



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
November 2008

<http://www.njbmwcca.org>

Volume 39 Number 11



Isetta at home.

in the Bavarian Alps, that is.

Photo by Jerry Faber

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

We now have a new resident for the Whitehouse for the next 4 years starting in January. As I'm writing this I have no idea who it will be, but whomever it is, they have a big job ahead of them. What else is new since I wrote my last column? Well the price of oil is down, so is the value of my 401 K. Despite my woes, the good news is that the Club is ending the year on a good note.

Due to the consistent work of the Autocross committee and some aggressive promotion of our Driver Schools, we were able to end the year in the positive. This news makes the next part of this job even more rewarding.

As had been mentioned earlier in the year, the Driver School and Club Race held at Summit Point in July was a benefit for the Westlake School students. For the benefit of our members who may have joined recently and are unfamiliar with the Westlake School, it's a School located in Westfield that serves students with multiple disabilities. The Club has been a benefactor to the school since 1997 through the efforts of club race Chairman Ross Karlin.

With thanks going to our sponsors for the event, BMW of Bloomfield and JMK BMW, the students and Club Racers, our contribution to the school this year is \$7500. Although the students of Westlake weren't able to attend the Club Race this year, we brought the race to the school through the generosity of Bulletin columnist and Club Racer Thom Rossi. Thom made his car available for the Westlake Spring Carnival, an annual event for the students held at the school.

The Driver School/ Club Race event in 2009 will take place at the New Jersey Motorsport Park in Millville; we'll look forward to seeing the students from the Westlake School again. We are in the midst of setting a date for the event; we'll make it known once the contract is signed.

Did you get a chance to drive any of the cars provided by BMW for the Susan G. Komen for the Cure? The cars spent the month of October crisscrossing New Jersey to New York and Pennsylvania stopping at participating dealerships along the way. This gave Club members and other participants a chance to try some of the new models made by BMW. The signature car, which all participants put their John Hancock on, is the X6. This is the 12th year of BMW's involvement with the Susan G. Komen Foundation; BMW's goal for the year was to raise the total donated to the Foundation to 12 million dollars. BMW is donating \$1 dollar for each mile the cars are driven.

I brought my brother along to help in transporting the cars from Hunterdon BMW to Morristown BMW and was early enough to actually test-drive some of the different models; I have a lot of nice things to say about the 135i but one thing is definite; it should come with a warning. My brother had his heart set on test-driving a 5-series, looking for a little more luxury than I, obviously he's never driven on the track.

For some Club business, I would like to ask for your support in our request of changing the NJ BMW CCA By-Laws to add the Webmaster as a board position. I feel that in keeping up with a technology that is here to stay, this addition to the board would be a relevant idea. You can read Brian Morgan's article elsewhere in the Bulletin describing the by-laws change. We will be voting on this change at the combined November and December Meeting, which also features the Pinewood Derby and Election of Club Officers for 2009. The date for the meeting is Tuesday, December 2nd.

The other item of business that I will conduct at the meeting is the drawing for the two tickets to the 2009 NJ BMW CCA Banquet, to be held on Saturday, February 28. The drawing is for the members who had referred a new member to the Club during our Membership Contest. As a refresher for you regarding the contest, the rules are on the website at the top of the page.

David McIntyre and Ross Karlin will be the featured speakers at our January meeting to be held at the Deutscher Club on Wednesday the 21st. They will once again be speaking about their adventures at the Targa Newfoundland, which was held this past September. This year, Brian Morgan and Warren Brown accompanied them on the adventure. They will be on hand to add color to the January program.

Mark your calendar for Sunday November 23rd for the Whack Your Turkey Rally, with this year rallymasters, James Kalvalerios and Mark Mallory. This is one of the events that counts towards the Club's Championship Series and always promises to be a fun event. Look for information regarding the Rally elsewhere in the Bulletin and on the Club's website.

Please have a Happy Thanksgiving.

Neil Gambony
neilix@earthlink.net

Welcome New Members

Mubarak Ahmed
Arthur Batista
John Benge
Joel Bergstein
Bill Cariste
Mikel Cirkus
John Costanza
Armand Crupi
Louis Dangeli
Lisa Ernst
James Falzon
Tom Fascia
Carmen Fascia
Ross Gale
Rhonda Gale

Jan Gale
Steven Gaynor
Andrew Gray
Michael Gruber
Katja Hawlitschka
Andres Jimenez
Alex Khowaylo
Claude Kinney
Adam McGregor
Andew McGregor
Vincent Milazzo
Joel Mironov
Anirban Mohimen
Jack Nahama
Thomas Nicolosi

Wilfredo Raymundo
Richard Reich
Susan Reich
Ruze Richards
Scott Roslund
Eric Sandseth
Andrew Schulze
Greg Sobolewski
Ed Valdes
Arnold Weiner
Elizabeth Wells





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. This time out I have a follow-up to last month's item on John Csuri's E34 emissions failure and a warning about shock-tower failures for you E36 drivers.

Last month I thanked all the folks who served as driver-school-tech workers for the NJ Chapter during the 2008 season. Unfortunately, I left someone out: Emery Duell. Emery has been supporting NJ Chapter driver schools for many years and has served as both a tower worker and tech worker. Thanks, Emery!

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 [egg: 328i, not 3-Series].

Last month I wrote about the emissions-test failure of John Csuri's 207,000-mile, 1995 E34 525i for both HC [unburned hydrocarbons] and NOx [oxides of Nitrogen]. The CO [carbon monoxide] reading was bordering failure as well. I suggested that high levels of all 3 regulated pollutants are often caused by a cold or failed catalytic converter, and that further diagnosis was called for.

One thing I had suggested privately to John was that before he condemned the cat he should ensure the motor was running "closed-loop." This means that the engine-control computer [called the "Motronic" or "DME" in BMW-repair patois] is responding to the O2 sensor and regulating accordingly the amount of fuel injected. [The DME does this by varying the "on-time" of the fuel injectors.] When the motor is running "closed-loop", the O2 sensor output will switch between about 0.1 volt and 0.8 volt DC as read on a digital multimeter. The switching cycle should be about once per second. "Closed-loop" operation is required to achieve the proper exhaust-gas composition for the 3-way catalytic converter to do its job of reducing NOx while simultaneously oxidizing HC and CO. The NOx is converted to elemental nitrogen and oxygen. The HC is converted to water vapor and CO2 and the CO is converted to CO2.

John tested his O2-sensor output and determined that the motor was not running closed loop. Why? Inquiring minds wanted to know.

For about 25 years, Bimmers, as well as most cars, have used a heated O2 sensor. The sensor is fitted with an electric heating element that maintains sensor temperature. If the heater or its supply circuit fails, the sensor will not respond to exhaust-gas composition at idle and low speeds, and the motor will not go into "closed-loop" operation under these conditions. John determined that his O2-sensor heater was not receiving any current due to a supply-circuit problem.

Restoring power to the O2-sensor heater resulted in the resumption of "closed-loop" operation on John's 525i, which passed its emissions retest with no sweat, even at 207,000 miles

with the original catalytic converter! Here are the results:

Pollutant	Limit	Original Test	Retest
NOx	807 ppm	1442	268
HC	109 ppm	165	30
CO	0.6 %	0.53	0.01

Note that the retest numbers indicate a cat in very good condition.

Since it is common repair practice to replace the O2 sensor when replacing a catalytic converter, I'll bet that many good cats get replaced when the underlying problem is a \$100 O2 sensor or a supply-circuit problem. The list price for an OEM cat on John's car is over \$1500 for the part alone!

Much thanks to bimmerphile John for sending in both sets of test results and for e-mailing me an account of how he diagnosed and repaired his Fiver.

Those of you with E36 Bimmers [92-'99 3-Series] need to be aware of a unibody failure experienced by a few cars in the area of the rear-shock mounts. If caught early enough or beforehand, the failure can be easily repaired. Once the failure progresses, however, major surgery and welding may be required.



Photo #1 Failed shock tower on E36

Photo #1 shows a badly-failed E36 unibody in the area of the right-rear shock mount. You can see where the unibody has fatigued to the point where the shock-mount bolts have actually pulled out from it. As you can imagine, this produced quite a clatter when the car was in motion, yet despite the amount of damage, no noise was heard until the shock actually broke free. That is: NO WARNING. The victim car is a pampered, non-track-use '97 M3 with 65,000 miles and the original stock shocks. The shock mounts were found to be in good condition. Curiously, of the many, many E36s I have worked on, some with more the twice the miles of the subject M3 and many with stiffer suspensions [hence stiffer shocks] and extensive track usage, I had never seen a failure as bad as this one. Indeed, Bimmerphile David Finch tells me that his 160,000-mile M3 Lightweight, with tons of track miles on its track suspension, does not show any signs whatsoever of the failure.

(Continued on page 7)

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Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting
October 1, 2008

Board members present: Neil Gambony, Ross Karlin, Barry Stevens, Bob Conway, Warren Brown and Jeff White. Board members absent: Al Drugos, Jerry Faber, David Hirschhorn, Penny Galossi and Deborah Kolar. Others present: Elihu Savad, Brian Morgan, Paul Ngai, Larry Engel, Jamie Kavalieros and Dave Allaway.

President

Neil Gambony called the meeting to order at 7:35 PM at Café Cucina. The reading of the August minutes was waived, and the minutes accepted with two corrections.

Vice President

Barry Stevens reported that Roundel columnist Mike Miller will be the speaker at the October 22nd meeting. The November/December meeting will be the Elections and Pinewood Derby. The January meeting will be Dave McIntyre, Ross Karlin, Warren Brown and Brian Morgan on their 2008 Targa Newfoundland experience. February or March will possibly be a tire manufacturer. Additional members are needed to join the Deutscher Club of Clark. DCC membership applications were provided to Warren Brown and Larry Engel.

Treasurer

Warren Brown distributed the year-to-date income and expense report, and reported that the club is in excellent financial health due to the successful 2008 driving events program. The only unprofitable driving event of the year was Shenandoah. Additional income is expected in the form of reimbursements from National. The only remaining major expenses are newsletter, picnic, and profit sharing with Delaware Valley for the Thunderbolt school. On the basis of the financial report for the Summit Point School and Race event, Bob Conway motioned to set the Westlake School donation at \$7500. The board approved unanimously.

Secretary

Neil noted, on behalf of Deborah Kolar, that candidate interest had been expressed in all 2009 board positions except President and VP. Interest in those two positions was expressed at the meeting. Neil proposed adding Webmaster as a board position. Brian Morgan offered to draft a revision of the bylaws to that effect, for general membership approval in 2009.

Newsletter

Neil noted, on behalf of Jerry Faber, that the next newsletter deadline is November 1st.

Social Events

Neil noted, on behalf of Al Drugos, that the 2009 banquet is scheduled for February 28th.

Driving Events

Bob Conway reported that Jamie Kavalieros and Mark Mallory will be rallymasters for the Whack Your Turkey Rally to be held Sunday, November 23rd. Neil will contact Penny Galossi regarding prizes. Jeff White noted that our promotional efforts were instrumental in the financial success of the 2008 driving events, and will be continued next year. Jeff has contacted Joe Volpe regarding 2009 dates for Thunderbolt (and/or Lightning), with requests for the weekend before Father's Day for the race/school, the same weekend in August, and the Monday-Tuesday after Columbus Day. Jeff will entertain only full-day dates from Lime Rock, and contingent on price.

Race

No report other than the Westlake School donation noted above. This will probably be presented at the November 11th school board meeting. Additional club representatives are requested by Ross Karlin to be in attendance.

Autocross

Elihu Savad reported that the September 21st autocross was a major success. The next autocrosses are two weeks from Sunday (October 18th) at the NJ Expo Center; and November 2nd at the Patriot Stadium red lot, limited to 60-65 cars with on-time arrival required.

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Miscellaneous

Jamie Kavalieros reported out-of-pocket expenses for Street Survival, autocross school, autocross supplies, and the picnic rally.

It was noted that four news crews showed up to cover Street Survival. A designated press-liaison is needed for future Street Survival schools.

Elihu will send the current champ series rules to Bob for posting on the website.

Neil will continue to work on membership in 2009.

Old Business

Neil offered to organize a sub-committee for the member recognition award.

New Business

On behalf of the board, Neil thanked Jamie Kavalieros, Mark Mallory and Jon Trudel for their efforts on the picnic rally.

Warren suggested that upcoming board meeting dates (and location) be posted on the website to encourage general membership attendance, with RSVP requested.

The next board meeting was set for 7:30 PM November 5th at Café Cucina.

Ross Karlin motioned to adjourn at 9:01 PM and Bob Conway seconded.

Respectfully submitted, Dave Allaway (for Deborah Kolar)

Philes' Forum

(Continued from page 4)



Photo #2 Reinforcement Plate for shock tower

The repair entailed welding in a patch panel from BMW after removing the majority of the broken, fatigued metal. Definitely not a repair to be attempted by the average backyard do-it-yourselfer!

So what should you do if you have an E36? I'm glad you asked, Alphonse. Carefully inspect your Bimmer's unibody in the area of the rear-shock mounts. To do this you will need to remove the rear speakers, then peel back the trunk liner in the areas of the shock mounts. With the car on the ground, remove the two 8-mm [13-mm hex] bolts securing the shock mount to the unibody, and look for any cracking in the unibody anywhere in the area where the shock attaches to it. Be aware that on darker-color cars, the cracks may be difficult to see if they are just starting.

If you see no cracking, which I think will be the case, install BMW reinforcement plate 51 71 8 413 359 [about \$16 list] and 2 new locknuts 07 11 9 904 295. Torque to 22 newton-meters [16 lb.-ft.]. Photo #2 shows what the reinforcement plate looks like. Repeat for the other rear shock.

If you see cracking, have your Bimmer examined by someone qualified for and familiar with this particular repair. The appropriate repair will be determined by the amount of cracking present.

If you are a real nut about it, while you are inspecting your Bimmer, remove the shocks and inspect their upper mounts for deterioration and cracked rubber. A failing shock mount can impart more force to the unibody and accelerate the metal-fatigue problem. As previously mentioned, on the M3 in question the shock mounts were found to be fine.

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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Record Year for NJ Chapter Autocross

The NJ Chapter's last autocross for 2008 will take place on Nov 2 at Patriots Park in Bridgewater. This is also the ninth autocross of the season, something of a record year for us, as well as having no rainouts which is definitely against the odds.

Going into the last event, season points leaders are Chris Leckenby and Jaime Kavalieros, only 4 points apart, and Mark Wiercinski and Mark Mallory in third and fourth, only 1 point apart. The final autocross, WYT rally and Pinewood Derby could still change all that.

A big thank you to the entire autocross committee for making these events proceed smoothly. Special thanks to Jaime for bringing the

autocross equipment, as well as Jaime's family for running the lunch wagon.

I have posted a list of award plaque winners on the website forum and I will make every effort to bring them to the last events of the year. Please come and get yours.

Whack Your Turkey Rally

This year's Whack Your Turkey Rally will start in Colonial Park at the Arboretum and Perennial Garden Lot F. The address is 150 Mettlers Rd Somerset 08873. The town is also called Franklin Twp or East Millstone. Please arrive by 10AM on Sunday November 23rd. This year's rally will be easier with fewer questions so if you have ever wanted to try a rally this is your chance. The rally will end at a local Pub/Restaurant. The cost is \$20 per car. There are two classes Competition Class with a Driver and Navigator and the Family Class for teams with more than two participants. The Competition class will score points in the Championship Series.

If you wish to participate please email Jimkavo@optonline.net with WYT in the subject line. Include your name and other participants in your team.

Rally Time!

The e30 Saga Continues...

by JT Burkard

Just when it thought it was all over, it pulls me back in again. That's right, my 318i continues to test my mechanical skills. After my first successful autocross experience, I decided to check on a nasty miss the car developed. One of our fellow club members was interested in buying the infamous e30 and we wanted to make sure it wasn't anything major before he purchased it. It never really ran perfectly smooth but not this rough. As many of you know, I try to do most of the work on my cars myself. This time I decided to get a little help and had the car checked by Mr. M Car.

I brought the car to Dons place, Mr. M Car, after work during the week and left it for him to check it out for me. I received a phone call the following day from Don. We were discussing the issues with the car and what he was doing to diagnose the running problem. While I am on the phone with him, he found a piece of metal floating around the top of the head. He had the valve cover off at the time to adjust the valves and to do a cylinder leak down test. When he found a mysterious metal chunk, he said "This is strange, let me call you back." That can't be good.

A few minutes later I got a call back. The metal piece was from the rocker arm pivot pad that rides on the camshaft. He asked if I autocrossed the car as the metal was nowhere near where it would have broke off and the front tires showed edge wear. I told him just the week before. That explains the metal traveling to new reaches of the head. He gave me the not so good results from my leak down test. Cylinders 1 and 2 were at 30% and cylinders 3 and 4 were at 75%. That's definitely not good. Don said, "It sounds like a head gasket. We won't be sure until the head comes off. I can fix it, but it might exceed the value of the car". Argh...time for some decisions.

I lost my buyer for the car, understandable so. More importantly, I have a BMW that I either have to sell as is, or pull the head. Being the adventurous type, and a glutton for punishment, I elected to fix the car myself. I paid Don for his time and effort and brought the car back to my buddy's garage where I have been doing most of the work on this thing. I guess I'll pull it apart myself and see what is going on.

A couple days later my friend Rick and I started to work on the 318i. The head was off within an hour or so. I looked at the head gasket



and it was not cracked or showing any signs of damage. Hmm..... lets, check the head itself. The casting looked good, no cracks and everything seemed like it was in good shape. After

looking it over for about 10 minutes, I noticed the #4 exhaust valve was a bit askew. I spun it around and sure enough it had an oblong



Bent exhaust valve - ouch!

rotational pattern like a planets orbit around the sun. The #3 exhaust valve was not quite as bad but still noticeably bad. #1 and #2 exhaust valves did not seem damaged, or so I thought. We tore the head down and got the valves out of the head. Sure enough, they were all bent. #1 & #2 were not that bad but #3 was real whacked and #4 is the crowning achievement of valve bending. Oh yeah, that was REALLY bent. I've been leaving it on my desk at work for show and tell.

I was lucky the intake valves were not damaged. The other



amazing find is we discovered two of the rockers were missing the metal pads, not just one that Don found. Wow, what the heck was going on inside this M10 engine? We compiled a list of parts to order and I exercised my credit card again. The parts would arrive 2 days later.

The head was sent to the machine shop to get cleaned, checked, and new valve guides installed. When the head was finished, it was back to the shop and Rick reassembled the head with new components. Since he had other cars in his shop like a 1930 Model A he was restoring for a customer and a 1933 Rolls Royce he was replacing a clutch in, the cylinder head was put on the shelf until my next day off so I can install it.

The following week, I spent my day off reassembling the e30's engine at his shop. I was amazed how relatively easy this was to put back together, with the exception of the #4 lower intake manifold nut. I don't know who designs these things but it's a wonder how they can build an engine and hide half the nuts and bolts behind hoses, wires, and other engine components and expect someone with normal sized hands to put these things

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O'Fest

by Thom Rossi

Here's a quiz for you. I walk into a men's room. One of the stall doors opens and out stumbles a man wearing a plastic garbage bag over his crumpled, grease-smearred clothes, needing a shave, and looking like he's been exposed to the elements a little too long. Where am I? If you guessed I was at the Molly Pitcher rest stop on the New Jersey Turnpike, you're wrong (this time). I'm talking, of course, about the men's room by the racer's paddock at Watkins Glenn on the last day of O-fest. The weather, you see, was much less than cooperative and many of us were improvising with various methods of staying dry, including cladding ourselves in giant garbage bags.

Weather is often a factor at the Glenn this time of the year. Last year at the September club race, we had a full day of open track time scheduled for Friday as practice for racers and instructors. It started out as quite a nice day: clear blue skies and great views of the rolling hills in the surrounding area. Seemingly out of nowhere gale force winds swept through the paddock, giving violent life to dozens of track canopies, including my own. Within seconds, those clear blue skies disappeared behind a deluge of biblical proportions and I was making a mad dash to put the plastic windows back into my race car and avoid a "bail out". As I was struggling with my windows, I heard my friend Alfredo who was parked nearby crying out for help putting his car cover on. I ran over to help him wrestle his parachute-like car cover while watching my track canopy dancing up and down, the metal frame twisting and distorting as it crept and scratched its way along the side of my Lexus. Ouch! By the time the weather cleared (about 10 minutes later) the parking lot was strewn with decorative sculptures that looked a lot like the twisted frames of ruined canopies and my tow vehicle was permanently scarred: it looked like the "after" scene in Mary Poppins. My point is, as nice as Watkins Glenn is, the weather isn't always very good.

Mrs. R. and I arrived at O'fest late on Tuesday after nosing our way through some heavy traffic in the new tow rig (those scratches from last year's weather disaster are a distant memory). Wednesday was spent instructing in a fully subscribed driving school and shaking down some new doo-dads in my race car, particularly the new fuel cell. The fuel cell was supposed to fix an ongoing problem which I had diagnosed as a fuel starvation issue. The symptom of the problem is that, starting about mid-way through a race, I generally experience a lack of engine power when driving through fast right hand turns. The e-30 is known to have this problem because of the design of the stock gas tank, which lends itself to fuel sloshing away from the pick-up on hard right turns. Fuel cells are foam filled and that, combined with their geometry and the location of fuel pick-ups, should eliminate the problem.

The key word in this is "should". I was dismayed to note that during my track session on Wednesday the problem of loss of engine power reared its ugly head again. This happens at the Glenn at the worst possible places: the toe of the boot where power is definitely needed to pull through an up-hill right hander, and the fast right onto the front straight, where early and consistent power delivery through the turn will dictate speed on the long front straight. I was not able to diagnose any other cause of the power loss, and it was a problem that was to plague me throughout the week and the races on Friday and Saturday. Now my car is back at Steve Vicari's garage for additional trouble shooting. I look forward to sharing the successful outcome of his efforts with you in the near future.

Part of the experience of O-fest is to enjoy the surrounding region and meet club members from distant chapters. The weather through Thursday was conducive to both, and Mrs. R. and I enjoyed time with our friends exploring a few new restaurants. Our favorite place to eat was a winery (The Red Newt) located on the east side of Lake Seneca with an engaging view of the lake from high on a hill. There were also events like rallies, car shows, and a banquet conducted as part of O-fest, which were designed to draw members together and explore the surrounding area. Unfortunately, due to the schedule of track time for those of us participating in the driving school or club racing, it was hard to break away from the track in time to participate in many of these activities. We also had a hard time figuring out where the events were being held.

I spent a lot of the week wondering: where's the fest? One of our companions got lost on the back country roads so often that he was able to whistle the entire banjo theme song from deliverance by the end of the week. Still, we did manage to attend the banquet on Saturday night, which was held at a local air museum in the nearby town of Horseheads. If you like machines (and I take it as a given that most of us in attendance really do like machines), this was a place to see, with a BMW car show located outside of a hangar stuffed full of vintage airplanes representing military airpower from WWII through the present. It was also the best opportunity we had to soak in the feeling of community with club members from far flung regions. As I walked around the banquet hall I was able to spot and talk with many of the authors of my favorite columns in the Roundel, which for me, was quite a treat.

By the time the races were to begin on Friday, the good weather gods were exhausted by their three-day effort to keep the skies clear. We were sandwiched between a hurricane coming from the southeast and a low pressure system coming from the west, which battled each other for supremacy with the result that we couldn't predict from one minute to the next whether we'd be getting rain, shine, cold or wind. I use this as my excuse for having the wrong tires on my car at all times Friday through Saturday morning. We entered a dry track for our practice session on Friday, clad in dry-weather racing tires. Halfway through our practice session it began to rain. Rain + dry track + slick racing tires = no traction. Oh well, it's only practice. Back to the paddock we went, where we all changed into wet tires for the qualifying session later that afternoon. By the time we were scheduled to qualify at 4:30 it was wet and downright swampy. I sat in my racecar contemplating how I would manage to slice through the blinding fog at triple digit speeds: I was hoping to hear the ethereal voice of Obe Won Kanobe saying something about keeping my eyes closed and allowing the force to guide me. The officials wisely decided it was too foggy for safe racing, so no qualifying session.

On Saturday morning, we entered the track under lifting fog and light mist after steady rain all night. Somehow, though, the track was very quick to dry, so after two hard qualifying laps my wet tires heated up to liquefied grease, providing no grip and very slow qualifying times. Back to the paddock and another change of tires, this time into dries again. Finally, for the first sprint race later that morning, I had the right tires. We had a full field of racers in all classes. K-prepared (the class I race in) had 13 drivers competing in a field of over 50 cars. I started in 8th and picked up one position to 7th in the race, finishing just behind Rob Jackowitz. In the feature race that afternoon, my hope was to pass Rob early and to get up to the K-prepared front runners to be competitive. I was

(Continued on page 11)

2009 Board Elections

Current nominees for the 2009 Board are:

Larry Engel for President
Barry Stevens for Vice President
Jamie Kavalieros for Director of Driving Events
Al Drugos for Director of Social Events
Dave Allaway for Secretary
Warren Brown for Treasurer
Neil Gambony and Deborah Kolar for the two
elected Members-at-Large.

Nominations are open until the November 5th Board meeting and the election will take place at the December Membership Meeting and Pinewood Derby. At this meeting we will also vote on an amendment to the New Jersey BMW CCA Bylaws to appoint the Chapter Webmaster to the Board.

Hope to see you in December at the Deutscher Club on December 2nd.

Deborah Kolar
Secretary

Proposed Changes to NJ BMW CCA Club By-Laws

The chapter proposes bylaw revisions to add the webmaster to the board.

The position of webmaster has become central to New Jersey Chapter communications, driving school registration, and other aspects of chapter functioning. As such, the Board believes that the position of webmaster should be added to the Board.

The following revisions to the bylaws are being proposed to add the webmaster to the board. Chapter members will be asked to vote on the revisions as part of the election at the December meeting.

Two changes are needed in Article V, Officers.

Section 2 now reads: The Executive Board shall be comprised of the elected officers of the Corporation, the Chapter Newsletter Editor, and two Members-at-Large appointed by the elected officers.

It will have to be edited to read: The Executive Board shall be comprised of the elected officers of the Corporation, the Chapter Newsletter Editor, the Chapter Webmaster, and two Members-at-Large appointed by the elected officers.

A new Section 4i will have to be added that would read:

i. Chapter Webmaster. The Chapter Webmaster will update and maintain the chapter's web site. The Webmaster will be appointed

by the board at its first meeting following the election.

We will also have to edit the indemnity clause, Article VIII, section 2, to include the webmaster in the list of those indemnified.

The recommended change is highlighted in bold below:

Section 2. The Corporation shall indemnify any and all persons who may serve or who have served at any time as directors or officers, Newsletter Editor, **Webmaster**, Driver School Chairperson, and/or non-officers who serve as officials at Chapter events or functions and their respective heirs, administrators, successors, and assigns, against any and all expenses, including amounts paid upon judgments, counsel fees and amounts paid in settlement (before or after suit is commenced), actually and necessarily incurred by such person in connection with the defense or settlement of any claim, action suit, or proceeding in which they are a party, or which may be asserted against them or any of them, by reason of being or having been directors or officers of the Corporation, except in relation to matters as to which any such director or officer or former director or officer shall be adjudged in any action, suit, or proceedings to be liable for own negligence or misconduct in the performance of his/her duty. Such indemnification shall be in addition to any rights to which those indemnified may be entitled under any law, bylaw, agreement, vote of stockholders, or otherwise.

Candidacy Statement

Dave Allaway - Candidate for Secretary

I've been an active member of the NJ Chapter for 17 years, participating as a driver school student, event worker, co-registrar, instructor, rallymaster, TSS classroom instructor, club racer, and directionally-challenged autocrosser. In recent years I have attended numerous board meetings, and have served as ad hoc Secretary on several occasions. I have the necessary experience and knowledge of the NJ Chapter's varied activities to serve as an effective Secretary, and will work hard to fairly represent you on the board. I appreciate your support.

Oktoberfest 2009

Following the wildly successful "track magnet" Oktoberfest held at Watkins Glen, BMW CCA moves to another legendary track for our 2009 celebration: Road Atlanta! The host hotel is the Legacy Lodge at nearby Lake Lanier.

O'Fest 2009 will kick off with a beach party Monday evening, September 28-yes, the lodge has their own beach!-with a full day of events planned in Spartanburg at the Performance Center, the Zentrum, and the BMW factory and the final banquet slated for Friday, October 2. That ends our official Oktoberfest celebration, but we're also staging an informal get-together for those who can't get enough of all things BMW: BimmerMeet is scheduled for Saturday, October 3. It's a fun, relaxed meet with your fellow propeller-heads. In addition, there is a bonus track day on Sunday, October 4.

Check the Oktoberfest website on noon Wednesday, November 12, for breaking news: www.bmwccaofest.org. And to stay up to date on O'Fest news, subscribe to the O'Fest'09 Mailing List. This is an announcement-only list; to subscribe, send a message to ofest09-request@bmwccaofest.org with the word Subscribe as the subject.

O'Fest

(Continued from page 9)

fortunate to accomplish the first goal (I should mention that Rob is a great driver but his car is prepared for spec e30 racing in NASA and, though legal for K-prepared in BMW CCA, it is at a competitive disadvantage regarding power to weight ratio), and was making good progress on the second goal of sticking with the front runners.

Don Stevenson was doing battle in front of me with Juan De Haro (both are fast in our class) and I was hanging right with them waiting for an opportunity to stick my nose in when the power loss problem reared its head again. Go-break-turn-sputter is not the way to get through a corner quickly and maintain momentum. So over the course of several laps I had to watch in frustration as those guys pulled away from me and my goal shifted to just staying ahead of the slower pack of K-prepared cars behind me. I ended up maintaining my class position of 7th out of 13 for the race, smack dab in the middle of the pack. Not exactly a stellar performance, but given the limitations imposed by the mechanical failure of my ride, I have to be satisfied.

More racing was scheduled for Sunday morning, but the track was being drenched under a heavy, cold rain. Alfredo and I conferred and decided to take our wives out for breakfast instead of braving the elements. When we got back to the track in mid morning, the rain was still coming on strong and we both decided to pack up and

go home. After getting soaked while packing the truck and loading the car on the trailer I headed into the men's room for a change into dry clothes (where I met the man in the garbage bag), and headed out with Mrs. R., still a little wet, but very happy with our week at O-fest.

The final element of my O-fest story involves Mrs. R. and her obsession with never having to smell gasoline, tires, or toasted brake pads at a track event. Within 24 hours of our arrival at the Glenn I had spilled gasoline all over my sneakers. Thus I was encouraged to make an emergency run to the local Walmart and buy a replacement pair. The gas soaked sneakers became my track shoes, and the new ones where to be worn whenever I was within smelling distance of Mrs. R. As we were driving home on Sunday morning, I realized I had neglected to change into my new shoes and was polluting the cabin air with gasoline vapors. So when we stopped at a rural gas station/convenience store to check the car was still tied down properly to the trailer and get in one last bathroom break, I changed my shoes in the little diner portion of the store. Five minutes after getting back on the road I realized I had left my gas and rain soaked shoes and socks in the store. I wonder how long it will be before they're laced to the feet of some poor unemployed investment banker dressed in a garbage bag, stumbling around in a men's room on the NJ turnpike.

Thom can be reached at thomrossi@gmail.com

The e30 Saga

(Continued from page 8)

together. If you have ever been to a mechanics shop and heard four letter words spouting like a fountain, this is the reason why. I know I had a few choice words for the intake.



Within several hours, the car was together, everything double checked and she was fired up. I was yelling like Henry Frankenstein "It's alive, IT'S ALIVE." Wow, its fixed, and the job was done well too. It still needs to run for a minute before it has a smooth idle but it is 100% better then what it was a few weeks earlier. I've put about 400 miles on it since then and everything is in good working order.

With a good repair manual, the right tools, a friend with a well equipped, a heated shop, and some mechanical knowledge, anything can be fixed properly and within budget. I would like to

thank Don from Mr M Car for his help in the diagnostics and would recommend him to fellow club members. Even though I wound up doing the repair myself, I would bring my car back to him if I don't have the ability to do myself.

Anyone in the market for an e30??

JT Burkard

Send comments and suggestions to jtformula@aol.com



Board Meeting Minutes

New Jersey Chapter BMW CCA Board Meeting
November 5, 2008

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

Neil called the meeting to order at 7:43 PM at Café Cucina.

The reading of the October minutes was waived and the minutes accepted. President

Neil reported that BMW NA has asked us to remove the BMW roundel emblem from the chapter website, and he has asked Bob Conway to make that change.

There will be a national driving events conference March 6-8, 2009 near New Orleans.

BMW CCA membership now includes a discount with Nation Safe Drivers roadside assistance.

Vice President

No Report. Neil noted that the December 2nd meeting will be the Elections and Pinewood Derby. The membership meeting at DCC with Mike Miller was a success, with 65-70 in attendance.

Treasurer

Warren distributed the financial report. We continue to be in good financial shape. The NJ and DelVal chapters each made about \$2,500 on Thunderbolt, although the numerous cancellation rebates and DelVal deposit slips have complicated the accounting. \$4,000 is still due from National for the Instructor Training School and Instructor Seminar, and \$4,600 for Teen Street Survival when filed. Vic asked whether UUC still has any outstanding invoices, and the question was referred to Paul Ngai.

Secretary

The draft election ballot compiled by Deborah Kolar was distributed. The closing of nominations effective today was noted.

The bylaws revision drafted by Brian Morgan was distributed. Neil requested that the proposed bylaws revision be published in the newsletter (already forwarded by Brian).

Newsletter

No report. Neil noted that the next deadline should be December 1st.

Social Events

Al reported that the picnic went well, with lower than usual financial loss (\$400). The picnic rally was also a success, as was the car show.

The 2009 Banquet will be February 28th at the Grand Colonial. The Instructor Seminar has been booked for March 7th at the same venue.

Driving Events

Neil noted that the Whack Your Turkey Rally is set, and that Bob has nothing new to report on the website or Highpoint Insurance. Jamie reported that the WYT Rally will start at Colonial Park in Somerset. After a discussion of alternatives it was decided to hold the finish at Café Cucina, pending availability. There was a discussion of adding additional TSS events, and the difficulty of getting instructors.

Drivers Schools

Jeff led a discussion on 2009 driver school dates and alternatives. He has asked for three dates at Summit Point: 4/20-21 (Advanced/ITS), 7/25-26 (Race/School) and 9/19-20 (Shenandoah), all tentative pending contracts. At Millville: 6/8-9 (Race/School) on Thunderbolt, a 3-day school 8/21-23 with DelVal on Lightning. Lime Rock has full-day dates available to us on Friday 4/3 or 4/10. It was decided to ask for a May date, with 4/10 as an acceptable fall-back.

Autocross

Elihu reported that last Sunday was our ninth autocross of the season, a record, and that we had 60 participants. Expo will give us additional dates, but no more than six months in advance. The continued unavailability of the Patriots stadium Blue Lot was discussed.

New Business

Al suggested that we create a souvenir windshield/window sticker for chapter driving events. The idea was referred to the Driving Events Committee.

Warren requested that the chapter mailing address be changed on the National website.

Neil thanked the Board for their service during his three-year tenure. Appreciation for Neil's service was expressed by all those present.

The next Board meeting was set for January 7th 2009 at Café Cucina.

Al motioned to adjourn and Warren seconded at 9:32 PM.

Respectfully submitted, Dave Allaway (for Deborah Kolar)

BMW CCA adds Membership Plus

Membership Plus is BMW CCA's newest membership benefit. And though it is not entirely free-like our many other member benefits-I think you will find Membership Plus a worth-while elective add-on to your existing membership.

Many BMW CCA members pay for BMW's roadside-assistance program, or subscribe to a service such as AAA. Now the BMW CCA can offer you Membership Plus-a roadside-assistance program provided by Nations Safe Drivers (NSD) and ranked number one by JD Power & Associates! And unlike AAA, Membership Plus covers you, your spouse, and up to three children living in your household! Membership Plus also entitles you to discounts on travel, health, gifts, appliance purchases, and more.

We created Membership Plus because many of you asked us to offer a BMW CCA roadside assistance program. Rather than build this program from scratch, we were able to buy into the existing Nations Safe Drivers Program. This program was highly recommended by other clubs, including the BMW MOA and the Corvette Club. Although this comprehensive benefit program does come at a price, we believe the benefits far outweigh the cost.

	1 year	2 year	3 year
Membership	\$40.00	\$ 76.00	\$112.00
Membership Plus	\$58.00	\$109.00	\$163.00
Total:	\$98.00	\$185.00	\$275.00

A two-year Membership Plus election will save you \$9.00 over the annual price and a three-year election will save you \$19.00. And better yet, if you're one of our many members who elect automatic renewal, you can include automatic renewal of your Membership Plus plan as well!

To add Membership Plus to your BMW CCA benefits, click <http://www.bmwcca.org/index.php?pageid=mplus-info>. Or just call us at 864 250-0022!

SHADE TREE GARAGE

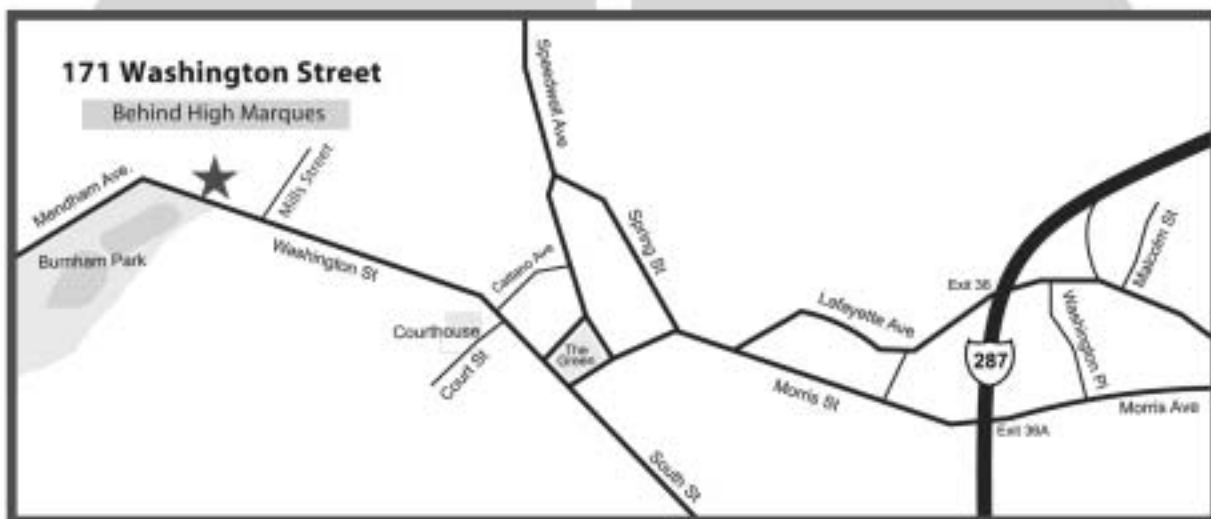
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NJ Chapter Calendar

November 2008

Sunday, November 23rd
Whack Your Turkey Rally. Starts at 10am in Colonial Park in Somerset. See page 5 for details.

December 2008

Tuesday, December 2nd
Annual Pinebox Derby and Chapter elections at the Deutscher Club in Clark.

January 2009

Wednesday January 21st
Monthly meeting at the Deutscher Club in Clark. David McIntyre and Ross Karlin will present their Targa Newfoundland adventure.

February 2009

Wednesday, February 18th
Monthly meeting. Details to follow.

Saturday February 28th
Club Banquet at the Grand Colonial Restaurant and Banquet Center in Perryville, NJ.



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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.

Lucky Shots

While vacationing in Germany, my SO and I were on our way to Castle Neuschwanstein in the Bavarian Alps. She wanted to stop by the side of the road to take some mountain photos. She took this shot and that shot (which came out great). As a result, we arrived at the castle a bit later than planned. How fortunate. This put us there right when a BMW caravan of new 7-series was driving in to a secure parking area.

BMW 7 Series
Dealer Drive Event
Munich 2008



Photos by Jerry Faber



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