



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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NJ BMW CCA Club Donation to Westlake School



Dr. Ross Karlin, Club Racing Chairman of the New Jersey BMW Car Club of America, recently presented a check for \$7,500 to Cathy Patla, Ed.D.; Principal of the Westlake School in Westfield. Over the years, the New Jersey BMW Club has donated over \$67,000 to Westlake. These donations have been used to provide the school's multiply disabled students with specialized computer equipment, materials and equipment for various educational programs, summer camperships, and supplies for Westlake's annual carnival. The BMW Club has also displayed race cars at the Carnival.

This year's contribution was made possible from proceeds and sponsorships of the Club's annual race, which was held at Summit Point, West Virginia. In particular, the gift to Westlake was a result of the generous support of JMK BMW in Springfield and Bloomfield BMW, two long time supporters of the BMW Club and the Club Racing Program. ZF Corporation also provided funds.

The New Jersey Chapter of the BMW Car Club of America was established in 1973, and today has over 3,000 members throughout the state and surrounding areas. Its' purpose is to promote interest in the BMW automobile and in driving activities to encourage safe and skilled driving, to conduct classes, publish literature, and organize activities related to driving. In addition to the annual Club Race, the Chapter holds monthly meetings throughout the year, and conducts driving schools, autocross events, and other activities for its' members. The club also organizes and conducts TireRack Teen Street Survival programs in conjunction with the BMW Club Foundation. This national program teaches young drivers important emergency and accident avoidance skills which are rarely learned elsewhere.

The club is currently planning the 2009 season, which will include the annual Club Race and school, which will be held at the recently completed New Jersey Motorsports Park in Millville. For more information on the New Jersey BMW CCA, consult the club website at www.njbmwcca.org.

Newsletter of the NJ Chapter
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President's Line

The Holiday season is upon us once again as the end of the year approaches. This also means it's approaching the end of my run as President. I can't believe that it's been three years now; as the saying goes, time really does fly when you're having fun. What's made it fun was working with a dedicated group of people on our Board of Directors and meeting some of the greatest members a club could have.

I know I won't be remembered as being the smartest president, Microsoft reminds me of that every time I use my spell check. I had achieved some of the goals I set out to do, there were still a few more to go. I thought that we would no longer be using Lime Rock Park for driver schools during my administration; however it looks like we may be back there in 2009, stay tuned. The Club Races at LRP have definitely ended during my time. As one door closed another opened, the New Jersey Motorsport Park in Millville, a place that is rapidly becoming a new favorite.

Before I go on, I would like to take the time to thank some of the people who helped make my term memorable. Barry Stevens our V-P, Warren Brown-treasurer, Deborah Kolar- Secretary, Al Drugos-Social Chairman, Bob Conway-Driving Events Chairman, along with our Members-at-Large Jeff White, Ross Karlin, Penny Galossi and David Hirschhorn. Thanks also go to some members who are a big part of our driving events, Vic Lucariello and Blake Smith for their efforts with our driver's schools and Elihu Savad who coordinates the Autocross program.

No I didn't forget about thanking Jerry Faber our newsletter editor and the "staff" of the Bulletin. I've enjoyed reading about the adventures or misadventures as they may be of our columnists Thom Rossi and JT Burkard, and thank occasional contributor Jeff Burgess for his reports of the Club's monthly meetings. Vic Lucariello has been a cornerstone of the Bulletin since I joined the Club many years ago and should still be around for many more years offering us technical advice.

While I'm thanking people, I should also recognize Jim Kavalieros and Mark Mallory for their effort on the recent annual Whack Your Turkey Rally. It was certainly a perfect day for the Rally, despite the chilly start. It was a

great ride with some interesting questions to answer along the way and had a great finish at Alphonso's in Somerville. Thanks to JMK BMW, Flemington BMW and BMW of Bloomfield for contributing the prizes.

A few news items coming out of the National Office for the BMW CCA involve the election of Officers for the National Board and OktoberFest for 2009. The January issue of the Roundel will contain the candidate statements and the positions they are running for. The election itself will be done electronically, information on that will also be provided. OktoberFest will take place at Georgia's Road Atlanta with activities in nearby Lake Lanier. The date for OktoberFest is set for September 28th -October 4th.

Speaking of elections, I would like to introduce our new President for 2009, Larry Engel. Larry is very active with the Club; I had met him several years ago on a Rally I had organized while Larry was on his quest to win the Club Championship, something he was able to achieve. Larry's been part of the reason for the success of the Autocross program as well as being an esteemed autocrosser. He's a Driver School attendee and a phenomenal instructor of the Tire Rack's Street Survival School for teen drivers. Larry's a Lehigh University graduate, something I can relate to since two of my brothers graduated from Lehigh.

I'm looking forward to working with Larry next year, we have an aggressive driver school schedule, another full autocross season and add in a Street Survival School or 2.

We are always open to holding more events if you have an idea for one, just be prepared to help in the planning of it.

It has been my pleasure serving you the past three years and would like to wish you and your families a safe and Happy Holiday season.

Neil Gambony
neilix@earthlink.net

October Meeting

by Jeff Burgess

The New Jersey BMW CCA October club meeting brought us a celebrity in the BMW world. That's right, we were honored to have the one and only Mike Miller speak at our monthly get together. It was obvious this was a special meeting just in the amount of members who came out to join us. We had a pretty packed house!

You may know Mike Miller from tech tips in both our own Roundel as well as Bimmer magazine. His job is to field tech questions all day long, and he volunteered his time to continue his work straight thru the night. And work he did, as the NJBMWCCA kept Mike busy answering BMW related questions all night! In fact, we had to put a limit on the questions, as it was getting late and the meeting had to come to an end at some point! Mike is quite the fountain of knowledge. I'm pretty sure he knows everything there is to know about all BMW's. I also have a feeling it doesn't end there. Nobody asked him non-BMW questions, however I have a strong feeling he could correctly answer questions about anything. I'm pretty positive he could tell you how to correctly tile a bathroom floor, locate Jimmy Hoffa, or give you directions anywhere, getting you where you need to go 5 minutes early no matter what time you leave.

But let's get back to the BMW related questions. Questions were asked from all over the spectrum. We had questions about profile gaskets on m42 318's, caliper guide bushings, wheel fitment and vanos units. We discussed Seafoam, Euro vs. US tire pressures and even M10 distributors. I could fill up this whole newsletter with everything discussed in the meeting, but don't worry, I won't! The only way to know everything that happened in the meeting is to go to meeting! Hey, another thing you can only get out of meeting by attending is the complimentary authentic German cuisine. You gotta love the Deutscher Club, great food, cold drinks and cool people! We also had the usual pre and post meeting gatherings in the parking lot, talking cars and looking at everyone's prized BMW's. I'll tell you, sometimes this is my favorite parts of the meeting. It's a great time to meet other members, if you are new to the club, or just new to the meetings, this is the place to be! You can also get some ideas for your car from others, or maybe decide on what BMW you want next in your garage.

Yet again, the meeting was a great success. For those of you who were there, I hope to see you next time. And for those who do not attend the meeting, I invite you to stop by, I guarantee you will have a great night out!

Welcome New Members

Ron Acher
Al Arena
Nicola Black
Danny Bolobanic
Bernie Courtney
Daniel Dhuyvetter
Richard Gale
Greg Gelato
Maria Grayson

William Hulburt
Shawn Hunt
Walter Husar
Manjit Jabbal
Dou Hwan Kim
Robert Lyons
Kofi Mainoo
Anthony Mercurio
Michael Mirell

Grayson Murray
Edward Nolan
Steven Plotkin
Philip Rose
Audrey Salb
Tatiana Salb
Jesus Santiago
Jacqueline Urbano
Jackie Wallum





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. This month, as Philes' Forum closes out its 22nd year of publication, I have a follow up to the October Philes'.

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 or software, intake, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series].

Recent submitters of emissions-test results are bimmerphiles James Conboy, driver-school tech worker Mark Derienzo, and NJ Chapter Prez/driver-school official Neil Gambony. Thanks, guys!

In the October Philes' Forum I wrote about the E30 rear-differential-support bushing and how to check its condition. I am sure many of you will be faced with replacing this bushing, so here is how to do it.



Photo #1 Remains of bushing.

After supporting the car securely on jack stands or a lift and unplugging the speedometer sensor, remove both the fill and drain plugs from the diff. The diff would of course drain when you remove its case cover, but NOW is the time to remove that fill plug, believe me. Although it is not really necessary to remove the drain plug for this operation, I am sure you will want to replace its sealing ring, together with the fill plug's, while you are at it.

Next, support the rear of the diff with a jack and remove the through bolt securing the diff bushing to the car body. Lower the diff just enough to get a 17-mm socket the upper case-cover bolts, then remove the case-cover bolts and carefully slip the case cover off the diff. UH...be sure your drain pan is still in place when you do this. Note that the case-cover gasket will probably remain intact and attached to the case cover.

After removing the speedometer sensor from the case cover and cleaning the cover up a bit, heat with a propane torch the aluminum center portion of the diff-mount bushing until its surrounding rubber

softens just enough to permit pulling the center portion from the bushing with a pliers. Be sure to do this OUTDOORS and away from any flammable substances! Of course you will have your fire extinguisher handy! Next, carefully make a radial hack-saw cut through the bushing's steel outer support sleeve, ensuring that you don't cut through the sleeve and mar the aluminum case cover.

Now you are ready to "peel" carefully the bushing's outer sleeve away from the case cover with a hammer and small chisel. Be patient, and within a few minutes, the bushing will fall out of the case cover. Although the bushing can be removed from the case



Photo #2 Bushing pressed into place.

cover with a press, circumventing the need for the hacksaw cut and for removing the bushing's center section, I actually prefer doing the "cut and peel" deal as it minimizes the stress on the case cover. Photo #1 depicts the remains of the removed bushing. After cleaning up the bushing bore in the case cover with a Scotch-Brite pad and removing the old case-cover gasket, put the case cover in your oven and bake it

at 250F for about a half hour. The better you have cleaned the oil and grime from the case cover, the less your spouse will be angry with you for stinking up the oven and your house. I must say that on the day I did this job, the London Broil we had did taste a bit like Redline Synthetic 75W-90 Gear Oil! Quite yummy actually. Next, press in the new bushing after ensuring that it is oriented properly to the case cover. Put a little lube on the case cover bore first. Photo #2 shows the new bushing pressed into place flush with the case cover. [In the photo, the press fixtures have been moved slightly to show better the bushing for photo purposes.] Is it absolutely necessary to heat the case cover prior to pressing in the bushing? No, Alphonse, it ain't.

Photo #3 shows just how far the old bushing had "walked" in the case cover.

Installation is, as they say, the reverse of removal. Ensure that the diff case has no gasket detritus on it. Also, it helps to cement the new gasket to either the diff case or case cover, and remember to torque the 10-mm [17-mm hex] case-cover bolts to 50 newton-meters BEFORE you raise the diff back up to reinstall the bolt through the bushing. Photo #4 shows the reinstalled diff cover after its bolts have been torqued and before the bushing through-bolt was reinstalled and torqued to 87 newton-meters. [1 newton-meter = 0.74 pound-foot] Remember to use new wave washers under the case-cover bolts and a new locknut on the bushing

(Continued on page 6)

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Philes' Forum

(Continued from page 4)



Photo #3 Bushing that "walked." through bolt. Oh yeah, and put a new o-ring under that speedometer sensor!



Photo #4 Re-installed diff cover.

Finally, fill the diff with Redline 75W-90 and you should be done. [Torque the fill and drain plugs to 50 newton-meters.]

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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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Whack Your Turkey Rally Results

The Whack your Turkey Rally was held on November 23, 2008. It started at Colonial Park in Somerset and ended at Alfonso's Restaurant in downtown Somerville. In between, there were 82 questions and about 41 miles.

The weather was brisk but clear as 31 teams took to the road. This year we had a good turnout with many first timers. Rally Masters Mark Mallory and Jamie Kavalieros set a tight time constraint of 2.5 hours to complete the route to deter ralliers from u-turning during the run.

The competition class had 26 teams. Jeff and Trisha White took the top position with Bob Isbitski and Neil Gambony taking second place. Third was a three way tie requiring us to go to the bonus visual clues to resolve the tie. Even then two of the three were still tied. The tie was broken by the most number of 3-point questions answered. When it was all tallied Larry and Karen Engel took third place.

In the Family class, the Macaoay/Ferguson team took first place and had the high score for the day. The Ortega team took second and the Panzer/Evans/Birenbaum team took third. Complete listings of the results are on the chapter website.

After the event, the answers were revealed along with a photo on poster boards at the bar. Plenty of good food, drinks and stories of the day's events were exchanged. We would like to thank JMK BMW, Flemington BMW and BMW of Bloomfield for donating the prizes for this event and everyone who participated. We look forward to next year.

Rally Masters Jamie Kavalieros & Mark Mallory

Otto Visits Sick Bay

By Thom Rossi

The high point of my Thanksgiving weekend came on Friday afternoon at 5:05 pm. That was the moment when I started my 540 (nicknamed Otto). It may not sound like such a big deal, but then, you probably didn't know that Otto was in sick bay in my workshop for about a month and a half.

Not long ago on a beautiful Fall day, I pulled Otto out of my garage for our morning commute, got out of the car to attend to something, and noticed a barely audible clanking sound coming from under the hood. I should have known better than to get back in the car and proceed to work, but haste often drives me to override my better judgment, so off I went. About a mile and half later I heard a loud "thwap" from the engine compartment and experienced a sudden loss of power steering. Ohhhhh, I thought, that sound in the garage must have been the fan belt signaling it was about to go ka-blooeey. I was able to get Otto home without overheating and make a quick visual survey of the damage, and sure enough, there was the offending belt shredded and out of place.

Otto was on my mind at work that day, and it occurred to me that perhaps the fan belt failed because of another underlying problem, like a broken water pump for example. When I got home, I checked the water pump pulley and, whadaya know, it was seized. The job of replacing Otto's fan belt just expanded to replacing the water pump. Oh well. I called Steve Vicari to order a new pump and while I was on the phone, I received a free education on how to do the job properly. This entailed replacing the aluminum return pipes connecting the water pump to the rear cooling manifold, which in turn required removing the intake manifold, which meant I might as well check for a leak in the cooling system gasket in the valley between the two cylinder heads, and while I was at it I might as well check around the spark plugs for pooled oil (the telltale sign of leaking valve cover gaskets). Yikes! This fan belt replacement was turning out to be more of a job than I had bargained for. But Steve was willing to coach me through the job, even offering to come to my workshop and bail me out in the worst case scenario that I should get stuck halfway through. So I decided to give it a try.

During the course of the job, I came to believe that of all the engineering departments in Munich, it is the cooling system engineers who have the best sense of humor. Only incorrigible pranksters could have designed this system. I admit that it's hard to beat the exploding expansion tanks of this era for pure hilarity. But the procedure for replacing the water pump on the M62 V8 runs a close second in the yuck-yuck department. The water pump is connected to two aluminum return tubes. The aluminum return tubes connect to a cooling manifold in a pair of ports hidden way under the intake manifold. Supposedly, it is possible to remove the water pump without dislodging the tubes from their hidden rear ports. Hah! Don't you believe it. I cannot imagine anyone being successful in that. Moreover, once the tubes become dislodged from their hidden ports, good luck trying to get them back in the right spot. I can imagine the coffee-break conversations in the cooling system engineering department. "Hey, Hans, did you hear about the exploding expansion tank I designed for those expensive V8's?" Snigger, snigger. "Oh Ja! But wait 'till I tell you about the design I made for the water pump! I made the impeller out of plastic so it is sure to fail, and then, hahaha, when you try to replace the pump, you will end up having to take apart the intake manifold and wiring harness!" Diabolical laughter and backslapping all around while the strudel is passed along for generous second helpings.

Fortunately for me, I was planning on taking the intake manifold off anyway. But that requires disconnecting about a dozen or so wires from the wiring harness to just about everything in the engine bay. In this part of the job I was careful to use tape and a marker to label every wire and vacuum hose so I would remember how to put this puzzle back together. Once I got the intake manifold off I found a little puddle of gelled coolant in the back of the engine valley. This is the sign that the coolant gasket under the intake manifold needs replacement. While I was in the neighborhood, I used carb cleaner and a brush to clean the intake ports of their 8 year accumulation of gasoline residue.

A check of the spark plugs showed that oil was indeed leaking from the valve covers, so off they came. This exposed the 4 cam shafts and seeing those babies sitting there drove me wild with the desire to replace them with "hotter" cams. But that would have been a huge expansion of the job and

I wasn't able to find anything I wanted to use on the internet anyway. So after a little unsuccessful research I gave up on that idea and decided that Otto was going to remain in stock configuration. The valve gasket replacement is a bit of nuisance job because it involves a lot of preparation of the valve cover gasket surface before the new gaskets are installed. But I did the most tedious part myself, then brought the valve covers into Steve's shop for final refurbishing. I also brought the intake manifold in because replacing the gaskets on that required a tool I don't have.

By this time, Otto's engine was cracked open "autopsy style", and the smell of motor oil infused the entire workshop with a very manly ambiance. I was about 15 hours into the job. That's when work happened. A series of urgent meetings and tightly stacked travel obligations severely limited my free time for a period of about 5 weeks. That meant that Otto's visit to sick bay turned out to be longer than either one of us planned.

Which brings me to Thanksgiving weekend. I took half a day off from work on Friday, and spent it doing the final reassembly of the motor. It had been a while since I even looked at it, but the valve covers were back in place and so was the intake manifold and fuel rail. If the cooling system engineers are the madcap jokers of Munich, then the folks who designed the intake manifold are the sensitive artist types. Normally hidden from view by the plastic shrouding that covers the engine, the intake manifold is a thing of beauty. It looks like eight fingers of two hands folded together in prayer. It is a very elegant design, and deserves a place in the industrial design display at the Museum of Modern Art. One man's opinion, anyway. But I digress. Friday afternoon found me reinstalling the coil packs, reconnecting a tangle of wires and vacuum hoses, which if placed end to end could encircle the earth at the equator three times (thank goodness I had labeled them), and reinstalling the air intake assembly, cooling fan, etc...

Finally, the moment of truth came. I figured that before I reinstalled the engine shroud I should crank Otto up and see what happened. I was more than a little concerned. I hated leaving Otto's guts exposed that long and had visions of an errant nut or bolt being swallowed by an intake valve, despite having plugged all open holes with shop rags during the repair work. A final check for loose hoses, wires and forgotten tools gave me no reasons for further delay, so I reconnected the battery and let 'er crank. Initially, it was a rough start. The "Service Engine Soon" light was on for the first 30 seconds, while the engine idled to an irregular drum beat. Finally, everything smoothed out, and Otto was purring as good as new. Phew! I can't think of anything I'd rather have been doing on a fine Friday afternoon. Except, of course, eating leftovers from Mrs. R's Thanksgiving dinner.

Thom can be reached at thomrossi@gmail.com

Whack Your Turkey Rally

by JT Burkard

It must be an interesting scene for the homeowners when 28-30+ BMW's with a couple other brands of cars mixed into the bunch passing by your home slowly, then stopping or backing up and staring at your house. I wonder what they must think? "Honey, I think there is a gang of luxury car hoodlums staking out our house?" Then the husband says, "They must be organized, because they are driving nice cars." "What do you think they want?" "Maybe our wine or maybe our golf clubs?" Nope, we just want your clues.

It was that time of the year again. Time for the ever so fun Whack Your Turkey Rally, or as Sandy says "The Whack Your Spouse Rally". This fun gimmick rally is held usually the weekend before Thanksgiving, thus the Whack Your Turkey name. No gobblers are actually harmed during this event. I can't say that for the navigators. This morning started as the last rally. The alarm goes off, we both grunt and groggily climb out of bed. As you guessed, we are not morning people. We both do the usual morning stuff as I am calling out the time to hurry up the process. I prepare a couple bagels and hot beverages to eat on the fly. Time was slipping away quickly.

I go outside and dart through the gauntlet of vehicles in our driveway to fire up the ol' e30 to warm it up in the brisk 30 degree morning. I roll it down the driveway and away from the fence to make room for Sandy to jump in. As I turned the wheel, the power steering pump groaned worse than Sandy did when I told her its 7:30am on Sunday and she needs to get up. I guess the car wasn't happy about being woken up that early either. I let the car idle for another minute but the noise didn't go away. I figured the fluid was thick from the cold but we did have the extra minutes to wait.

Time for plan B and change cars but what do we drive? The e30 is out. The e21 is still out of commission. The e23 runs and drives well but the heat right now is only coming from the defroster so we'll have chilly feet. The Mustang GT (our good luck charm from a past rally) is in her parent's garage 30 minutes away, and the 1980 Firebird Formula is still in the process of restoration. That leaves my pickup and her Acura. Since the TL has heated seats, we went with that one. Next roadblock, neither of us had cash and the car was empty. Off to the ATM and the gas station. Luckily for us, both are only a block down the street. We grab some green and fill the car with go juice and we were finally off.

We had moved recently and we are now 30 minutes more south than where we used to live. This equates to being further south from club functions too. If my calculations are correct, we will arrive right at the 10am deadline. I printed out directions online the night before and programmed the GPS for a backup. All was well until we arrived at the park where the start of the rally was to begin. Yes, it was 10am. We pulled into the park and looked for Lot-F. It was nowhere to be found. We got a call from one of the members to see where we were since they were holding everything up for us. Hmm... sounds like the last rally. Always fashionably late and always make an entrance. After we toured the park we realized we were not in the right location. As a man, I choose to drive aimlessly until we run into the right location. Sandy on the other hand said, "Call them!" She won out and a call was placed. We realized we had to travel up the road just a tad more to get to the right lot. This can't be good. How can we win this if we can't even find the beginning of the rally?

At least we arrived. Everyone was looking at us as we got out of the car and several members jabbed us for going to a BMW event in an Acura. The gall to drive anything but Bavaria's finest! There was a great turn out for this year's event and many first time rally attendees too. I hope they know what they got themselves into. Since we got there late (this is becoming a pattern) we were the second to last car out of the park. This gave us some time to talk strategy. Well, actually we just sat in the car and watched everyone else pull out of the park. Finally we roll to the start. This year the rally wasn't as long and the time was reduced to 2.5 hours. I know this will bite us in the end. We get the instructions and off we go. The first set of instructions was a couple miles of driving. We handled that with ease. Then the clues started. We took our time and started to grab clues left and right. We are becoming pros at this. Clues to the left of us, clues to the right of us. We were a fine tuned rally team. We watched as other rally drivers were turned around going back for clues and we just giggled and we kept the pace up.

There are 4 bonus questions. A couple trees with faces, a windmill, a castle like home, and a wooden bridge. The first one was right in front of a home of another clue. Bam, write that down. Around the corner down the road, a few turns later I catch a windmill out of the corner of my eye. Grabbed that one too. Shooting down a long stretch, I look off to the left and I could see the top of a castle like home. What a gorgeous setting this home had. All of these clues seemed to be spaced fairly close to each other but the last one was a little more down the road. We nabbed that one too. We were excited. All 4 bonus questions right! Hopefully the rest of the clues will be right.

One clue really created a stir with us. Sandy read out "What shape is the octagon?" OK, an 8 sided shape is an octagon. This doesn't make sense. Finally, we go past an 8 sided barn painted red. Ah, that must be the ticket. What shape is the octagon, a barn of course?

Time was of the essence and we were losing it fast. Those two and a half hours were passing by quickly. As always, we took the time at the beginning of the rally to carefully gather the answers but wasted a lot of time. Now we are paying for it. It wasn't as bad as one team who were driving a silver e46 convertible that was being visited by the long arm of the law. We didn't stick around to find out. We were incognito as maybe someone complained about a lot of BMW's in the area acting funny. We were in an Acura. We slipped by under the radar.

As we came to the end of the rally, all we had to was pull into the public lot, walk into the restaurant, hand in the sheets and we were done. The problem was we pulled into the wrong lot. Where the heck were all of the BMW's? It said turn by the church and into the lot. Oh wait... the other church and public parking lot. Note to self, watch the mileage before turning. We rush to the right lot, jump out of the car and turn in our rally sheets. We were done but not with a lot of confidence.

The rally ended at Alfonso's Restaurant in Somerville. It was a quaint eatery with brick walls on the inside, very tall ceilings and good service. The food was great but I can't say much for our results. Remember that Octagon Barn? Well the clue was not quite right. The actual question was "What shape is ON the octagon", not "What shape IS the octagon" Grrrr.... I reprimanded Sandy for her misreading of the question as I was then told by one of the other members "not to get into a fight over it". It's all in good fun but there was a star on the side of the barn. To her defense, it is pretty stressful as you are driving, looking for clues and then seeing what the next one is too.

Our end result was 6th place. Not bad, not perfect but we'll take it. Another big thanks to the rally masters for creating another fun filled and marriage testing rally. Congratulations to the winners. We'll get you next time!

JT Burkard

Send comments and suggestions to: jformula@aol.com

SHADE TREE GARAGE

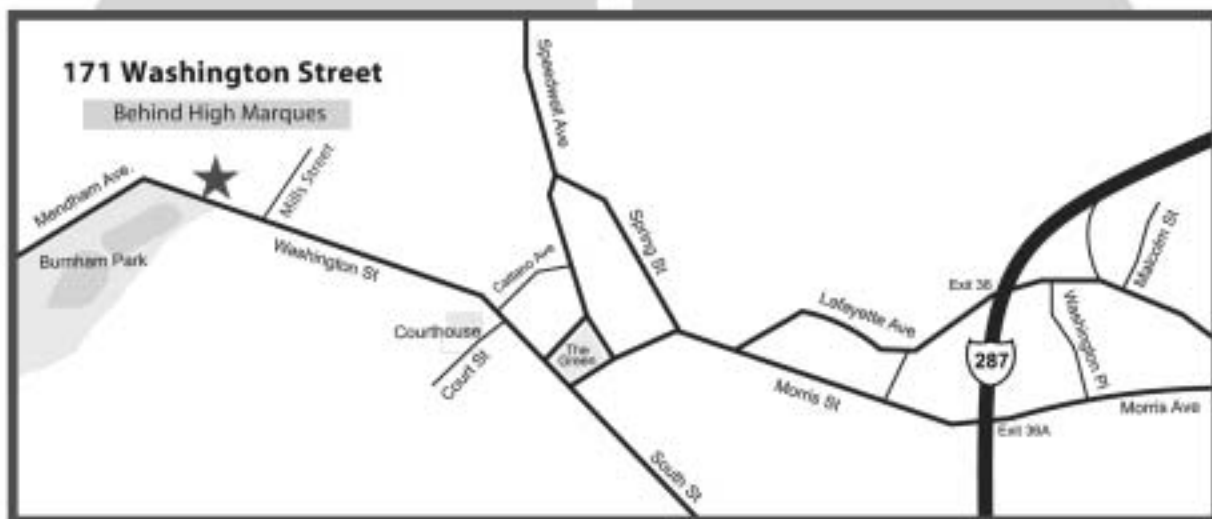
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NJ Chapter Calendar

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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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.

Westlake School



Building Partnerships for Tomorrow

Westlake School
1571 Lamberts Mill Road
Westfield, New Jersey 07090
Phone: 908-232-4181
Fax: 908-232-2251

November 14, 2008

Dr. Ross P. Karlin
187 Millburn Avenue
Millburn, NJ 07041

RE: Donation from the BMW Car Club of NJ

Dear Dr. Karlin,

It was very exciting for me to accept your check for \$7500 on behalf of Westlake School from the BMW Car Club of New Jersey on Tuesday evening. The Union County Educational Services Commission's Board of Education members were very impressed that you and Larry Engel represented the BMW Car Club members and came to their monthly meeting to formally present this donation to Westlake. Additionally, they were delighted to hear of the fine work your club has done for the students of Westlake for the past decade and asked me to express their appreciation to you.

Over the years, the monies that you have raised at your annual car race have provided our multiply disabled students with specialized computer equipment, materials and equipment for our various educational and vocational programs, summer camperships, and supplies for our annual carnival. We are also thankful that members of the BMW Car Club came to the carnival with a race car (which the students enjoyed 'driving') and demonstrated safety equipment.

Westlake School is certainly fortunate to have you and the BMW Car Club of NJ support our students and our programs financially and on so many other levels. We are most grateful.

Best wishes for a Happy Thanksgiving and a healthy year!

Sincerely,

Cathy J. Patla, Ed.D.
Principal

c.c. William Presutti, UCESC Superintendent
Robert Behot, UCESC Business Administrator

Union County Educational Services Commission
www.ucesc.org

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