



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
May 2008

<http://www.njbmwcca.org>

Volume 39 Number 5

Last Chance Rain Dance by Thom Rossi

Yesterday, I got to add another tee shirt to my collection of driving school shirts, this one emblazoned on the back with the words, "Last Chance to Drive Lime Rock Park". Yup, it was the last scheduled event at that famed speedway for our chapter, not just this year, but for the foreseeable future. So we were all feeling a little nostalgic on Friday morning. Nostalgic, and wet, and cold, that is.

My memories of Lime Rock Park began at a different track; Summit Point, West Virginia. I was an intermediate student and Tom Fitzgerald, a veteran instructor, asked me what other tracks I had driven. I told him I'd been to Pocono, Watkins Glenn and Summit Point. He looked at me as if I had lobsters crawling out of my ears. "What's the matter?" I asked. He

commented that he was very surprised I hadn't been to Lime Rock, particularly as it was, at the time, considered our New Jersey chapter "home track". I made it a point to sign up for Lime Rock early the next season.

The track was pretty much designed to allow BMWs to shine. Because of its layout, it rewards handling and agility more than it does high horse power. It is a 1.53 mile road course with big elevation changes and about half a dozen turns in its current configuration. Typically, our club racers will drive this course in about 65 seconds for the slower classes like the one I compete in and well under a minute for the fast guys. If you're an autocrosser, you know that these short lap times mean you're pretty busy out there with the steering wheel and pedals! **(Continued on Page 8)**



Photos by C. Kaiser

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President's Line

If this is your first newsletter from the Club, I would like to say welcome! For those of you who joined not so recently, I would like to say welcome to you also. The Club has many activities and benefits for being a member; I'll try to give a brief outline.

For the social side of our activities, we have a Banquet, a summer picnic and hold monthly club meetings covering topics such as car care, car events, law enforcement, and motor oil. We hold meetings at BMW dealerships, car service centers and have been the guests at the BMW North American headquarters. Some of our guest speakers have been some of our own members who write and photograph for the Roundel, the official magazine of the BMW CCA. The Roundel, a 140+ page magazine, is published monthly with information covering Club events, BMW automobiles, sports car racing, and technical information.

Although our car rallies are considered a driving event, they also qualify as a social event. It's an event that can be enjoyed by the whole family, yet offers the spirit of competitiveness. There is a very friendly rivalry among the participants.

Another event that may be similar in classification would be Autocrossing, an event where you navigate your car through a parking lot with a course of traffic cones directing you. It may be a competitive event but there is no shortage of camaraderie there.

Besides Autocrossing for improving driving skills, there is the Street Survival™ School, a nationwide program that comes to us from the BMW CCA Foundation. It's a car control clinic for the newest driver in the family, your teenager. For those 18 and older, we hold several drivers schools a year, at one of the several racetracks we use within a few hours drive. Plan to be there for two days. If you're really serious about your driving, you can look into the BMW Club Racing program.

Some of the benefits of being a member to the Club besides the events I have already mentioned are access to our Club toolbox, which has some popular service tools, some limited to a specific car chassis. There is a library with reference materials on the marque, biographies of race drivers, manuals on repair and maintenance and books on improving your driving skills.

Discounts. I know that got your attention. There are many BMW dealerships that offer discounts on parts; the discount varies from dealership to dealership. You can now receive a discount to the Anheuser-Busch owned theme parks and for Brooks Brothers clothing.

A popular program for members is the BMW CCA Membership Reward Program. You could be eligible to receive an allowance of \$500 to \$1500, depending on the model, when you buy or lease a new or Certified Pre-Owned BMW. Yes, certain rules apply to the program, the most important one is that you need to maintain your membership and belong to the Club for 12 months prior to applying for the rebate. Any lapse in membership will void your qualification for the rebate. Many members take advantage of this program; BMW spends close to 3 million dollars per year on it.

Through our National Club Office, there is an Ombudsman which can help you resolve a dispute with a dealership should you have one. Free classified ads can be placed in either the National's website or in the Roundel. There is also a list of technical advisors from across the country as well as our own technical advisor, Vic Lucariello.

Be sure to check our own website where you can get the latest information about any of the events we are involved in. There is a schedule of events, information on contacting Club officers and a member forum where you can list items to sell or buy, seek technical information or comment about a Club event.

Join us for our May meeting at Morristown BMW's new showroom and facility on Wednesday May 21st. In June we are the guests of BMW North America at their headquarters in Woodcliff Lake. Be sure to check the website for up to date information regarding these events.

You Belong Here.

Neil Gambony
neilx@earthlink.net

June Meeting at BMW NA Headquarters

For the June meeting we are once again invited to the Mothership at BMWNA headquarters by US Manager of Product Planning and Strategy Rich Brekus, with Larry Koch and the rest of the team. The date is Friday, 13th. at 6:00PM. Bring all of your prying questions on today's technology as well as the future, the brand's direction in racing, diesel technology, hybrid, hydrogen, etc. Most times the answers are more complex than the questions. As Rich usually reminds us "it's how you ask the question". The presentation is preceded by an exceptional buffet and a wonderful display of vehicles.

This is our premier meeting of the year so you do not want to miss this one, ask any prior attendees. Directions are as follows, GSP North to exit 171. At the top of the ramp turn left then make a left on Chestnut Ridge Road. Turn left into BMWNA Headquarters.

Welcome New Members

Irfan Ahmad
Carla Auld
Kadeer Beg
Haig Berberian
Austin Berglas
James Bialek
Szymon Bujak
Joseph Carione
Daniel Curry
Charles Dehaven
Lyn Evans
Douglas Feigel
Richard Feng
Michael Fitzgeorge
Adam Gaynor
Karan Goel
Larry Goldberg

Alfred Hou
Joshua Hughes
Robert Ingoglia
Beatrice Knight
Scott Kuzmic
Jonathan Lao
Mark Lawrence
Marcel Lissinna
Yachi Liu
Victor Lugo
Joseph Mastroeni
Brett O'Malley
Luke Pardi
Laura Plemenik
Vibhav Prasad
Kirk Randazzo
Benett Rosen

Mark Russo
Ronald Samson
Francisco Sanchez
Judith Sanchez
Preeth Sangavaram
Curtis Scafe
Shakil Shaikh
Ravinder Singh
Inderjeet Singh
Warren Tan
Luigi Tartara
Nick Trocchia
Mark Wiercinski
John Woolley
Wayne Wyatt
John Yee
Troy Zabransky





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This time out I have for you a horror story [Don't worry - happy ending] of E36 front-strut replacement.

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].

Bimmerphile Tom Watson is the first to send in an inspection report detailing a failure due to the MIL [Malfunction-Indicator Lamp, AKA "Check Engine" Lamp] being illuminated and DTCs [Diagnostic Trouble Codes] being stored in the engine-management computer. Tom's 120,000 mile 1997 5-Series [E39] Bimmer failed at the Westfield Inspection Station. Tom has promised to send in a follow-up report after he passes reinspection, so we can address his saga in next month's Philes' Forum. So stay tuned!!

The week before our April Lime Rock Driver School I received a frantic call from a Bimmerphile who was changing the rear shock absorbers and front struts on his 1995 E36 325is in preparation for the event. It seems he had two problems: One of the bolts holding a strut to the steering knuckle [BMW calls it a "King Pin" - a term equally archaic] had sheared off. Also, even with all the securing bolts removed, the struts wouldn't separate from the steering knuckles!

Let's take the easier one first. On the E36 chassis, the front struts are held to the knuckles with 3 bolts and a locating pin. This design, my favorite amongst the various BMW front suspensions, old and new, makes it usually quite easy to remove the strut for replacement. In this case, over time and 130,000 miles the locating pins, normally a pretty tight fit in the strut-mounting bracket, had corroded such that it was quite difficult to separate the knuckle from the strut. They were ultimately divorced when a rather large chisel, used as a wedge, was driven upwards between the strut and



Photo #1 Locating Pin On E36 Steering Knuckle

knuckle after liberal amounts of penetrating oil had been applied to the locating pin. Photo #1 depicts the removed knuckle after the locating pin had been cleaned and treated to a coating of anti-seize compound, which will hopefully ease disassembly the next time around. In Photo#1, the bolts that tend to break off go into the 2 holes adjacent to the locating pin.

If you are going to do front struts on your E36, I suggest you hit the locating pins with penetrating oil several times prior to doing the job, and have an appropriate BFC [See Photo #2] on hand in case extreme force is required.

Now for the harder one. 2 of the 3 strut-to-knuckle attaching bolts are fitted by BMW with thread-locking compound. It is important to use an impact wrench to remove these bolts. They tend to break off if you attempt to remove them with a wrench or socket/breaker bar. If you don't have access



Photo #2 BFC

to an impact wrench, you might try heating the bolts with a propane torch to relax the grip of the thread-locking compound. Of course, you will need to ensure that the torch heat does not destroy any vulnerable nearby components, such as an ABS wheel sensor.

In the case at hand, one bolt had sheared off flush with the steering knuckle, which lists for about \$200 from BMW. After carefully center-drilling the bolt in a drill press, the bolt came out using a screw extractor. See Photo #3. Note that the screw extractor would not BUDGE the broken bolt until after heat was applied. Then the bolt came right out. I think it would have been possible, though more difficult, to have done this extraction on the car.



Photo #3 Removal of Broken Bolt

By the way, BMW recommends that you replace the 2 M12 x 20 [12 mm diameter, 20 mm shank length] bolts on each front strut; the ones that come with thread sealant [And the ones that tend to break.], along with the M12 locking nut for the third bolt. The part numbers are: 31-31-1-136-465 [bolts] and 07-12-9-964-661 [nut]. Double check the parts numbers with your dealer [provide them your VIN] prior to ordering, as different nuts are listed for various E36 models.

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.

Photos by V.M. Lucariello, P.E.

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Driver Schools 2008: Off to a Great Start

Our first two Driver Schools of 2008 got the season off to a fine start. Each was completely full which bodes well for the remainder of the season.

April 3rd was a beautiful sunny day with cool temperatures in northwest Connecticut. Unfortunately, our First Annual Last Chance to Drive Lime Rock driver school was on April 4. The day started chilly and raining (with sleet forecast by some). Our intrepid Tech workers to the test by the weather but they came through with flying colors. Our school was remarkable because virtually the entire novice run group was comprised of students who had never been to the track; a testimony to the success of our out-reach and new-student promotions. Many of these new students expressed concern about the wet conditions; however, what they learned was how much fun driving Lime Rock in the rain can be. It is a well-worn adage of Driver Schools that nothing teaches you to be a smooth driver better than driving in the rain. The rain was on and off during the day so no one felt overly soggy and everyone's confidence level grew as the sessions progressed. By the end of the event everyone had a smile on her/his face and expressed how much fun it was. I am happy to report that many of these students promptly registered for more schools this year. They are now well down the slippery slope to becoming a track rat.

Our second school was on the main track at Summit Point for our annual Instructor Training/Driver School. We had the largest group of Instructor trainees in the school's history as well as being full in the student run groups. In this case the weather was dry and the two-day school went off without a hitch. The students were all amazed by the amount of track time they logged. Everyone appreciated the new pavement on the track (which should make for some interesting racing in our July event). Equally important, we now have 11 new instructors! Refer to Thom Rossi's article to read a first-hand account of what the ITS program is all about.

Although it is still 2+ months away, I encourage you to register for our July Club Race/Driver School event. We are about 50% full at this writing so don't miss out on the chance to drive the "newly improved" Summit main track. It is always a fun event with racers and students sharing the paddock. We will once again have a Saturday evening barbeque at the track catered by Mr. B's. And, we can be certain that there will be no threat of snow...

See you at the track.

-Jeff White

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2008 Driver School Schedule

School	Dates	Location
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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Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting
March 26, 2008

Board members present: Neil Gambony, Jeff White, Warren Brown, Bob Conway, Al Drugos, Ross Karlin and Deborah Kolar. Board members absent: Penny Galossi, Jerry Faber, Barry Stevens and David Hirschhorn. Others present: Blake Smith, Elihu Savad, Larry Engel, Vic Lucariello and David Allaway.

President

Neil Gambony called the meeting to order at 7:36 PM at Café Cucina. Al Drugos waived the reading of the minutes. Jeff White seconded.

Neil sent in the application for the ZF Award, due in March.

Neil participated in a conference call with Frank Patek, the new director of BMW CCA National. Email distribution of newsletters was discussed. Also, we may be able to send a PDF to National for internal distribution. Paul Ngai and Jerry Faber will be attending the National conference.

The April monthly membership meeting may be a presentation by UUC at the Deutscher Club.

Treasurer

Warren Brown is working on our financials. All deposits have been paid for driving schools and autocrosses. Credit card payments through Google are working very well.

Newsletter

Deadline for the Bulletin is March 30.

Social Events

Neil reported a complaint that the music was too loud at the banquet. Al will monitor the volume level and address any problems at the next banquet.

It was agreed that we should have a picnic this year, but not on Father's Day. Al needs to know what dates are available that would not conflict with other events in order to select a date for the picnic, which is planned to be at the Finches. Bob Conway will find a rally master for the spring rally.

Driving Events

We have a contract for the Street Survival School. Jamie has been in touch with Bill Wade. We will have an early registration list and reserve one spot for the water company. Warren requested that we make sure the contract has been processed and that the classroom and chairs are included in the cost. Neil has a contact with a water company and Bob will give this info to Jamie. Elihu will call the State Police to see if we need a license and an EMT for Street Survival. Elihu reported that there may be a new state requirement for two EMT's on site. Blake reported that there is a new state requirement that helmets for competitive events are the latest Snell rating. This conflicts with our latest club racing and drivers school regulations that require current or previous Snell rating. The Thunderbolt racetrack website has a link to the state police.

Due to insurance requirements we will limit autocross participation to licensed drivers 18 and over. This is in line with the requirement for Drivers' School participants. Ross motioned, Bob Conway seconded. Motion passed. The website will be updated to reflect this requirement.

Driver Schools

This year's driving schools are Lime Rock Park Driver School (April 4), Summit Point Advanced Drivers & Instructor Training School (April 14-15), Summit Point Driver School & Club Race (July 26-27), Thunderbolt Driver School joint event with Delaware Valley (August 22-24) and Shenandoah Driver School (September 13-14). Jeff White reported that the Lime Rock Park Driver School is fully subscribed with 70 paying students and 5 workers. We could accommodate one more advanced student. The novice group is all first-time attendees. Half the students have not been to a NJ Chapter school before. The Summit Point Advanced Drivers and Instructor Training School has 52 students signed-up including 15 ITS students and

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4 workers. Summit Point Driver School & Club Race has 20 students including workers. Thunderbolt is full with 142 students, 8 workers and 8 on stand-by. There will be no camping at Thunderbolt and there may be a problem getting rooms in the area. A small number of students have signed up for the Shenandoah Driver School. Bob reported on the effectiveness of the drivers school promotions. Vic has created a "Tech FAQ" to communicate to students the "what and why" of our technical inspections. Al requested that hats, instead of t-shirts, be given out at drivers schools.

Race

Ross arranged for funds from the National DNC to help support our regional Instructor Training Seminar and Instructor Training School. Ross requested that we participate in the carnival at the Westlake School and asked for any ideas.

Autocross

Elihu contacted past EMTs and they will be available for our events. Elihu bought three extra helmets for autocross. He will lend them to Bob for the LRP school.

Larry gave Warren checks for the Autocross school. We have 24 students and 12 instructors. Larry is preparing an autocross basics booklet that he will email to the students prior to the school. UUC is providing lunch and may be a sponsor of autocrosses. Many of the students are new to autocrossing.

Instruction

Blake Smith reported that we had 94 attendees at the Instructor Seminar.

New Business

Ken Herskovitz, of Bimmertools.com will take over the Toolbox from Bob Conway.

The next board meeting is Wednesday, April 23rd at 7:30 PM at Café Cucina. Ross motioned to adjourn at 9:00 pm, Warren Brown seconded.

Respectfully submitted, Deborah Kolar

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Last Chance Rain Dance

(Continued from Page 1) Yet, the track has a nice "momentum" feel to it if driven properly. It is better for smaller BMWs than for the big-uns. When I first tracked my e39 540 there, I corded a brand new set of Hoosiers in one weekend. Ka-ching!

The next season I returned with a new weapon, my current e-30 325is KP class race car. Well, at least it was the body and most of the suspension of my current race car. During that first outing, the suspension was not set up to handle with poise and aplomb the right hand down-hill turn leading onto the front straight, and the driver was not set up to use good judgment and experience to stay out of trouble. In dry weather, in a properly set up e30, this fast, down-hill sweeper may be taken with a brief lift off the throttle before turning, then full throttle and a great deal of "brass" onto the front straight. However, certain parts of the turn are a bit bumpy, and in my first race ever, I ran out of suspension and driving talent before I ran out of brass. Exciting! A little TOO exciting! But once you learn to take that turn properly, it is one of the most rewarding sections of any track I've been on. A slight dip in the road surface as you approach the bottom of the hill helps compress the car's suspension, giving extra grip exactly when it is needed to start turning. You look to your right, through the corner and point the car toward the inside curbing. By the time you reach the middle of the turn, in dry weather, you can already be flat on the accelerator and moving very rapidly onto the front straight as the car drifts toward the outside of the track. It gives you the kind of feeling that you get from hitting a good drive in golf or executing a great turn when down hill skiing. It just makes you want to come back for more and more.

Another signature feature of the track is the uphill section. In this section, a high speed right leads to a steep uphill grade, and track-out (the left side of the track) is reached on the way up the hill. If you've ever watched a Grand Am race there on the speed channel, you'll notice that a camera is always placed at such an angle that you can see the air gap between the tires and the road surface as faster cars crest the hill and launch into a ballistic arch for a few feet. If you want to keep the front of your car pointing forward, it's important to keep your wheels straight on that part of the track even if you don't go airborne; many a club racer or driving school student has sad memories of the twisted metal and plaster casts that can ensue from making an error there. To make matters a bit trickier, there used to be a pot-hole in the track right about at the apex of the right turn! During the race in 2006 the hole got bigger throughout the weekend, so we were always tinkering with our line through there to avoid the hole while carrying speed and still keeping the wheels straight at the top. Also exciting, but in a good way.

I'll miss the opportunity to improve my speeds through turn one, also known as Big Bend. As many times as I've tried, I feel that I've never gotten everything exactly right through that one. Coming at the end of the front straight, the entry to this turn is the part of the track that requires the most aggressive braking. The driver has to make a choice on which of two common lines to take through the turn. It can be handled with a wide entry, a mid turn effort to rotate the car, and a late apex onto a short straight. Or it can be handled with an early entry and double apex. I've never figured out which one works best for me or my car and I'd love to have more events there to work on that. I know that between this turn and other areas of the track, I could find another two seconds to shave off my best lap times.

One other aspect of our races at Lime Rock that I will surely miss is the fine charitable contribution that our chapter's race chairman, Ross Karlin, always organized for the Westlake School. Kudos to Ross for the many years of good work and the addition of a genuine feel good element to our racing program and the benefit delivered to the community.

I'm sure that every experienced club driver has their own mile and a half of memories of the track. I'd love to hear yours if you ever feel like posting them on our club web site in one of the forums.

At our concluding event, the weather was typical of the kind our club has encountered in past season openers at Lime Rock: cold and rainy and even with some overnight snow. The inclement conditions conspired to push the morning tech inspections a bit outside of its schedule despite tech chairman Vic Lucariello's military precision in organizing the work. I enjoyed helping with the tech inspections and I strongly recommend that if you are ever

asked, or if you have basic technical knowledge and wish to volunteer, you do so.

Having a spotty track record at Lime Rock in the rain, and seeing as how this first event of the season is the time when I have to scrape the winter's coral reef of rust off my driving techniques, I was a bit concerned about the track conditions and I considered not getting my car off the trailer and onto the track. But then I was told that my instructor was going to be Rick Kiceniuk, who is reputed to be one of the best rain drivers our club has yet produced. Yahoo! His reputation is very well deserved and I learned things about my driving technique that I never would have spotted in dry conditions. It was one of the most productive instructional days I've ever had and I couldn't be happier that conditions were a bit the other side of damp. It was great to end the day with notable improvement in my skills and confidence in the rain.

With all the history we have at Lime Rock, why, you might be wondering, was this our last event there? The answer is economics. The track is going "private" and is much less welcoming to renting out to marque enthusiast clubs like ours. The new operating model is to position the track as a private motorsports "country club". Founding members can join for a mere \$110,000 initiation fee plus \$550/month of dues. Rumors abound as to whether the new economic model is working for the track. I heard they need about 300 members, but have only attracted somewhere in the low one hundred range so far. Partially, the fees are to go toward a re-engineering of the track, with a few new twists and turns added here and there. Again, conflicting rumors report that the original track configuration will remain available as one option for the layout, but there are also rumors that the current layout will be a thing of the past. Let's hope that the original layout is still there for years to come, because I think the economics of the Lime Rock Club will take some time to settle out and I suspect there may again be an appetite for renting the track to clubs like ours. In the meantime, I surely hope that the track remains solvent and operational because it is truly one of the great motorsport venues of sports car racing in our country.

While on the subject of the economics of driving schools and racing, there are a few encouraging facts to take note of. First, it was quite gratifying to see such a high level of participation in the Lime Rock school. In the past, we've had a hard time selling this out, but thanks to the promotional efforts of Bob Conway and Jeff White, the school was very well attended and included a large number of drivers with no prior track experience! Bravo! We hope that once bitten, the new drivers will be back for many future events. Second, the comparative cost of belonging to a motorsports country club like Lime Rock versus the quality of instruction, diversity of tracks, and enthusiasm of our community makes the low cost of annual club dues and event fees an outright steal for anyone with a desire to get out on the track. Third, the motorsport club model is all the vogue now. But fortunately, it is usually not at the expense of excluding club drivers like us. We are very fortunate to have a wonderful new track opening up in New Jersey. Our joint school with the Del Val chapter will be the BMW Club's introduction to this exciting new venue later this summer. Be there, and start building your own miles of memories!

Thom can be reached by e-mail at thomrossi@gmail.com



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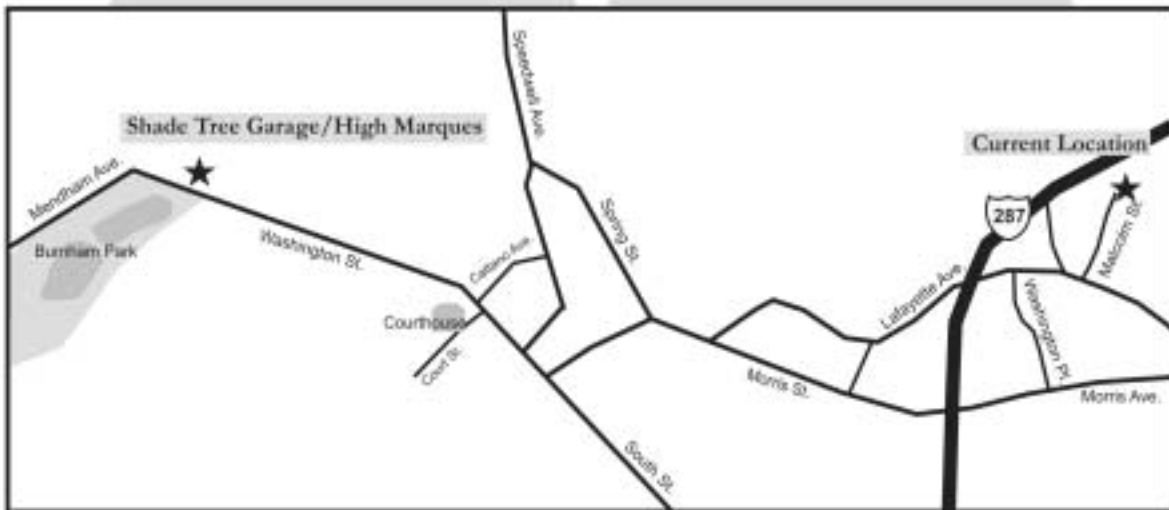
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NJ Chapter Calendar

May 2008

May 10th
Lime Rock Park - contact Patroon Chapter.

May 21st
Monthly Meeting - held at Morristown BMW, 111 Ridgedale Avenue, Morristown. 7:00pm.

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

June 2008

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

June 13th
Monthly Meeting - we're invited to BMW NA Headquarters in Woodcliff Lake. This is always a great meeting. 6:00pm.

June 22nd
Autocross school at PNC Arts Center.



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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 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 OPENER

Our first season autocross at the PNC Bank Arts Center gave us a mix of weather and surfaces. The morning was damp, with mud, gravel and slick pavement, feeling rather like a drifting event, instructive as always, but not as satisfying. The afternoon runs were much different, with surfaces brushed off and dry, so our stickies had something to stick to, and what a difference! Winning is good, but feeling how much better you have become over the day stays with you longer, and there were a lot of smiles to be seen.

Results are posted on our website; the top finishers were:

Class	Name
AA:	T.J. Pierson
A:	James Kavalieros
B:	Chris Leckenby
C:	Mike Marvuglio
D:	Jon Trudel
E:	Hector Ruiz
F:	Mark Wiercinski

FTD and first in X class goes to Eric Gebhardt in his much modified Miata, with grace, style, speed, and a minimum of cones. When all is said and done, technology is no substitute for practice and paying attention.

We had 68 participating drivers, 8 runs apiece. Everything worked, we all got dry runs, and the lunch wagon manned by Jamie's family was terrific. Join us at an event. This is what your BMW was made to do.

Autocross Schedule

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	

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

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

Elihu Savad

May 21st Meeting at Morristown BMW

For the month of May we have been invited by Steve Hodosse to the new showroom of Morristown BMW at 111 Ridgefield Ave. Morristown, 07960. Besides showing the new modern, high tech facility he will also have our new friend, Len House of Jamesburg, the detailer extraordinaire. Our date is Wednesday, 21st. at 7:00PM.



Photos by C. Kaiser

Heavy Braking



It Must Be Spring...

I would like to start by announcing that Sandy and I are getting married this May 22nd 2008. Yup, after 13 years of perpetual engagement we are tying the knot. To celebrate this momentous occasion we are not having a run of the mill wedding either. Not ones for doing anything traditional, we decided to do something fun, something that will make people say, "I wish we did that." We are flying out to Vegas and will have an outdoor ceremony at Caesars with Elvis singing and partaking in the nuptials. I believe there is an unwritten rule or state statute stating that Elvis must be involved with every Vegas marriage. Who are we to go against this? As the saying goes "What happens in Vegas..."

With the wedding event only 3 weeks away as of this writing, my free time has dwindled greatly. Many preparations must be taken care of. The caterers have to be arranged, tents and tables to be rented, entertainment, servers, bartender, etc. For what was supposed to be a more laid back outdoor wedding reception when we return from Sin City has become overwhelming. Oh, and how about chasing down all the guests who didn't respond in time? ARGH! I can only imagine how much work it would have been if we decided to go for a more traditional wedding? Thankfully this is a one time deal.

With all of these arrangements still in the works and a stressed bride to be, I was hoping to have the new transmission in the e21 by this time. Unfortunately, that will be put off for another week... or month. Luckily, it will only take a couple hours for the swap if/when I actually get a free day. It was our hope to drive the e21 to our reception since this was "our" car, the one we bought together. Sandy found the car in 2002 in the parking lot of a grocery store. She called me and said, "We should buy this." Yada Yada Yada, almost 6 years later, I haven't looked back. I just have to get the ol' 320i out of hibernation and back on the road again.

Thankfully the notorious e30 has provided reliable service now for another month. I did wind up replacing the brake master cylinder and ordered new calipers plus drilled and slotted rotors. I figured since they are due for replacement I might as well upgrade. Better braking is always a good thing. It doesn't take much for me to find a reason to buy and install performance parts. It's slowly becoming the car I was hoping it would be. With an entirely new fuel system and brakes, there might be a light at the end of this long, agonizing tunnel. Cross your fingers!

As if we didn't have enough time for everything else that is going on, it's now boating season. I had to arrange for the marine mechanic to take care of a couple minor maintenance items I don't have the time to do. Sandy and I have spent a couple nights after work preparing our 21' Four Winns. Nothing draws a couple together like scrubbing and cleaning a boat into the cool spring night. There is still the buffing, waxing, and painting the bottom of the boat to do. Then its time to launch. Normally, I don't mind the late nights of compound and wax flying in the air, but there isn't much time this year.

All of this to do before (and maybe after) we get married. Nothing like insane time management! So, by the time you read this, we will be ready to go off to get hitched. If all goes right, we'll have a running e21, stopping e30, and a boat ready to float with a newly wed bride and groom.

JT Burkard

Send comments and suggestions to: jtformula@aol.com

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