



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

April 2008

<http://www.njbmwcca.org>

Volume 39 Number 4

## March Meeting at C.A.R.S. Detailing by Jeff Burgess

The March NJ BMW CCA Chapter meeting was held at C.A.R.S detailing shop in Jamesburg, NJ. The shop was super clean and spotless. It made me want to go home and paint my own garage inside and out! The lighting in the shop was just amazing. I'm sure the smallest imperfection in your

paint would show up under these lights. Now, this could be good or bad, depending on who you ask. Also, C.A.R.S. provided an impressive spread of horderves and drinks. I thought it was very good, and while I am a big proponent of pizza, it was a nice change. **(Continued on Page 11)**



Pristine 135i

Photo by Jeff Burgess

Newsletter of the NJ Chapter  
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## President's Line

I thought I would never say this; I'm looking forward to pulling the dandelions out of my yard. It's a chore that signifies winter has ended, and it's a springtime chore somewhere on the list right after flushing the brake fluid in the Red Devil in anticipation of the Driver School season. The season started this year at Lime Rock Park in Connecticut on Friday April 4th.

The NJ Chapter had the privilege of running the course on the opening day of Lime Rock's season. We are the only single marquee to run the whole day at the Rock this year; the other car clubs are splitting days there with the Lime Rock Club members. It could be the reason we were full for the first time in a long time, or it could have possibly been because it may be the last time we use the track. We'll be waiting until next year to see what Lime Rock offers us.

Other events in April are the Autocross School headed by Larry Engel on Sunday April 13th, and the Advanced Drivers School (ADS) and Instructor Training School (ITS) April 14th -15th at the Summit Point Raceway Motorsport Complex in West Virginia. There is an impressive amount of Instructor candidates for the ITS with 15 individuals seeking to join the ranks of the Instructor pool. Good luck to you all.

While I'm on the subject of Driver Schools, I'm happy to report the Thunderbolt Drivers School, which will be held on August 26th -28th in Millville NJ is sold out. The School was being promoted by both the NJ and The Delaware Valley Chapters who are working in cooperation with each other for the success of this school. We held several schools with the Del/Val Chapter in the past and look forward to working with them in the future.

Some News from the National Office, as of May 1st 2008, associate members will have their dues increased from \$5 to \$10 per year. There are two new member benefits: members are now eligible to receive a 15 percent discount off Brooks Brothers clothing and Anheuser-Busch is now on board offering discounts to their theme parks including Seaworld, Busch

Gardens, and Sesame Place. To learn more about the discounts please go to [www.bmwcca.org](http://www.bmwcca.org) and look under Member Benefits.

For those of you who have not visited the National Website lately, it has gone through another complete transformation. The goal was to make it more user friendly, forums for Club members to access, and more up-to-date information regarding news from BMW NA, Automobile Racing and Club events. Anticipate some bugs to be worked out; it will be worthwhile when completed.

I must say thanks to BMW Club racer Phil Eisemann and his girlfriend Melissa Weschler for their contribution to the Bulletin last month. Melissa had won the entrance to the BMW Performance Driving School in Spartanburg, South Carolina at the Banquet last year; it was a prize that was generously donated by Morristown BMW. I wouldn't be surprised to see Melissa as a student in any of our driver schools in the future.

The Club Meeting held in March was at Cars Group Inc. in Jamesburg, an automobile detailing shop. Owner Len House who welcomed the Club with open arms hosted the program. It was the first time I ever had sushi at a Club meeting. You can read about the meeting in Jeff Burgess's article in the Bulletin.

Jeff had provided a New Jerseyan's view regarding the OctoberFest held at Fort Worth Texas in the December 2007 Roundel. Jeff had driven his E30 M3 to Texas to take part in 20th anniversary of the M3. You can distinguish Jeff's car in the cover photo, it's the one with steer horns.

Please don't forget about the membership contest underway through the National Office. It runs until September and there are numerous prizes, including a Driving School at the BMW Performance Center in Spartanburg. Now where did I put my dandelion puller?

Neil Gambony  
[neilix@earthlink.net](mailto:neilix@earthlink.net)

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## News from National

### OKTOBERFEST 2008 IN HISTORIC WATKINS GLEN, NY, SEPTEMBER 23 – SEPTEMBER 27, 2008

The Oktoberfest dedicated website and forum went live on February 15 and we are getting more "hits" on it everyday. We already have more than 160 who have signed-up for this service. To stay informed, please subscribe to the Ofest 08 Mailing List. This is an announcement only list. To register for this list, send a message to [ofest08-request@bmwccaofest.org](mailto:ofest08-request@bmwccaofest.org) with the word "subscribe" as the subject. Oktoberfest 2008 on-line registration opened on March 17 and if early bird registration is any indication, this will be the most successful Oktoberfest to date. Registrants are indicating that they love the package options.

The M3 track package is definitely proving to be a track junkies' dream. The co-host hotel, Watkins Glen Harbor Hotel, is sold out, but this is not a problem. The co-host Holiday Inn Hotel in nearby Ithaca is a nice venue. It began taking reservations in early March. There is still plenty of availability there, but be sure to book your reservations as soon as possible. A daily shuttle will be running from Ithaca to the track at Watkins Glen. We have already started our sponsor, vendor and advertising drive renewals and will soon begin searching for new companies interested in these opportunities at Oktoberfest. If you know anyone that fits this description, please contact Linda Axelson at (864)250-0022 or shoot her an e-mail at: [lindaa@bmwcca.org](mailto:lindaa@bmwcca.org)

The 2008 O'fest website is up and running, you can find it at: [www.bmwccaofest.org](http://www.bmwccaofest.org).

### NEW MEMBER BENEFITS

We are pleased to announce the introduction of two new member benefits. If you visit the member benefits section of the website you will find links that will allow BMW CCA Members to obtain special discounts for Brooks Brothers and all Anheuser-Busch Theme Parks such as Sea World, Busch Gardens and more. Since 1818, Brooks Brothers has set the standard for business dress in America. Brooks Brothers can accommodate your corporate attire to business casual needs with their classic collections for men, women and boys. BMW CCA Members are now entitled to 15% Savings on all regular and everyday value priced merchandise at all Brooks Brothers U.S. branded stores nationwide, by phone and online at [BrooksBrothers.com](http://BrooksBrothers.com). Simply visit [www.bmwcca.org](http://www.bmwcca.org) and click on Member Benefits to find out how you can sign up for your exclusive BMW CCA shopping discount with Brooks Brothers.

For the young and young of heart BMW CCA brings you Shamu Club, Club Busch Gardens and Club Sesame Place! Shamu Club, Club Busch Gardens and Club Sesame Place are the complimentary corporate membership programs of the Anheuser-Busch Adventure Parks, offering special savings and vacation deals to SeaWorld San Diego, SeaWorld Orlando, SeaWorld San Antonio, Busch Gardens Williamsburg, Busch Gardens Tampa Bay, Adventure Island, Water Country USA and Sesame Place. Admission discounts, exclusive offers and special events for Club members are all available online -- just a click away! The Club gives you up-to-the-minute park news and the most current offers quickly and efficiently. To take advantage of these special offers, use the link below to sign up. You will be asked to provide your Company Code during the sign up process. Company Code: 1552428.

[http://www.shamuclub.com/\\_login/member\\_sign\\_up.aspx](http://www.shamuclub.com/_login/member_sign_up.aspx)

Members will find this information under the Member Benefits portion of the Club website. ENJOY!



# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This time out I want to talk about BMW breather hoses and how they can cause strange symptoms and/or failed emissions inspections.

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 inspection results are Nafi Coker, Nichole Ferrant and dad Nick Ferrant [how cool is that!], John Kelly, Joanne Lucariello, and the NJ Chapter's beloved Dr. of Autocrossing, Elihu Savad. Thanks folks!

Bimmerphiles Nichole and Nick used to come to the Lime Rock Driver School with a pair nice of 320is [E21]. Now they both have 1990 E30s [how cool is THAT!], but we haven't seen them at a driver school in a while. Too bad...

Doc Savad not only sent in his most recent inspection results for his E30 M3, but included two previous inspections for comparison! We had a nice e-mail dialog concerning the variation of his test results over the years and miles. In addition to being the inveterate godfather of NJ Chapter autocrossing, Elihu and his 2002 were regulars at NJ Lime Rock events for many years.

Every BMW motor I have ever worked on has had a breather hose connected to the camshaft cover. The purpose of the hose is to route crankcase vapors back to the intake manifold where they are mixed with incoming air and burned in the engine cylinders. The number of components and hoses in this "crankcase-ventilation" system has increased over the years, but the basic purpose of the system has remained the same: Keeping unburned crankcase vapors from reaching the atmosphere and contributing to air pollution.

In the USA, cars have since 1963 been required to have a crankcase-ventilation system. Prior to this, crankcase ventilation was accomplished via a "road draft" tube protruding into the air stream under the vehicle. The crankcase was open to atmosphere! Of course I am not old enough to know this first hand, but Al Drugos told me about it.

Photo #1 depicts the breather-hose connection to a 1985 E30 325e's [M20 motor] camshaft cover. You can see that the hose had deteriorated to the



Photo #1 M20 Breather Hose (1985 325e)

point where, when the hose clamp was removed, the hose disintegrated. Fast forward to today and look at Photo #2, which shows the breather hose connection to a 2001 E39 530i's



Photo #2 M54 Breather Hose (2001 530i)

breather hose. The unbroken end of the hose connects to a valve that regulates the crankcase pressure and separates any entrained oil from the crankcase vapors. The collected oil is routed back to the oil pan, while the vapors are sent to the intake manifold.

On the older M20 motor there is no pressure-regulating valve. The hose connects directly to the throttle body, and any entrained oil drips down into and ruins the throttle-position switch, which is located below the throttle body. So the newer motor's crankcase-ventilation design is better, at least on paper. In reality, the newer system has proven to be susceptible to clogging with sludge caused by too many miles between oil changes.



Photo #3 M54 Breather Hose Removed (2001 530i)

In both cases, the failed hose was admitting extra air into the intake manifold. On the E30, the result was a slightly rough idle. The M54 motor, with its much more sophisticated engine-management software, was able to compensate for the so-called "false air", but the engine-management computer had sensed the problem and had turned on the "Service Engine Soon" indication on the instrument panel. So although the 530i was running seemingly perfectly, it would have failed inspection for the "Service Engine Soon" indication.

So take a moment to check or have checked your breather hose. And by all means, have a spare one on hand whenever you remove your camshaft cover!

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

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.

Photos by VM Lucariello, P.E.  
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[M54 motor] camshaft cover. [Note the M54 is also found in the E46 3-Series cars.] Many things have changed in the intervening years since the 1980s, but some decidedly have not!

Photo #3 is of the removed M54



## Driver Schools - Looking Ahead

As you read this, our first two driver schools of 2008 will be complete. Our Lime Rock school filled in all run groups with a first - all the students in our novice group were coming to the track for the first time. This was great news and we intend to turn each new student into a track junkie. Our combined Driver/Instructor Training School also marked a first with 15 instructor candidates enrolled from 6 different chapters. This certainly speaks to the high regard for our instructor training program. As we look ahead, our next event is not until July 26-27 when we have our annual combined club race/driver school on the main track at Summit Point raceway. This school is a weekend event and is always a sell-out. Because we do not have a June event this year, the race/school will be our event to raise funds for the Westlake School. There is still room available so I encourage you to register soon if you wish to attend. Come have a great time, watch some racing and support a great cause.

It is, however, a long time between April 15 and July 26. What do you do in the interim if you need a track fix? Our friends in the DelVal chapter have their annual 3-day event on the Jefferson Circuit and Summit Main April 26-28 as well as a two-day school at Watkins Glen on July 9-10. You can also check the website for dates and venues for schools held by the Patroon and National Capital chapters. Finally, consider becoming part of our fine Autocross Program - it is close, inexpensive and will give you an entirely different perspective on the capabilities of your BMW. Regardless of what you choose, I encourage you to get out and drive. It is the reason we all own the Ultimate Driving Machine.

-Jeff White

## 2008 Driver School Schedule

School	Dates	Location
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



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Beautiful E30 M3

# The E Secret Society

Yesterday, one of our salesmen was completing a deal on a 1964 Cadillac Convertible. While he was finishing up with his customer, I went out to walk the lot to make sure all of the hoods were closed and door were locked. As I stepped outside, I noticed a beautiful gray e39 Touring in the lot. It was a sport package car with 19" aftermarket wheels, tinted windows, Remus exhaust and a few other nice touches. I walked around the 5'er to check it out. When I went back inside, I ask the customer about the car and gave him complements. He appreciated the comments but seem to just brush it off as basic transportation. I mentioned to him that the 1984 318i out back was mine. The new Caddy owner then tells me he has always wanted a 1989 M3. I smiled and said "oh, the e30 M3, the one that we all want".

His eyes lit up and the fell of the conversation changed from just a couple guys talking about BMW's as a basic car to a few enthusiasts who know the Secret Code. He said, "Yes, I have an e36 right now along with the e39 but I always wanted the e30 M." The conversation went on from there so I won't bore you with the details.

I realized something that day. Many people who own a BMW do not have a clue about the e-coding system for their chassis style, but when you come across someone who does, it's like you know the secret handshake to get into the Order of Skull and Bones. It separates the general BMW owner from the BMW enthusiast. It our little test to see how in tune someone is to the life of Bimmer. If you pass, you can be sure to be on a more level playing field. If you are still confused what each e21, e28, e65, e83, e90, etc means, in the back of the Roundel you will find a complete chart of all US "e" designations. You too could be master of your "E" domain. But don't worry, we won't be testing you at the club meetings.

At the end of February there is a once-a-year auto auction at the Convention Center in Atlantic City. I have attended this auction for the past 10 years and the last seven with my company selling classics. As I walked around this year, I noticed a few BMW's that were up on the block. The first one I found was out on the loading dock when I first arrived and was unloading a 1940 Pontiac that I hauled to auction. Across from me was a gentleman from Maine who trailered down a 1974 2002tii. This car was red with black interior in driver condition. His original reserve for this car was \$11,500. In its current condition, I felt it was a \$5500 car. It was bid to \$8500 and no sale. He then ran it again later in the day with an \$8500 reserve and the car only did \$4750. I think he should have taken the original bid amount because the second retry was closer to what I felt the car was worth. He did wind up selling it on the floor but I don't know what price ultimately sold it. I found a gorgeous 1976 2002 in silver with black interior restored to beautiful show condition. His reserve was \$14,500 but the hammer dropped on the car at \$11,000 and a new owner was found. Even though it was a square taillight car, it seemed worth the money due to the condition. I missed a 1973 Bavaria in red with black interior on Thursday morning. It was the 12th car to be auctioned off. This looked to be an older restoration and was in driver condition. It had a reserve of \$5000 but the final bid of \$2700 was able to sell it. Someone got a pretty decent buy. I also missed a silver 1994 740i going up on the block at no reserve. I talked to the high bidder, who was another dealer, after it car rolled off the block. \$3750 was all it took for the title to exchange hands.

In the corral area where cars were just for sale by owner and not for auction, I found an interesting 2003 745iL with an insane custom stereo system in the trunk and TV's in the interior. It was well done if that is your thing, but it greatly reduced luggage space. I never found out what the owner wanted for the car since he was too busy speaking with teenagers about the equipment installed. The car that eluded me was a white 1990 M3. I made several attempts to find out some information on the car but I was never able to find the owner. It was not on the auction roster or noted for the car corral. It was as if the guy pulled the car in for the weekend and left it. I even asked the car owner sitting next to it if he had any information. He said the owner of the M3 never came by when he was there and all day people were asking questions about it. It seemed strange that someone would bring their car for sale but not represent it or even leave their phone number on the car so potential buyers could contact you. Sometimes you just have to shake your head and walk away.

Sandy was pleased that I didn't wind up buying anything down there. All

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weekend I was sending her pictures of cars that I would have liked to buy. It might have been better off that I did not have a bidders pass. The collection would have grown larger then it already is.

In case any of you have been following my e30 saga, I am pleased to report that I have put 900+ breakdown-free miles on the car since my last writings. I left you all with the install of the main fuel pump still to be done. I am glad to report it has been running fairly well and is now my main commuter car. I have also been getting 24-28mpg, which has been delightful since my truck got 16-18mpg on the highway. The 318 was pretty good to me this month so I decided to treat the car and installed a new microfibre shifter boot to reward it. A few more minor things and I think all will be good in the realm of this e30. Let's cross our fingers!

Last but not least, if any of you are planning on coming to the Englishtown Raceway Park Swap Meet in April, I will be attending so feel free to stop by my spot and say hello. My spot numbers are H-18-23 on the pit side behind the grand stands. Hope to see a few of you there.

JT Burkard

Send comments and suggestions to: [jformula@aol.com](mailto:jformula@aol.com)



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# Notes from HIS Zone

By Thom Rossi

It's the first week of Spring and HIS zone is abuzz with excitement in anticipation of the first event of the driving season. In two weeks our chapter's driving season gets off to its official start with what may prove to be our fair-well to Lime Rock. By the time this column is published, most likely the event will be history, and those drivers who will have participated will have one more day's worth of memory from that fabled track. I hope to be one of them.

In order to get there, however, I've had to spend a fair amount of time in HIS zone getting prepped for the season. Yes, HIS zone is operational! In February, I finished the insulation and wall covering. This tedious job amounted to putting a three dimensional jig saw puzzle together, when you have to cut all your own pieces. The lift is installed and wired, and the compressor is also installed, but currently lacking a regulator and air distribution system. The next job in getting the garage set up is to install the air regulator and plumbing. With some help from our chapter's garage-guru Vic Lucariello, I think I have a pretty good design in mind for the air distribution system. In the meantime, though, the space is in good enough shape to allow me to start working.

The first order of priority for the pre-season was to perform some maintenance on the tow vehicle, our 2000 Lexus LX470. Sometime last year I managed to warp a front rotor. Ever since then, every application of the brake has resulted in a pulsing sensation that Mrs. R. sites as evidence of the abuse suffered by the truck at my cruel and indifferent hands. It should be noted that, once again, Mrs. R. and I find that our opinions diverge. I look at every scratch, dent, and mechanical glitch as a friendly battle scar. Each one brings back memories. When I hit the brakes and the truck makes its herky-jerky way to a stop, Mrs. R. thinks "this truck is ruined", but I think, "that happened when I was towing my race car." It reminds me of having fun. But alas, having a brake system in tip-top condition for the towing season is kind of important when you have an extra 5000 lbs to stop, so the brake job became the first priority in the newly commissioned garage. And it was a great excuse to use the new lift!

I figured that a complete brake system overhaul including new pads and rotors installed by a Lexus dealership would set me back about \$2500. When purchased from the dealer, with a "whiner" discount, the new pads and rotors cost about \$650. Cha-ching! By my reckoning, I just saved about \$1300! If I do another 50 brake jobs, that new garage will pay for itself in no-time. Naively, I assumed that changing the pads and rotors would take a grand total of about an hour, tops. So I started the job around 5pm on a Sunday afternoon. At 2 am on Monday morning, I finally had the back rotors and pads changed, and hadn't even touched the front. What took so long? It turns out that the parking brake (the handle of which had developed a disturbing amount of slack before engaging) works through a drum brake set up integrated into the rotors. No big deal on its own; lots of BMWs work that way, too. The hang-up is that with 120k miles on the clock of the truck, some of the bits and pieces of the parking brake system are so encrusted with rust that they look like they may as well have been recovered from the Titanic. Beyond that, the real problem is that whoever designed the system assumed that any enthusiastic brake technician would simply relish the opportunity to disassemble a dozen or so springs, retainer clips and pins holding the whole assembly in place whenever even one part had to be worked on. Honestly, I cannot fathom the engineering logic that lead to such a liberal use of opposing systems of springs. Not, of course, having had the foresight or the forewarning to have purchased spare parking brake actuators, I took to dissembling the old parts, spraying them down with penetrating oil, whacking them with a hammer until the frozen levers un-froze, and giving them a good dose of grease once they got to pivoting and rotating like they should.

In the small hours of that Monday morning, I had to weigh a decision on whether to tackle the front brakes or just call it quits for the night. I pulled a front wheel off to inspect the equipment, and low-and-behold, the engineers were equally considerate of the do-it-yourself mechanic when designing the front as they were in the back. Unlike our BMW systems which allow you to replace the front rotors without taking the axle hubs and bearings apart, the Lexus requires the bearings be removed before you can even get to the rotors. Definitely not a job to start at 2am on a Monday

morning. When I subsequently stopped at the local Toyota dealership to pick up a set of spare bearing seals, I talked to a technician about the job to pick up some pointers. I quickly learned that a trained technician plans on about 5 ½ hours for a brake job on one of these trucks. I started not to feel too bad about my miscalculation of the time required for the rear brakes. Evidently, doing the rear brakes was looked at as a rite of passage by the technician. When he found I had already done that job and had gone through the parking brake actuator repair, he got a big smile on his face (I wonder how many Lexus owners he's had that conversation with; not many is my guess) and started talking to me like I must know what I am doing. Of course, nothing could be further from the truth. However, I was grateful for the time he spent with me and I committed as many of his hints to memory as I could, in the hope that once I got into the job it would start to make sense. It did. It only took about another 2 hours to change the front rotors, repack the bearings, and get the truck back on the road. With the addition of an oil change this past weekend, the motive half of my towing rig is ready for the start of the season.

That means that I can now turn my attention to preparing my race car. In addition to the usual inspection and brake fluid change, two new safety requirements in the club racing program require some attention. One is that all cars are now required to have fire systems installed, superseding the old requirement for just a fire extinguisher. The other new requirement is for a right side internal net. I've started the fire system installation with a SPA Technique S.F.A.A. electronically activated system I purchased through UUC (one of our club racing program sponsors). The system is pretty slick, and Bob Conway and I have been exchanging thoughts on how to mount the components and where to point the various nozzles. I've also been talking to Steve Vicari about the installation to pick up some tips from him. I'm ready to get the job done this coming weekend.

Then it's off to Lime Rock to add one more day of memories to my stockpile from that track, and to begin another exciting season of participating in our chapter's driving events.





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# SHADE TREE GARAGE

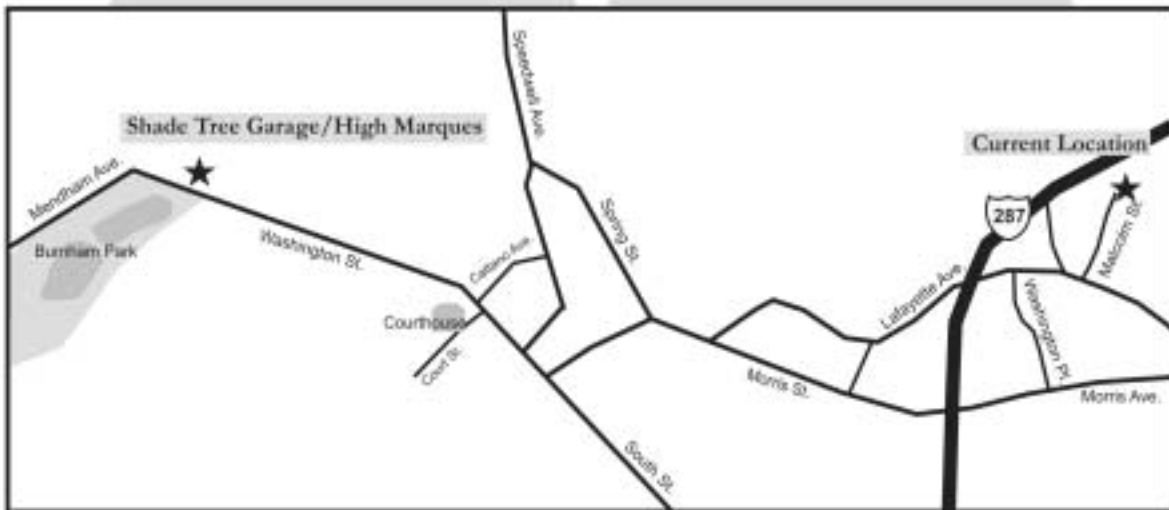
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# NJ Chapter Calendar

## April 2008

April 16th  
Monthly meeting at the Deutscher Club in Clark.  
Mobile Oil will present a talk on, lubricants.

April 27  
Autocross at PNC Arts Center in Holmdel.

## May 2008

May 4th  
Autocross school at Commerce Bank Ballpark  
in Bridgewater.

May 10th  
Lime Rock Park - contact Patroon Chapter.

May 31st  
Summit Point Racetrack - contact National  
Capital Chapter.

## June 2008

June 1st  
Autocross school at Commerce Bank Ballpark  
in Bridgewater.



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### ADVERTISEMENT POLICIES

Advertising Rates Per Issue

Full Page - \$300 Half Page - \$160 Quarter Page - \$80 Business Card - \$55

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](http://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.

# 2008 AUTOCROSS SEASON

We have a schedule of events planned that should give us a full season.

April	13	Autox school	Ballpark
April	27	Autocross	PNC
May	4	Autocross	Ballpark
June	1	Autocross	Ballpark Members only
June	22	Autocross	PNC
June	29	TSS	NJ Expo center
July	27	Autocross	Ballpark
Sept	28	Autocross	Ballpark
Oct	12	Autocross	Ballpark
Nov	2	Autocross	Ballpark

Center south lot in Holmdel. Our rates for 2008 will be \$35 for CCA members, and \$45 for non-members. Please submit your new member applications early!

The June 1 autocross is planned to be a closed event for chapter members only. We are looking for 10-12 runs each! I left a gap for August; we are looking for an autocross date at PNC Center, but the actual date may not be known for a few months. It will be Aug 10 or 17.

Please watch the website for updates and information for registration and classification.

Elihu Savad

We will use Patriots Park blue lot in Bridgewater and the PNC Bank Arts

## March Meeting - Detailing

**(Continued from Page 1)** This was a particularly interesting meeting for me, as it was about something I know very little about, cleaning your car. I actually found out that I know even less than I thought I did about car washing and detailing (apparently rain does not count as actually washing your car). Len House of Cars (NOT Len's House of Cars!) led a very informative Q&A session explaining various ways of cleaning your car and keeping it looking nice. He explained different techniques of cleaning and waxing, as well as showing a few simple products that everyone who touches the outsides of their own car should have. Len was obviously extremely knowledgeable in any and all aspects of his trade, as he was able to answer every question with confidence and without hesitation. Did you know you can use peanut butter to remove that wax that gets on your black moldings? I didn't know that! Unfortunately, our order for nice weather was not filled and the rain kept up from bringing some cars inside for demonstrations.

Open Road BMW of Edison was also gracious enough to have a brand new 135i on hand for us to all drool over. I'm sure Len had to buff out a few fin-

gerprints before sending it back. The car is just like my e30, only with cupholders and a warranty. Ok, ok, maybe there are few more differences, such as weight; boy that thing is a porker! All kidding aside, the new 1 series is an amazing little car, I can just imagine what it is like behind the wheel, as I have only heard good things so far. I'm sure for most of the members who attended the meeting, this was their first time up close with a 135i.

The meeting was a real success. A night out of learning how to better take care of your car, seeing one of the newest and hottest offerings from BMW up close, and free food. Who could ask for more? It was nice to see all the old and new members alike out at the meeting. And for those of you who do not attend meeting regularly or at all, I hope to see you at the next one, you should really come out and see what you're missing!

Jeff Burgess

Len House talks to club.



Photos by Jeff Burgess



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