also available on the web site) and mail it along with a check payable to **NJ BMW CCA** to:

Al Drugos
PO Box 6754
Bridgewater, NJ 08807

Name _____

Number in Party _____

\$60.00 per person _____

Total amount enclosed _____

2008 Board Elected

The results are in from the 2008 Board election, held in conjunction with the Pinewood Derby December 11th at the Deutscher Club. Returning board members are President Neil Gambony, Vice President Barry Stevens, Social Events Chair Al Drugos, Treasurer Warren Brown, Member-at-Large David Hirschhorn and Secretary Deborah Kolar.

Bob Conway moves from Member-at-Large to Driving Events Chair. Bob's strong interest in all aspects of the driving program, combined with his experience as an awesome drivers school instructor, makes him ideal for this demanding job.

Welcome to new Member-at-Large Penny Galossi. Last year Penny was the liaison to BMW dealerships and arranged for many of the prizes awarded at chapter events. Her expertise in business and marketing will be a great asset to the board.

All members are welcome to attend board meetings. The next one is Wednesday, January 9th at 7:30pm at Café Cucina on Route 22 in Branchburg.

If you have any questions or suggestions you can contact any board member via the chapter website at :

<http://www.njbmwcca.org/about/officers.php>

All the best in 2008!

Deb Kolar
Secretary

Random Thoughts with a New Year Upon Us

I hope everyone had good holidays and got what you wanted, wished for, and hoped for. As we wrap up the holiday season, it's time to put focus on the 2008 automotive season. In the next couple of months we have the Barrett-Jackson Auction January 12-20 to watch on TV, the Super Bowl (not local or car-related but notable), our club's annual Banquet February 9th, and the Atlantic City Auto Auction February 28th - March 2nd, plus our monthly club meetings. In this off time, we will order new parts, work on our cars, and contemplate our competitive strategies for this year's Championship race.

For me, I have an automatic transmission swap in the future for my 77 320i. Even though I have a 5-speed setup with all parts needed to do the job, the auto to auto swap is a lot easier and will take only a few hours to perform on my buddy's lift, as opposed to the two day job of converting all components of the manual transmission. Yes, it's true, not all club members have manual transmissions, but maybe we all should. I will eventually buy a 5-speed e21 or e30 to commute in and use for autocross. At least, that's my story why I need another car and I am sticking with it.

The other day I received my 5-year CCA membership pin in the mail. I can't believe it's been 5 years already. Of course I look at my stack of old Roundels and newsletters on the bookshelf and I have to believe it. Just 5 years ago, I was a diehard muscle car guy; what could be better than large, cubic-inch American iron that will shake the house when you start it and will scare small children when you rev the engine. Ah yes, cars that any man would beat their chest to and grunt like Tim Allen. That was until my little 1977 320i came into my life. I have to thank Sandy for this. She was the one who found the car, made me look at it, and then buy it.

During the first few months of BMW ownership I tried to learn all things e21 and get to know the vehicle we just bought. I quickly became attached to the car and within 6 months, we were CCA members. I attended a few meetings and met many of our club members. I felt welcome by everyone. Both of us attended our first club rally in 2002, the Whack Your Turkey Rally, and we were hooked. I recommend everyone to try one of the rallies at least once. I have also shown up to watch a few of the autocross events but have yet to participate in one. I guess you can say it will be my New Year's resolution to actually do one, which will bring me back to my need to buy another BMW. Trust me, I do not need much of a reason to buy another one either. I always say, it's not a collection if you only own one.

Now, 5 years later, I find myself immersed into the BMW hobby. I have attended many meetings and rallies, organized numerous e21 gatherings over the years and now I am writing for the club's newsletter. I wouldn't change a thing either. I hope to see many old and new club members out at the meetings and events this year. We have thousands of NJ CCA members and only a handful show themselves at our events. This year, you should come to a meeting or an event and mingle with fellow enthusiasts. I guarantee you will have a newfound appreciation for your car and this club.

I still have love for American muscle but I found room in my heart and driveway for precision German sports sedans too.

JT Burkard
jiformula@aol.com



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His and Her Zones

By Thom Rossi

What started out as a project to add some extra garage space to our house has slowly evolved into something more essential than building an area to park a few more cars. The project started this Fall as we were completing the renovation of our garage loft area. I asked my builder what he had lined up next and found out that he didn't have anything planned (very unusual), so I took advantage of the lull in his schedule to have a pole barn built on our property.

I wanted enough space to park three cars and a tractor, and to add a bit of storage to make up for the loss of our loft above the attached garage. After reviewing options for placement of the barn, Mrs. R. and I decided that the end of the driveway was best, but there wasn't enough lot line clearance to make the size structure we wanted without a zoning variation. However, due to a quirk in our township's zoning laws, it turned out that if we divided the barn into two separate structures, the smaller of the two would be less than 750 square feet, and therefore could be built very close to our lot line. So our pole barn multiplied into two pole barns, one of which is about a car and a half garage (big enough for the Porsche while it still lives with us and our Kubota tractor) and the other of which is a generous two car garage.

We made up for the cost of the extra structure by having a poured concrete pad only in the larger structure, which is also the only one to have lighting, electricity, heating and plumbing.

Over the Thanksgiving break, I took advantage of the days I had off to move the stuff we had in our storage bin into our newly constructed barn space. You'd be surprised how much this renovation project has involved just moving stuff out of the way. Most of everything we had fit into the smaller shed/barn, and I loaded all of our extra tires, wheels, spare parts and car cleaning supplies into the larger garage, which was starting to look like a great space for a full blown workshop. I also had to figure out where to stow two pieces of old Pine Factory furniture which were too heavy to cart into the basement and too large for the smaller storage shed. They ended up in the new garage, and somewhere in the recesses of my mind a small bulb started to flicker.

With the objective of providing a great place to work on our cars, I had a lift installed. Now it really is starting to look like a workshop. With an air compressor on order along with a few accessories, I can see the hobby workshop really starting to take shape.

I decided to complete the interior work on the garage myself (after the electrical and plumbing was done by professionals and passed all needed inspections). My builder helped me spec out the bill of materials needed to insulate and cover the walls, lent me some scaffolding and tools, and wished me luck as he headed off to vacation in the Carolinas over the Christmas break. I started out fully intending to work solo on the insulation project, but quickly discovered that getting 16 foot furring strips and insulation panels up and attached to the 12 foot ceiling was a bit more than I could handle, even with the scaffolding rig to help me out. This caused me to enlist my son and several of his friends to come in for a couple days of labor to get the ceiling insulation work done, and having all the guys there to help me out reminded me that in a few short months Chris is going to be heading off to college. My flickering light bulb started to burn a little more steadily.

Picture this. In 9 months the only other male in the household is going to leave. Moreover, with the potential for my mother to start spending a lot more time with us over the coming years, we'll be down one male and up one more female in the household. Thus, the one-to-one ratio of testosterone and estrogen molecules which have long set the stage for harmonious relations in our family will soon be thrown into a state of perilous imbalance as the estrogen-enriched population will be expanding while the testosterone carriers dwindle away. I'm sure my fellow testosterone carriers recognize, as I do, the dangers posed to mental and physical health by this evolving situation. If any problem ever called for a bright idea of a solution, this is it.

But not to worry, because the garage space, with its excess furnishings, soon to be comfortably insulated against heat and cold, is also evolving into

more than a garage and more than a workshop. In fact, it is becoming my Hormonal Imbalance Safety Zone (His Zone). Casting an eye about His Zone, my son and his friends were able to come up with some very creative ideas about how to make this a cool place to hang out for any testosterone carrier, regardless of his level of interest in internal combustion engines. How about an awesome sound system, a big screen HDTV and DirecTV (for the SPEED channel for me, and the NFL and NHL season passes for Chris and his friends)? Maybe we can make some room on the wall to display some of that hockey memorabilia that never seemed to find a good spot in our house.

His Zone can have its own rules of conduct, distinct from the rest of the property: pretty much anything goes. Turn up the music as loud as you want. Take on ridiculous projects, even if you don't have a prayer of finishing them. Or just chill-ax and do nothing. Keep the Speed channel playing in the background as much as you want. Feel free to smoke a cigar. Be as clean or as dirty as you want to be. In short, whatever floats your boat is ok, as long as it doesn't involve illegal drugs or pose imminent danger of injury, dismemberment, or death to you or me, and doesn't damage a car parked therein.

The rest of the property will inevitably become the High Estrogen Ratio Zone (Her Zone). There the normal rules of polite society apply. There Mrs. R. is, as ever, the ruler of the roost and the rooster. Those dwelling in Her Zone will be free to watch as much of the Lifetime channel as they can stand, and work their way through box sets of the endless seasons of Gilmore Girls. I can exist in Her Zone ever so happily, and enjoy Mrs. R.'s companionship for many a long day and cold winter night. It won't matter that I am in the hormonal minority one little bit, because whenever the estrogen enriched population gets tired of having the seats left up, and hearing the sound of racing on TV, whenever I have a need to get my hands dirty with car grease, I will be able to pilot my little testosterone raft from Her Zone to His Zone. And as Chris's departure to college looms ever nearer, that is starting to seem like the full glowing bright light bulb of the best idea I've had in a long while, illuminating the pathway to continued happiness.

To Mrs. R. and to all of you, may 2008 bring all the best.

Thom can be reached at: thomrossi@gmail.com

BMW One Series

Coming soon.

Photos by
Jerry Faber



Pinewood Derby Determines Club Champion

The Pinewood Derby, one of my favorite Club events, once again determined the Club Champion. The derby was held in conjunction with the Club elections that took place on December 11th at the Deutscher Club. Going into the event, Jon Trudel was leading James Kavalieros by 6 points. Chris Leckenby was 3rd going into the derby and he had an outside chance of winning the championship. However Chris was not in attendance for this event.

Elihu Savad won the Pinewood Derby and Nafi Coker was 3rd, however the real surprise was young Zoe Hellmann, daughter of Club racer David Hellmann, who finished 4th. She must have it in her blood.

As for the championship run, James finished second in the derby which gave him 15 points and Jon finished 12th which paid 3 points. A Champ Series rule is that one championship event is subtracted from each participant who completed all of the events in the year. After this calculation, James beat Jon by 3 points, therefore making James the Club Champion for his 2nd time. Congratulations to Jon and Chris for their 2nd and 3rd placements, respectively. The complete Championship Series results are on the website under "Event Results."

Thanks go to David Hirschhorn who handled the timing and scoring, Elihu Savad for supplying the track and to all those who attended the event.

The Championship Awards will be presented at the Banquet on February 9th at the Grand Colonial Restaurant.

Here is the order of finish for the Pinewood Derby

- 1 Elihu Savad
- 2 James Kavalieros
- 3 Nafi Coker
- 4 Zoe Hellmann
- 5 Mike Marvuglio
- 6 Mark Mankoff
- 7 Art Heissenbuttel
- 8 Larry Engel
- 9 Doug Finlay
- 10 Mark Mallory
- 11 Neil Gambony
- 12 Jon Trudel

Neil Gambony

2008 Driver School Schedule

(Continued from page 1) annual running of a Club race and Driver School at Summit Point Raceway. The big news for this year is in August when we will be joining with the DelVal chapter to hold the inaugural Thunderbolt Raceway BMW CCA Driver School. This promises to be a sold-out event on one of the two new tracks being built in Millville. To accommodate the anticipated turnout we will be running four student run groups in the school. In September we will be returning to West Virginia to hold a weekend school on the Shenandoah Circuit at Summit Point.

We will post registration fees and open the website with event descriptions and registration instructions for all events once contracts are final. In the meantime, get your car ready, order new brake pads and we'll see you in the Spring.

Jeff White

In addition to our schools, O'Fest this year will be held at Watkins Glen in late September. So, you have no excuses left. Come out and have terrific fun while you improve your driving skills.

School	Dates	Location
Lime Rock	April 4	Lime Rock Park, CT
DS/ITS	April 14-15	Summit Point Raceway, WV
Driver School/Club Race	July 26-27	Summit Point Raceway, WV
Thunderbolt School	August 23-24	NJ Motorsports Park, Millville, NJ
Shenandoah	Sept. 13-14	Summit Point Raceway, WV



Jeff White, Blake Smith, Neil Gambony, Vic Lucariello, Bob Conway at NJ Motorsports Park in Millville, NJ. Think they're standing in the track run-off area?



Jeff White waits patiently for WRC rally cars to pass...

Photos by Ross Karlin

NJ Chapter Calendar

January 2008

January 23rd
Scott Doty from Dinan Engineering will be our guest speaker at the Deutscher Club in Clark.

February 2008

February 9th
Annual Club Banquet at the Grand Colonial in Hunterdon County. (Save the date - See article on page 5 or visit our website.)

February 12th
Tentative meeting with UUC Motorwerks at the Deutscher Club in Clark.

March 2008

March 11th
Len House of Cars, 1 John St. Jamesburg, NJ will host our meeting. They are master detailers and with spring arriving and the winter salt, etc. taking its toll on our cars' finishes, what better way to get started.

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

MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes 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.

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Classics

Photos by JT Burkard



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3.0 CSL flanked by Isettas

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Photos by Ross Karlin

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