



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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The Classic 2002

Photo by JT Burkard

Newsletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
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President's Line

Lately, the weather's been hot enough that we've had to use the two extra guys in our van, Norm and Max, a.k.a. the A/C Brothers. Most of the year they hang out on the dashboard being ignored until we call for their services; they've been pulling through for us in flying colors. We'll anxiously await their return employment next summer and in the meantime we'll hold onto their 1099 forms.

Speaking of doing things to the max, like accelerate and brake, there is an insurance company in New Jersey that will soon be charging you more for doing just that if you decide to install a wireless device that reports back to them. They want to know what time you're driving on the road and how many miles you drive besides knowing how hard you accelerate and apply your brakes. They don't say anything about wanting to know if you're using your cell phone without the hands-free device.

They're offering discounts to use the device that plugs into the on-board diagnostic ports on 1996 and newer automobiles; I guess I won't be getting one for my iX. Now if it cuts down on unnecessary driving and the by-product is less pollution and saving the precious juice, I'm all for it.

I'm not sure that it's going to relate the real road conditions to those collecting the information. Will you be paying extra for insurance because you need to accelerate up to highway speed quickly or have to brake suddenly for say something like a deer or a motorist backing up on highway exit ramp? Many Club members like to admire their BMWs while not in motion, while many more like driving them the way they were made for.

It just seems that it's an invitation for Big Brother to watch over you, something I've always been opposed to. I was reluctant to get E-Z Pass just for that reason but caved in when I found myself being left behind at the toll plazas while riding in the caravans to our track events. I know this is just the first attempt by an insurer to electronically monitor our driving habits and I'm sure there will be more to follow. The main question will always be; will those who drive less save money or will those who drive more just pay more?

The July Club Meeting at the Deuschter Club featured two representatives from Mobil Oil who made an impressive presentation on Mobil 1 Oil. Two bits of knowledge I acquired from the meeting: Wal-Mart is the largest purchaser of Mobil 1 and the SMART Car derives its name from Swatch Mercedes Art Car. The SMART Car was a topic of discussion since it is one of a growing handful of cars that has its motor filled with Mobil 1 at the factory. Also filled with Mobil 1 at the factory is the BMW 123d, which unfortunately, is not available in the US.

Thanks to all who participated in the Summit Point Drivers School and Club Race which was held in Summit Point, West Virginia July 26-27. The event was well run through the efforts of Jeff White our Drivers School chairman and Ross Karlin, the Club's Race Chairman. I can't leave out those behind the scenes like our registrar Dennis Krug, Chief Instructor Blake Smith, Technical Director Vic Lucariello, plus all the instructors and track workers it takes to put this event on.

This year at Summit Point, the Club Race and Drivers' School was used to benefit the Westlake School in Westfield. For the last 10 years we have been holding this event at Lime Rock Park in Connecticut. Since Lime Rock has undergone a major change in their business model, we will be unable to hold the event there in the foreseeable future.

Unfortunately, Summit Point is too far for the Westlake students to attend for the day, which has been the tradition in the past. Attending the race is something the students look forward to each year. We are looking forward to having the students attend once again when we are at the New Jersey Motorsports Park in Millville NJ next year.

We give many thanks to our sponsors of the event this year, JMK BMW and BMW of Bloomfield. Please let them know you're grateful of their support of the Club when you shop there.

As you may be aware of by now, the NJ Chapter is holding its own membership contest for the recruitment of new members. Members who sign on a new member are eligible to be in the contest for two Banquet admissions to the 2009 NJ BMW CCA Banquet. This contest runs until the end of November. Currently the NJ Chapter is ranked 7th in the nation of 65 Chapters. We're only 37 members behind the Tarheel Chapter, not an unobtainable amount to put us in the 6th position. Signing up a new member before September 12th will also put you in the contest from the BMW CCA.

There are still two items you have time for. The first is getting a ticket for the 2008 BMW CCA Car of Your Dreams Raffle that can be obtained online at www.bmwcca.org. The deadline is August 29th. The second item is you can still register for the Shenandoah Drivers School being held September 13-14 at Summit Point, West Virginia. Information on the School can be found on our website.

We are planning on holding the Club's Annual Picnic again at David and Peggy Finch's Farm in Asbury, with a Rally preceding it. Social Director Al Drugos is in the planning stages of this event and so you will have to watch the website for updates to register for the Picnic and Rally. Mark your calendars for September 20th as the date for this event and until then, keep cool.

Neil Gambony
neilix@earthlink.net



Welcome New Members

Noreen Ali
Samuel Alleyne
Arvind Bansal
Mariusz Bernatowicz
Jeffrey Budney
Carolina Cardenas
Victor Chang
William Collan
Rene Cruz
Michael DeFeo
Mohammed Ejaz
John Giordani
Harold Gonzalez
David Jones
Shafayat Kamal

Albert Morales
Mohan Nair
Ashish Patel
Daniel Patyk
Yi Ping
Shawn Roberts
Cristina Santos
Philip Schirripa
Sydney Sherry
Tarun Singh
Vincent Ursino
Amy Vila
Jonathan Wein
Kenneth Wessel

Club Picnic September 20th

Join us for great food + fun car show + more. See if you can win or buy the popular vote. Swap meet - bring whatever as long as it is BMW stuff. This is a good chance to clean out the shed. Kids games.

Picnic info:
Place: Dave and Peggy Finch Farm, 74 Butler Road, Asbury, NJ
Time: 12:30 pm to 6:30 pm
Cost: Adults \$20 Children \$10

Check our website for updates.

Al Drugos



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This time out in Philes' Forum I am continuing the topic of E30 ['84-'91 3-Series] parking-brake cables. Although the photos and text are E30-specific, the parking brakes and cables are just about the same for any Bimmer I have ever worked on.

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].

Bimmerphiles recently submitting emissions-test data are driver-school instructor Mark Carlini, driver-school Tech worker Alicia DeLalio, Carl Francolini, and Mirril McMullen. Thanks, folks!

The July Philes' Forum concluded with my suggesting that you inspect carefully your parking-brake cables prior to beginning a rear-brake-rotor replacement job on your Bimmer. This is because brake-cable replacement requires removal of the rotors as well as disassembly of the parking brakes.

The very first step in the process, after putting the car up securely on jack stands of course, is to slacken the brake-cable adjusters under the parking-brake-handle boot inside the car.



Photo #1 Removed Parking-Brake Handle

See Photo #1, which shows the set-aside brake-handle assembly and the yet-to-be-removed, threaded ends of the cables.

After the brake caliper has been removed and secured such that it is not hanging by its hose [A rubber bungee cord works GREAT for this.], next to be removed are the caliper bracket and the rotor. The rotor should simply slip off the drive flange after the rotor-securing screw and caliper bracket have been removed. If the rotor does not slip off, it is either because it is frozen by corrosion to the drive flange or because the parking brake shoes are adjusted too tightly. In the former case, some penetrating oil and a BFH will be needed to persuade the rotor to come off. In the latter case, you will need to slacken the adjustment on the parking brake shoes themselves. Photo #2 depicts how to do this. [Of course, the rotor has already been removed for photo purposes.] Incidentally, although a screwdriver will work to slacken the brake-shoe adjustment, the tool shown is a brake adjuster for a VW [Old] Beetle and works perfectly.

Next, disassemble completely the parking brake. The brake-shoe-hold-down springs are removed by inserting an Allen wrench through a hole in the drive flange and turning the spring retainers 90 degrees. For the shoe return springs themselves - good luck and patience should prevail. I use a small needle-nose, Vise-Grip pliers with the tips ground down for

clearance. I would say that if your car is old enough to need parking-brake cables, you should be replacing the parking-brake shoes, springs, and



Photo #2 Brake-Shoe Adjustment

hold-down hardware as well. Once the parking brake is disassembled, it should be easy to withdraw the cable from the trailing arm. Now comes the

funnest part of the job: Extracting the cable sheath from the car body. Photo #3 shows how the cable sheath connects to the car body. When all is new, the cable sheath is a slip fit into the guide tube. However, by the



Photo #3 Cable Sheath Connection To Car Body

time the brake cables need replacing, removal of the cable sheath will likely require a little penetrating oil and more than a little patience. A long-reach, 90-degree needle-nose pliers works well for imparting the combined twisting and pulling effort required to extract the cable sheath. See Photo #4.



Photo #4 Extracting The Cable Sheath

Here are a few caveats:

1. Even though you probably won't be changing the parking-brake cables again, apply a bit of anti-seize compound to where the cable sheath enters the guide tube.

2. When you reinstall the parking-brake handle, **(Continued on Page 8)**

Once the parking brake is disassembled, it should be easy to withdraw the cable from the trailing arm. Now comes the

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Once the cable sheath is separated from the car body, simply withdraw the cable. Installation, as they say, is the reverse of removal.

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Driver School - The Event We've Been Waiting For

Before I talk about our big event for this month, let me re-cap our highly successful combined School and Club Race at Summit Point. We had a terrific turnout with 50 students in the School and over 40 Club Racers. Although showers threatened both days, we were able to run a full day both Saturday and Sunday. Due to the enthusiastic response by participants and generous contributions from sponsors, we anticipate being able to make a larger donation to the Westlake School this year than we have been able to for some time. We will make a specific announcement in that regard later this year. As a bonus, Race Chairman Ross Karlin included a Fun Race this year in which grid position could be improved based on contributions to Westlake. Our racers were very generous and raised an additional \$320!

Now, the event that we have been waiting for all year: our joint Driver School with our friends in the DelVal Chapter at Thunderbolt Raceway, New Jersey Motorsports Park in Millville. The demand for this event has been unprecedented. The school was filled by mid-March and we still have a waiting list! To accommodate demand we will be running four student run groups for this event; our goal is to convert every one of our "first timers" into full-blown track junkies. Thunderbolt Raceway can be run as a circuit of 14 turns over 2.25 miles with a combination of tight connected turns and sweeping straightaways. It promises to be a real challenge and make better drivers of us all.

For anyone who is curious as to what goes on at a Driver School, or if you just want to come down and hang out for the day, please do. Spectators are always welcome; admission is free. If you bring long pants and closed toed shoes, we may even get you a ride with an instructor. We will be having an off-track banquet Saturday evening. If you wish to attend, please purchase a ticket in advance through the Chapter Website, details are described on the registration page.

See you at the track!

Jeff White

2008 Driver School Schedule

School	Dates	Location
Thunderbolt School	August 22-24	NJ Motorsports Park, Millville, NJ
Shenandoah	Sept. 13-14	Summit Point Raceway, WV

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July 27th AUTOCROSS

Despite numerous difficulties, the autocross committee pulled off an enjoyable event on July 27. The red lot at the ballpark constrains the size of our event, with tight parking available, but we were missing many of our regulars to Summit Point and got off to an early start. 46 drivers got 7 runs, and the course was tight, with a nice rhythm, and it kept everyone on their toes. While 7 runs is not a real satisfying number, the weather was closing in and we finished just in time to avoid severe storms.

Jaime Kavalieros was first in class A, as well as FTD. Chris Leckenby topped class B, Colin Vozeh took C, Larry Engel led class D, and Don Patterson won class F. Classes AA and F were conspicuously absent. The champ series is shaping up, and latest results are posted. Present leaders are Chris Leckenby, Jaime Kavalieros, and Chris Faust.

Our next event is Aug 17 at the PNC Bank Arts Center in the south lot. We hope to accommodate everyone who wants to run.

Our remaining autocross schedule is as follows:

Aug	17	PNC Bank Arts Center
Sept	21	Commerce Bank Ballpark
Oct	12	Commerce Bank Ballpark
Nov	2	Commerce Bank Ballpark

Come on out and have a blast. You can even have an instructor ride with you, if you wish. This is one of the few automotive event bargains left, so take advantage of your opportunities.

The 2008 champ series standing are posted on the website, and will be updated regularly.

Elihu Savad

Why A Garage Can't be Cleaned

When I first finished the construction of HIS Zone, I made a solemn promise to myself that the workshop would always be clean, neat and tidy. My plan was simple: 1) finish a job, 2) clean up before starting another job. Let me point out that the trouble started with the first element of my plan.

Finishing a job is a strategy I've never really embraced. As I write this, I have two, no make that three, umm, I mean four, unfinished jobs lurking in various corners of the Zone. And those are just the ones I'll admit to.

The very first job I tackled in His Zone was to change the brakes on the Lexus tow vehicle. At the time, the truck was pretty much dedicated to my personal use for winter driving and summer towing. So, when the dealer failed to sell me a new set of anti-squeal shims with my pads, and when I realized I didn't have any brake lubricant on hand I just thought, "Oh what the heck. The brakes may not squeal, and even if they do, who cares?" Now the truck is back in service as Mrs. R's daily drive. Guess what? They do, and she cares. Last week when my backordered shims came in I walked into the garage to put them on my clean work bench and noticed my workbench wasn't even close to being clean.

That's because it has parts, tools, and supplies spread all over it from three other not quite completed jobs. The cleaning supplies (heavy duty cleanser from Zymol, wax from Zymol, Windex, car wash, and rags) are part of my work in progress in getting the Porsche in good enough condition to sell. Then there's the safety netting that is almost ready to install in my race car. Add to that a few garage organizer type hangars, screws, cordless drill/driver for the ongoing garage organization project. The jobs do tend to pile up.

The only other problem I have in sticking to my garage cleanliness program is part 2 of my plan: clean up before starting another job. Aside from the obvious impracticality of even attempting to do this when several jobs are going at once, I've discovered I have an emotional reluctance to put tools away. Part of the fun of hanging out in His Zone is getting a chance to look at my tools. If I put them all away, then I obviously can't see them. That makes me feel sad. But worse than feeling sad is the imminent danger a hidden tool poses with regard to making a duplicate tool purchase.

Case in point. Last month after a wind storm we had a tree blow down and partially block the road in front of our house. I suppose I could have waited for the state to get around to the clean up, but I decided to tackle it this century instead. What I needed was a chain saw. Now, I distinctly remember that when we moved to our current house in 1999, I sold my chain saw because although we live on what used to be a tree farm, there are very few trees of any substantial size on the property. I didn't want to buy a chain saw just for this job, so I went out and rented one at Home Depot. The problem with renting a cool tool like a chain saw is that I quickly got attached to it. After I reluctantly returned it, I started checking out new chain saws on the internet. Why would I need a chain saw when one of the few trees in our yard had already fallen down? I don't know, they're just a great tool and using one made me remember how cool they are. Before I actually got around to buying one, however, I decided to organize our storage shed and move a bunch of stuff out of our attached garage. After a couple of days spent building shelves and organizing the shed and moving stuff, what should I find buried way back on a shelf, coated with inches of dust? My good old chain saw! Turns out I hadn't sold it after all. Now it rests on a wire shelf in the storage shed, patiently awaiting a call to action in another ten years when the next tree falls down. Even though I don't need it, I enjoy seeing it there waiting for me. My point is, the fact that it was hidden away in a practical storage location almost resulted in my rushing out to buy another one. Phew, that was close. I wouldn't want that to happen with, say, a torque wrench. That's why I leave my other tools out where I can see 'em until there is absolutely no room left to get any work done. Plus, as mentioned, I just enjoy looking at them.

Not only do I enjoy looking at my own tools, but part of the fun of visiting somebody else's garage is to check out their tools. I've heard it said that you can tell a lot about a person from the books on their bookshelf. The same can be said of tools. Take Bob Conway, for example. Without doubt, he has the most fun garage to visit of any of my friends. It's well organized,



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but scarcely can you cast your eye about the premises without alighting upon some delightful tool that falls into the "I wish I had one of those" category. Manly air compressor: check. Welding station: check. Another welding station: check, check. Impressive tool case, actually filled with tools: also check. Tubing benders, bench grinders, lathes: check.. check... check... on without end. One quickly gets the impression that Bob must be the guy that the Craftsman store calls when they need to borrow a tool. Even more impressive is the fact that he actually seems to know how to use most of those tools.

And who can bring themselves to throw out used parts? Certainly not me. When I was cleaning up the attached garage I came across all the used coolant system parts I had ripped out of Chris's e46 328 when I was using the RMFFI approach to deal with the aftermath of his overheating disaster. Since then, the car was totaled in a subsequent disaster involving a few inches of snow, a stop sign, and a telephone pole. But there the parts sat, shoved into a corner of the garage. I finally forced myself to throw out the radiator, but I'm still holding onto the water pump and a few other parts in case I get a chance to re-cyle them later. Now they occupy a box in His Zone. That box is next to some old not-quite-round rims from my e39, which in turn reside near a box of old stuff ripped out of my race car, including a spare set of safety harnesses, which is near the window glass I took out of the passenger doors, along with the window motors and regulators, which is near... oh well, you get the picture.

Reluctantly, I cleaned up a good portion of His Zone tonight in preparation for the brake shim job. Now the only thing set on top of my work bench is the new shims. Once I get those installed, I'll be back on track with step one of my simple plan, assuming of course, you're not going to count the ongoing Porsche clean up and the pending air distribution system install, and the race car safety net install, and a rag tag collection of other projects.

Thom can be reached at thomrossi@gmail.com

10 Is a Nice Round Number

Insanity. It's defined as the behavior whereby a person flouts societal norms and becomes a danger to himself and others. Now the real danger is my bank account going lower than I would like due to my need keep buying cars, even though I already have vehicles spread out between three locations in two different counties. The danger to others? Well lets say that my wife is very tollerible when it comes to my insatiable appetite for buying things that we really don't need, like more cars. The danger is to myself because if I don't sell off a couple, I might be living in a one of them.

So what followed me home this time? Well within two weeks of us returning from our honeymoon, I became a new owner of a 1985 735. A stray E23 that needed a home. I was selling a 1997 Lincoln for a friend's father and it happened that a gentleman walked into my dealership and asked, "Is anyone interested in an old BMW?" All fingers pointed to me. As it turns out, the BMW owner really was a Linclon guy. His '94 Town Car was totaled at the beginning of the year and his cousin, the original owner of the 7, gave him this E23 but he wanted another Lincoln. I told him I had a one owner 97 Town Car that was in decent shape. He looked at my car, I looked at his and within a short time later a deal was struck then title and keys were exchanged. He got the car he was looking for, and me with one I wasn't.

What does one do with a luxu Bavarian sled? Drive it of course! I've had to fix the drivers seat, reset the inspection lights, figure out how to repair the A/C controls and look into an ABS light that was permanently on. So far, 1000 relatively trouble free miles of vintage 7-series bliss. This has been my car of choice lately when I need to run errands, drive friends to a concert at the legendary L'Amours in Staten Island, and even attend the last club meeting. I was surprised how well this car handles for its size. It is after all a BMW so it should handle better than the Lincoln it was traded in for. I have grown strangely fond of this car but I am not sure how long I can own it for.

The reason for this? I found yet another round headlight BMW that needed a new home. This one is a bit more interesting, a bit more exotic and fun. Several months ago I spoke with a guy who owned a Delphin Gray 1986 325i Euro e30. He knew the car was special but wasn't quite sure of what he had. He told me he was interested in selling it but didn't have a price in mind at the time. I told him to contact me when he is ready to sell with a price. A few weeks ago, I got the phone call. After inspecting the car and seeing it in person, a deal was struck and another Bimmer followed me home. Well, actually Sandy was the one following. She had a hard time trying to keep up as I was getting to know the smooth highway manners on our newly acquired gray market Bimmer.

This E30 wound up being a real find. It is a rust free body with a full M-Tech1 body kit, 15" MSW wheels, cloth Recaros, No A/C from the factory, and several other goodies. The car drove incredibly well and I believe the

suspension has been enhanced. I will have more information once I get it on a lift to take care of a few maintenance items. Perhaps I found the great autocross car I've been hoping for? Hmmmm... The first drive was all I needed to convince me that this one was a keeper. The condition, rarity, and overall good find sealed the deal for me.

So now the quandary. We have 5 BMW's in the stable now plus 5 "other" 4-wheeled vehicles. One being a 98 Hyundai that also some how followed me home about a month ago. Yes, I have a hard time passing up something if the price is right. Professional help is calling. I need to liquidate a few stragglers. It's time to prioritize! Unfortunately, some things have to go. I've run out of room! The fun but large '85 E23, the infamous white E30 I have written about many times this year, and that Hyundai that just doesn't fit in with the rest of the collection are going up for sale. Plus my e21 parts car has to go. I can hear the TV announcer voice now "ALL CARS HAVE TO GO. INVENTORY BLOW OUT! BUY NOW CRY LATER! - THIS WEEKEND ONLY!!!"

But how can I cut loose these finds? The 735 is a joy to drive. I have hours and hours of blood, sweat and tears undoing the 318i's previous owners scary mechanics short cuts by replacing everything with the right parts. Plus it's provided multiple articles worth of newsletter material. I can tell myself if I hide one here and a few there no one will know? If I sell off that Accent and finish parting out the parts e21 can I keep the rest? What was that definition of insanity again? Sandy just shakes her head.

Ah... decisions, decisions. Within a month's time, three cars followed me home. One is a definite keeper, one is super nice to drive, and the last one I just look at saying "why do I own this?" I'll just scratch my head and ponder. I think I found the right definition: "Compulsive Hoarding is the acquisition of, and failure to use or discard, such a large number of seemingly useless possessions that that it causes significant clutter and impairment to basic living activities." What do dictionaries know anyway? Seemingly useless possessions? Did Webster ever own a BMW?

Insane or a hoarder, you decide. I think in the interest of a worry-free marriage, it's time to set a few vehicles free. I guess life would be easier if I collected baseball cards or coins since you can put them in a cabinet when you are done looking at them. Cars on the other hand can be a fun hobby but a large amount of garage space is a luxury most of us don't have.

10 is a nice round number but at least 6 is an even number.

JT Burkard

Send comments and suggestions to: jformula@aol.com

Philes' Forum

(Continued from Page 4) thread the cable ends through it as you put the handle assembly back into place on the car floor.

3. When you replace the adjustment nuts on the cable ends at the parking-brake handle, do not tighten or adjust them at that point; they get adjusted last.

4. Pre-adjust the parking brake shoes so that the rotor just slips over them, then do the final shoe adjustment just as you would on any drum brake - by adjusting for a slight drag as the rotor turns. See Photo #2 again.

5. After everything is reassembled and the wheels are back on and properly torqued, do the final parking-brake-cable adjustment by pulling up the brake handle 3 clicks, then tightening the brake cables by turning the cable-adjustment nuts until the wheels cannot be turned with hand pressure. On a car with a plate-type limited-slip differential, you may have to adjust one cable, then back it off while counting the turns, then adjust the other cable, finishing by restoring the adjustment on the first cable.

6. When you road test, slow the car from 35 MPH a couple times with the parking brake alone, allowing the parking brake to cool for a minute between applications. This will "bed" the new parking-brake shoes. If you

are a real nut, you will repeat step #5 after this.

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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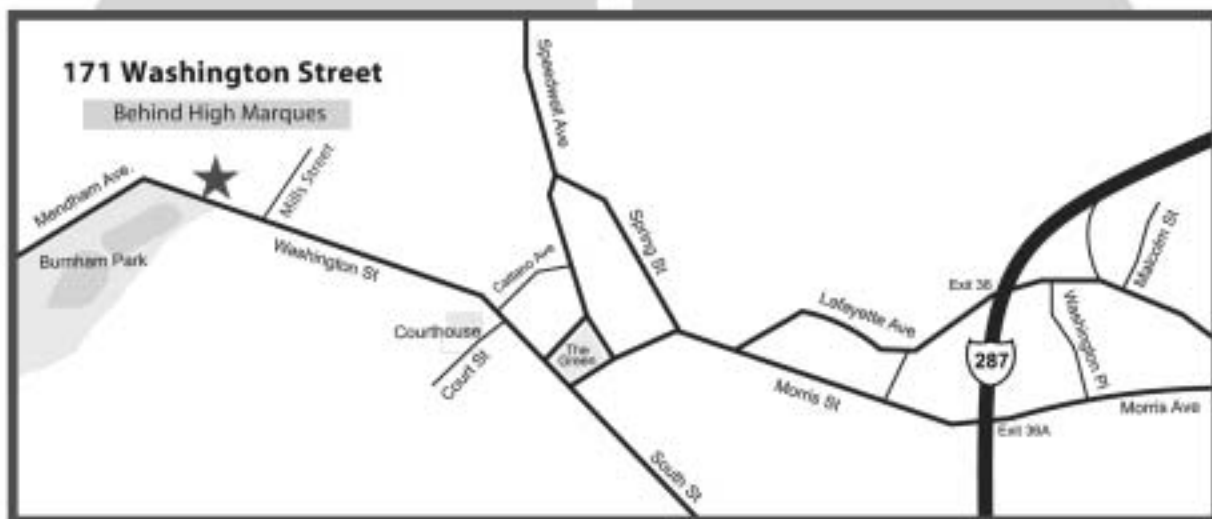
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NJ Chapter Calendar

August 2008

Aug 17th

Autocross at PNC Arts Center in Holmdel.

Aug 20th

Meeting at Deutscher Club in Clark. Gathering of technical gurus to discuss a wide range of topics and to answer your questions. Meeting starts at 8:00pm.

Aug 22, 23, 24

Inaugural BMW CCA Thunderbolt Driver School in Millville, NJ. This is a DelVal/NJ Joint Driver School.

September 2008

Sept 20th

Club picnic at Finch Farm. Starts at 12:30pm. See article on page 11.

Sept 21st

Autocross at Commerce Bank Ball Park in Bridgewater.



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MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:
BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601
800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

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Club Racing

Photos by Brian Morgan



July Monthly Meeting - Mobil Speaks



August Monthly Meeting

For our August 20th club meeting at the Deutscher Club we will be holding a panel of familiar tech and mechanical gurus for a Q & A session. In attendance will be Don Fields (Mr. M Car), Vic Lucariella (Philes, Forum, our Tech guy). We are also hoping to add Rick Kiceniuk, yes Rick, and Ray Adam, Service Manager of Open Road BMW. This will be a spirited evening of knowledge and fun for everyone. For those of us attending our joint Inaugural BMWCCA Thunderbolt Driver School in Millville the timing could not be better. This will be a fun evening, don't miss out, see you there.

Barry Stevens

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