



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
March 2009

<http://www.njbmwcca.org>

Volume 40 Number 3

Winners!



Blake Smith, our retiring Chief Instructor, receives thank you from Club. (see story on page 11)



Jamie Kavalieros - Champion Series top finisher (three years running).



Mark Mallory - Champion Series second place finisher.

Photos by Jerry Faber

Newsletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
Westfield, NJ 07091-2305

NJ Chapter February Meeting

By Jeff Burgess

With a new month brings a new NJ BMW CCA meeting. I always look forward to these meetings. But who wouldn't look forward to a night with friends, cars and food? This month, the **Shade Tree Garage**, owned by John O'Connor, was gracious enough to host our monthly meeting at their location in Morristown, NJ. Not only do they have a beautiful fully equipped shop, but it's also attached to High Marques Motor sales, which has a wonderful inventory of high end vehicles. While they specialize mostly in Porsches, the inventory does include other high end vehicles, and a 65 Chevy Impala SS 396 convertible that will just take your breath away! I think that Chevy got more looks than all the Porsches together. It was really nice to be able to walk around their indoor showroom and look at all of those p-cars up close that I don't usually get to see at all! John and Shade Tree were also gracious enough to provide hot pizza and cold drinks to the BMWCCA members. Personally, I'm a sucker for pizza, it's my favorite of the four food groups.

The theme at Shade Tree was a continuation of last years meeting on suspension. This time around the focus was on shocks, struts and tire pressure monitor systems (TPMS). I didn't know so much went into TPMS, it was quite interesting. Between the two different styles of systems and the sensors and all, there is quite a bit to know about these systems. I genuinely felt automotively smarter after the meeting. Phil Eng, a Master

Technician at Shade Tree, did the presentation. Phil not only really knows his stuff, but also he knows how to teach it to others. If you ever had a chance to hear Phil speak, you understand what I mean. He also is an instructor at Mechanics Educational Association and it shows. I wouldn't think twice about having someone of this caliber working on my car!

It was also interesting to learn that Shade Tree offers a storage service. They will store your winter and summer wheels, hardtops or even your entire car for a small fee. All of you members out there with a one car garage like me (or a no-car garage!) understand how great of a service this is!

A great time was had by all at our meeting at the **Shade Tree Garage**. Even the rainy weather wasn't able to dampen our spirits. They did an amazing job hosting the meeting. Free smarts and free food, how can you go wrong? A big thanks to John, Phil and everyone at Shade Tree Garage who put forth an effort to welcome us into their shop. We had a nice turnout, and it was great to see so many familiar faces out at the meeting, just as it was nice to see some new ones as well. I'll see you all at the next meeting!

- Jeff

Photos by Ray Adam



It's not a BMW, but what a classic.



When Phil Eng speaks...



The Cone Catcher



Oh man, am I ever suffering a huge case of Spring Fever!

It all started in late January when I made my annual pilgrimage to Daytona and the Grand-Am Rolex 24 weekend. Aside from having to scrape ice off my windshield on Friday morning, the weather was perfect. (How many ice scrapers do you suppose they have in Florida? Apparently the answer is none.) Bright sunshine, daily high temperatures in the upper 60's to mid 70's, and four days of car nut heaven!

My first Rolex was back in 2006, when Bob Isbitski led the charge south. Until this year, we had 10 or 15 club members attend group Spring Fever treatment in Daytona. This year, most of the group decided that they'd go to Sebring in March instead, so I went alone. Actually, I didn't feel like I was alone, even for a minute. There's something about the sports car community that's magic. Every time I go to a race, total strangers become fast friends. I've noticed two kinds of people at these events. The first group includes the seriously diseased like me - those diehard fans of the sport who always love to talk about their favorite team or the various race strategies being employed, the drivers, the passing maneuvers, the Pirelli girls. (I admit, I noticed - but it was only because their outfits were bright yellow.)

The second group includes those who aren't really race fans, but are curious about the sport. They're generally walking around in confusion or amazement. I'm sure the noise, the smells, and the level of activity can be overwhelming to "newbies". (These elements only feed the addiction of the true race fan, of course.) People taking this in for the first time usually have lots of questions, and the vets are always happy to answer them.

The truly stunning thing about Daytona is the size of the place. Sports car races are generally viewed from the infield, and at Daytona the infield is as big as most towns. You spend a lot of time walking around and viewing the action from various vantage points. The grandstands seem to go on forever, and the banked turns look like tall asphalt walls. It's just unbelievable. Even after watching races on TV for years and years, you can't imagine the scale of Daytona until you see it in person.

I did run into a couple of fellow New Jersey chapter members at Daytona. Of course, Brian Morgan was there. Brian reports on the race for Roundel, and he really covers a lot of ground while he's there. We crossed paths several times during the weekend, and he was always running to some spot or another to get that perfect shot with his monopod-mounted telephoto lens. Brian looks the part of the motorsports journalist when he's at the races. Press tunic, credentials hanging around his neck, big camera and lens, knapsack to hold his journalist stuff - you know this guy is there to get the story. It's always such a pleasure to see his reports in Roundel. I also ran in to Larry Derienzo in the Turner Motorsports garage. I've known Larry's son Mark since shortly after I started participating in driving schools several years ago. The first time I ever went to a school was at Lime

Rock. I was cruising up the Taconic Parkway, taking in the scenery, and two E30s blew by me. I knew that they were going to the same place as me. It turned out to be Mark and Jeff White, and they were both very happy to help out the new guy (me).

Anyway, back to the Spring Fever thing. After leaving Daytona, I spent a few days in Naples with Karin and her mom. In addition to four days of car guy heaven, I topped it off with four more of bass fishing and golf. Needless to say, my return to the reality of New Jersey in January took some adjustment.

The weekend after I got back, Jamie Kavalieros and Doug Fiegel helped me do my own brakes for the first time since high school. It was a nice Sunday for the time of year. Still, I appreciated being able to do the work indoors on a flat, warm, and clean concrete floor. Between autocrossing and all the track days I did last year, I had to change pads on the E46 two times. The poor thing did the equivalent of about a dozen track days. With plans to do even more this year, and two kids in college, doing some of my own wrenching has become an economic necessity.

All of these activities aren't curing my Spring fever. In fact, it's getting worse. I just can't wait to get out and exercise the car. My fellow autocrossers and driving school participants are all going through the same thing, I'm sure. April can't come soon enough.

This ramble leads me to my final point. If you haven't participated in any of our activities, and if you joined the CCA for any reason other than to collect the club member rebate from BMW NA (or even if you didn't,) come join us! You'll never meet a nicer bunch of car nuts. Our members come from all walks of life and vary in age from 18 to over 80. Our cars are old and new, big and small, clean and dirty. It doesn't matter who you are or what you drive - we all just want to get together and enjoy the camaraderie and shared appreciation of our cars. We've got activities for everyone, and we're particularly proud of our Autocross and Driving School programs. There are always plenty of nice people willing to help guide new members so they get maximum enjoyment from our events.

All of our activities are designed to help us learn more about our cars and to become better drivers, and we love getting new people involved. So, don't be bashful! If you haven't joined us in the past, give us a try. Particularly in these uncertain economic times, our activities deliver a huge amount of bang for the buck! We hope to see more of you at future events. Stay tuned, we've got some great stuff coming. Until then, keep the cones standing!

Until next month, keep the cones standing!

Larry Engel
larry_engel@njbmwcca.org

Welcome New Members

Ben Abubakar
Christopher Apgar
Michelle Backhaus
Gerard Barton
Brendan Barton
Bobby Benas
Charles Caikoski
Richard Effland
Bob Forrester
Raphael Garcia

Donald Greenfield
Justin Hall
Steven Hall
Andrew Hall
Jose Hernandez
Matthew Immitt
Joseph Leone
Mary Lynch
David Manzo
John Mara

Bruce Melton
Joseph Miranda
Valerie Montecalvo
Steven Nelson
Christopher Overcash
Ana Reyes
Matthew Riley
John Riley
Kathleen Rosen
Gary Rosen

Gordon Ruhf
Neil Sargent
Mike Schroeter
John Shahdanian
Adam Steidley
Rozanne Sullivan
Jordan Tenenbaum
Jitendra Waral
Lee Zimet





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. Sorry to have been absent from the February Bulletin. This time out we continue with our saga of replacing E30 rear-subframe bushings.

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 [e.g., 328i, not 3-Series].

A recent submitter of no fewer than 3 emissions-test results is bimmerphile James from Jersey City. Thanks, James, and please forgive me for losing the e-mail with your last name. If you would be kind enough to e-mail me again, I will be happy to give you proper credit for contributing to *Philes' Forum*.

In the January *Philes' Forum* we left a poor E30 up on the lift with the inner sleeve of a rear-subframe bushing broken off and stuck in the car's unibody. Yikes! See Photo #1.



Photo #1 Yikes!

The first step in removing the broken-off part of the bushing inner sleeve is to remove the bushing from the subframe. Photo #2 shows the Chapter's bushing tool doing just this. Be sure to remove the spacer washer from the upper end of the subframe bushing prior to fitting the removal fixtures. The bushing is pulled from the subframe by tightening the nut shown near the bottom of the photo. Be careful, because the bushing and heavy removal fixture will want to fall to the ground when the bushing pulls free of the subframe; so be sure to restrain them from doing so.



Photo #2 Extracting old bushing

Note that undue torque is not required to pull out the bushing. A high required torque probably indicates that part of the removal fixture is jamming in the subframe, putting the threads of the removal fixture at risk of stripping. So keep this in mind and realign the removal-fixture pieces as required.

With the bushing removed, you can chisel out the remains of the broken inner sleeve from the socket in the unibody using a long chisel applied upwardly through the space in the subframe vacated by the removed subframe bushing. I use a long chisel bit in the pneumatic hammer [See Photo #3], but it can be done by hand if you are patient and have a long enough chisel. Photo #4 depicts the socket in the unibody all cleaned out and ready to receive a coat of anti-seize compound and the new subframe bushing.



Photo #3 "The Remover"

After removing any detritus from the inside diameter of the subframe where the old bushing

resided, you are ready to press in the new bushing [BMW Part # 33-31-1-129-144]. See Photo #5, which shows the Chapter's bushing tool reconfigured to install the new bushing, again by tightening the nut near the bottom of the photo. Note that considerably less torque is required to press the new, lubricated bushing into place than was required to extract the old bushing. Photo #6 depicts the new bushing pressed fully into place.



Photo #4 All dressed up and ready to go.

Prior to raising the subframe back into position, don't forget to reinstall the spacer washer that fits over the upper end of the subframe-bushing inner sleeve. I like to replace these washers [33-33-1-127-496; non-M3 or ix; about \$6 each] as they sometimes get deformed in being removed from the top of the old subframe bushing. Or you can upgrade to the M3 thicker washer [33-33-2-225-797; about \$23]. Also, don't forget to put some anti-seize compound in the unibody socket that will receive the subframe bushing inner sleeve when the subframe is raised back into position.



Photo #5 Installing the new bushing.

Raise the subframe, ensuring that the upper end of the subframe-bushing inner sleeve fits into the unibody socket. Then drop the 14-mm stud back down through the subframe bushing from inside the car, and reinstall the bushing-support plate. With the subframe-support jack still in place, install a new 14-mm nut [33-33-1-126-136] on the stud and torque to 140 newton-meters [101 lb.-ft.]. I like to retorque these after driving the car a bit.



Photo #6 New bushing pressed into place.

Except for the broken inner sleeve of the bushing, the job was a piece o' cake. Now, Alphonse, you get to do the other side by yourself.....

That is 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.

Copyright 2009; V.M. Lucariello, P.E.

Photos by V.M. Lucariello

The Only Road for Extraordinary BMW Savings Leads to JMK

UNDER CONSTRUCTION

WE'RE
BUILDING,
YOU'RE
SAVING!

GREAT LEASE & FINANCE RATES
NOW IN EFFECT!

OUR NEW STATE OF THE ART FACILITY WILL INCLUDE:

- 120,000 Square Feet of Sales, Service and Parts.
- Covered Service Drive Area
- Customer Waiting Area with Internet Access/Workstations and Parts Boutique.
- 2 Level Parking Deck with 90 Car Inside Display Area.
- Opening 2nd Quarter 2009!

A FAMILY TRADITION SINCE 1965!

JMK
ISN'T IT TIME?

ROUTE 22 EAST • SPRINGFIELD, NJ
1-800-BMW-LEASE

JMK BMW

JMKBMW.COM
1.800.BMW.LEASE



The Ultimate
Driving Machine®

JMKBMW.com

2009 Driver School Promotions

Once again we are offering a series of promotions to enable students to attend multiple events this year. The goals of our promotions are two-fold. First, we want to encourage members who have never participated in a track event to come out and give it a try. Find out how your car was meant to be driven and become a better, safer driver in the process. Second, we want to reward those students who attend multiple events. The only way we can maintain our schedule is to fill our schools and we want to do what we can to make that possible. The promotions are:

Promotion	Benefit
Register and pay for Lime Rock and Shenandoah by April 17 @	\$100 off combined registration fee for both events (\$515 total fee for both)
Attend Lime Rock School	\$50 off registration for Shenandoah#
Attend Summit Point DS/ITS event	\$50 off registration for Shenandoah#
Bring a friend, as a student, who has never been to Lime Rock	\$50 off for you and your friend to your next school*
Attend any 4 schools *	Receive a free school in 2010*
Attend Lime Rock, Thunderbolt, Summit Point or Shenandoah^ as a First-time student	\$50 off registration for Shenandoah# or \$50 off your next school in 2010*
First-timer rebate - October Lightning school	Attend the "Introduction to the Track" as a student who has never been on the track and receive a \$50 rebate on your registration fee

@ Must attend both events to receive discount

Cannot be combined with the combined Lime Rock-Shenandoah registration promotion

* Excludes August Joint Event at NJMP/Lightning

^ Shenandoah First-time students only entitled to 2010 discount

Promotions can be combined for even greater savings. Please e-mail the registrar to be sure you are properly credited.

Buy your parts from BavAuto and save:

- **Free shipping** on most orders over \$150. Exceptions apply to heavy/oversized items and shipments to AK, HI, PR, APOs, etc.
- **No sales tax.** It doesn't matter what state you live in, we're in tax-free New Hampshire.
- **Best price guarantee.** We'll match any advertised price for same-brand, in-stock items. Details are on our web site.



BMW parts, accessories and knowledge since 1974.

www.BavAuto.com • 800.535.2002

Download **FREE** tech & DIY articles at www.BavAuto.com/newsletter.

2009 Driver School Schedule

School	Dates	Location
Driver School/ITS	April 2-3	Summit Point Raceway, WV
Lime Rock Driver School	May 15	Lime Rock Park, CT
Driver School/Club Race (Joint with DelVal)	June 8-9	NJMP- Thunderbolt Raceway, Millville, NJ
Driver School/Club Race	July 25-26	Summit Point Raceway, WV
Driver School/Club Race (Joint with DelVal)	Aug 21-23	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep. 19-20	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 26	NJMP Lightning Raceway, Millville, NJ

April Advanced Driver School

By Jeff White

Register Now!

Registration is open for our first Driver School of the season: the combined Advanced Driver School (ADS) and Instructor Training School. As any of you who have attended the ADS in the past can attest, this is truly a unique event. The driver school is open to students with previous track experience who can run in either the Intermediate or Advanced student run group. Advanced Students have the opportunity for increased track time while Intermediate students have the opportunity to interact with more instructors than usual and expand their learning opportunities. We try to provide additional time for the intermediate students as well as instructor participation permits.

The Instructor Training School has grown steadily over the past 10 years

and is now being adopted nationally both within BMW CCA and by other organizations and marque clubs. Our instructor training program is a key aspect of what makes NJ Chapter driver schools among the best anywhere. The Instructor Training School is by invitation only. If you have questions about becoming an ITS participant, please e-mail Blake Smith.

The event will again be held on the Main Circuit at Summit Point Raceway. The track surface was repaired late last summer and should again be smooth with plenty of grip. This school is the perfect way to get your season started as you can warm up slowly, work on one corner at a time and shake the rust off your brain. Come on out and join us for a great time and the start to a great 2009 season.

-Jeff White

Finish Lines

By Thom Rossi

Car Philosophy 101

In both my work and my hobby I happen to have a great many colleagues and friends who are Ph.D.'s and/or engineers. Over the years I've noticed certain patterns in the personalities of these technocrats that translate in rather unexpected ways to their relationships with their automobiles.

As the degree title implies, Doctors of Philosophy love to philosophize. All this philosophizing leads to arcane and entrenched positions on just about everything. Try this experiment if you're ever having a slow day at work and are looking for a way to kill some time. Call a meeting of three Ph.D.'s to discuss some minute technical protocol related to their field. Ask them to come up with a common standard operating procedure for the company so everyone can do it the right way. Serve coffee and grab a comfortable seat. You may want to bring an i-phone and catch up on the first four seasons of LOST while they debate the topic. Need to kill more hours? Invite another Ph.D. halfway through the meeting. You see, the thing about Ph.D.'s is that they believe what they believe, and there's essentially zero possibility of ever getting them to see things differently. That is why they do some weird stuff with their cars. It can't be a coincidence that I know two and only two people who don't believe in oil changes, ever, and they both happen to be Ph.D.s. One is a chemist and the other is a chemical engineer. They don't know each other (I worked with them at different companies in different decades)

Here's their shared philosophy on oil changes. One: almost all of the metal wear that contaminates your oil with harmful debris happens in the first 3000 miles of your car's life. So the first oil change is essential. Two: oil changes are expensive. Three: after the first change, don't change the oil ever again, but add more if the light comes on. Four: when the engine finally fails, get a new engine. I'M NOT KIDDING! Both of these guys came up with exactly the same philosophy on automobile maintenance without even knowing each other. One drove Honda Civics. He averaged about 180,000 miles/engine. It cost him about \$1500 for a used engine replacement (a few decades ago!). Figure he avoided about 60 oil/filter services over the life of the engine, at an average cost of, say, \$60 at the dealership, and you can say he avoided about \$3600 in service charges. But the other guy does this with his Mercedes! I think he had close to 200,000 miles on the original engine of his previous Mercedes when he traded it in. Since it never caught up with him, and since visits to the Mercedes dealership tend to be a tad more expensive than those to the Honda dealership, he came out ahead, too. I KNOW it's insane, but it turns out that both of these lug nuts were right in their own way!! Still, that'll never be MY standard operating procedure for oil changes. It sure makes you wonder about buying a "pre-owned" vehicle, though, doesn't it?

Foolish consistency, however, is not the hobgoblin of the philosopher's mind. One day Conway and I were taking a flight out of Allentown to Detroit and the guy who never changed the oil in his Merc was with us. It turns out that he's a nervous flier. His fears were compounded when he saw the strange aircraft we were to board. First of all, it was a brand of aircraft none of us ever heard of before or since. Probably it was manufactured someplace in the old Soviet bloc and maintained with all the enthusiasm and attention to protocols typical of that region. Aesthetics were certainly not high on the priority list for the design of this plane, unless it was custom built for a "Twilight Zone" episode. It was a wide (6 seats across), but very short and stubby with only about 10 rows of seats. It almost felt square on the inside. And boy was it old. I could swear there was more than one empty rivet-hole on that fuselage. As the three of us sat in our seats, Dr. Oil-changes-are-a-ripoff was starting to sweat and complain about the plane. Conway, ever sensitive engineer that he is, piped in with "Don't worry, they probably changed the oil once when those jet engines were new!" Think "rain man" to picture the calming effect of THAT comment.

Speaking of Conway, and engineers... Of course engineers share some things in common with Ph.D.'s (for example a love of differential equations and boundary value problems, but then again, who doesn't love that stuff?), but you couldn't get two more distinctly different sets of philosophies. For engineers, it's all about the data and the protocols. Forget the philosophy. Don't bore them with theories. If it can't be measured, put on a spreadsheet and optimized, it just doesn't exist. They're problems solvers, but not necessarily bound by the limits of practicality. Rube Goldberg was an

engineer; need I say more? Take my friend and colleague, Bob Conway as an example. He's a BMW guy, a club instructor and we share many of the same interests. But what separates us is Bob's need for precision in everything.

Case in point. I mail-ordered a trailer hitch for my F350. When I received all the parts, I realized that that the nut holding the ball to the hitch tongue actually had a torque specification of about five million foot-pounds (or is it pound-feet? I don't know, go ask an engineer!). I don't happen to own a five million foot-pound torque wrench and neither does anyone else I know. My solution was going to be just to use an air impact wrench cranked to high to tighten the nut as much as possible. Maybe I'd throw on a little red Locktite just to be safe. I happen to know this is what installation shops do because I asked. But I didn't have a socket big enough. So I called Bob (whose garage is a Noah's Ark for tools), hoping to borrow a socket: size gigantic. As it turned out, Bob had already devised a means of getting the PRECISE torque on that nut for his hitch assembly. He had constructed a contraption out of an iron bar, some welded bits, and a 250 foot-pound torque wrench plus the super-sized socket. Of course, his torque wrench was recently calibrated by the National Technology and Science Bureau, with a certificate ready for inspection, carefully affixed in Bob's tool maintenance log book: signed and dated. By calculating the added torque available with the iron extension bar, and using the hitch receiver of the truck as a make shift vice to hold the parts at the desired angle, and standing on one end of the wrench while a trusting friend held the socket-nut-ball assembly in place, and listening very carefully for the "click" of the torque wrench, EXACTLY the right amount of torque was applied. Only an engineer would have bothered, of course.

I love the fact that cars matter enough to some people that they actually develop a philosophy about how to maintain them, drive them, and enjoy them. Sometimes I worry that we might be the last generation of Americans who feel that way. I recently read that there is a growing trend of people requesting that they be buried with their cell phones and blackberries as they make their journey into the great beyond. Aside from the obvious practical questions this brings to mind (Which carrier provides a signal there? Where do these folks plan on plugging in for a re-charge? What part of "resting in peace" involves answering your cell phone or checking your e-mail???) It also signals a fundamental shift in what people hold dear in this life. The thrill of text messaging, evidently, is starting to outweigh the pull exhilaration of acceleration and the satisfaction of a corner well taken.

Thom can be reached at thomrossi@gmail.com



Reunited with an old friend

by JT Burkard

I couldn't believe how time flies by. It had been at least a year and a half, maybe more since I had driven our 1977 320i. The automatic transmission developed a leak on the oil pan by the filler tube bung about 2 years ago. I pulled the pan, cleaned it and welded the cracked area to repair the leak. At the time I also changed the filter and replaced the oil with synthetic. Within a week, the transmission was acting strange and started to slip. I drained the synthetic fluids and went back to regular automatic transmission fluid hoping this would help. It still slipped and I only drove the car a few times after. At this point I knew the transmission was in need of replacement or a rebuild.

In my daily car search around the time the transmission started to slip I found a 1983 320is that was in less than acceptable condition, but it had a 5-speed. I figured if I could buy the car, pull the 5-speed and all of the associated parts, and convert my e21 from automatic to manual. I scored the parts car for a good price and proceeded to sell off some items including the Recaro seats and matching interior pieces to recoup the cash I had to put out to buy the car. All I had to do left was tear into the car and remove the parts I needed for the conversion.

This is easier said than done. I also had bought a few other cars at the time for resale so I had to focus my efforts on these to get them sold quickly. Months later, the parts car was still sitting behind my shop and my e21 was left in the garage sitting stagnant. Time was moving slowly to convert the car. Then I had an email from a fellow club member. He had another automatic transmission with the same part numbers but from an e30 that would just bolt right into the car. This might be the answer to get the car back on the road quicker. It will only take a couple hours to swap the automatic transmission instead of a couple weekends of 5-speed parts swapping. Sandy and I drove out to PA to buy the transmission and the deal was done quickly. Also, while we were out there I looked at a lifted Blazer to buy for a woods truck. We took the transmission but left the Blazer. Kind of like, leave the gun, take the cannoli's.

Sounds like an easy plan right? Just swap the transmission. Well... our wedding was coming up so you can imagine that took a lot of our time to plan. Also, we were hunting for a house. After the wedding, the house hunt got more intense so that took up just about every weekend of time. At our club meeting with Mike Miller, I mentioned to him about the e30 3-speed automatic transmission that I had to swap into the e21. The first comment was "why don't you swap in a manual?" - Time was the issue. Next he informed me that the e21 has a cable speedometer and the e30 is electronic. There is no provision to swap out speedo parts - back to the drawing board.

In the mean time, we moved out of our apartment and were between houses until the closing on the new house. The 77 320i went to my mother's driveway until we got the house. There it sat, slipping transmission and all, and it was pathetic. How did I let this nice car just sit for so long? I had a whole parts car but time was not on my side. I attempted to get another automatic but that wound up being the wrong one. I need to do something. I hate to have this sit idle and not being driven.

We closed on the house so I made a promise that once we got settled in, I would do something with the car. A few weeks of planned painting and remodeling the new home turned into a couple months. Finally, I said heck with it, loaded the e21 up on the trailer and brought it to my buddies transmission shop around Christmas time to get the original transmission done. The executive order was made.

Most people would say I am nuts. Why would I spend the money to rebuild a performanceless automatic transmission when I could have used the same money and had someone swap the 5-speed into the car if I didn't have the time to do it myself? I had several factors in my decision. I don't plan on tracking this car, and I don't plan on doing a whole lot of autocross with it either. This is the car we do the clubs rallies with and the automatic would actually be beneficial with all of the stop-and-go clue hunting. Also, Sandy is not too confident in her shifting skills even though I think she does really well at driving a manual transmission. She has owned two manual cars in the past but she never liked it. Since this is our car, I have to consider her needs too.

A month and a half had passed with weekly phone calls and updates from the shop. They were swamped around the holidays and it took them weeks to catch up. I made the mistake to tell them to take their time with the car since it wasn't a daily driver. Around mid February I got the call, the car is done and ready to go. I was thrilled. My little e21 is coming home, fixed and ready to go. I celebrated the homecoming by registering the 320i as a historic car with QQ plates. Unfortunately, I had to trailer the car back to the house since I didn't have anyone to drive me up to the shop. Even though the car was done, I still had to wait to drive it.

The next morning I took the car to work with me. WOW, I forgot how fun this thing was to drive and how tight this little BMW was. Comparing it to the e30 318i I recently sold, the e21 being 7 years older then that one and 32 year old in total, it was an absolute joy to drive. Now I remember why I fell in love with the car in the first place. I got to work and proceeded to wash it in the 40-degree weather. I pulled it inside and cleaned it up after its one and a half year slumber. The guys I worked with wondered if I was going to get any work done or if I just came in to detail my car all day? I wound up driving the car to work for the rest of the week as well as the weekend to get reacquainted with it again. I felt I neglected the car for way too long and needed to get it on the road and some miles under its tires again. Plus, the gas in the tank is a year and a half old as well. I needed to burn off the sub-par fuel and get some fresh go juice back in the tank.

I cleared out the garage of all the moving boxes, rearranged a few things and slid it back in the garage where it belongs. I even had to move the motorcycle to the shed for now just to make room. I found myself opening the garage door and wondering why it took so long to get this car fixed. I couldn't believe that I let it sit for so long when I could have done this back then. Sandy and I could have been using the car for the last year or so instead of it turning into a garage ornament. I can tell you that now that the e21 is back on the road, I will be not let it sit again as well as fixing the items it needs instead of putting it off. I am now making plans for the trunk lid to be replaced with a new BMW piece I have been holding onto and a few other items I have been putting off.

I found that even though I have owned this car for over 6 years, because I haven't really used it much for the last 2, I got that tingle again that you get when you buy another car. Even though this is my car, it all seems new again. I guess you can say that I have rekindled that spark that made me get into the whole 320i culture in the first place. This was my first Bimmer but I have had many since but this is the one I still keep and hold onto. I've had offers in the past to sell it but I refuse. There is something about this car that brings it above just a means of transportation. It's like part of the family and I just can't see myself getting rid of it.

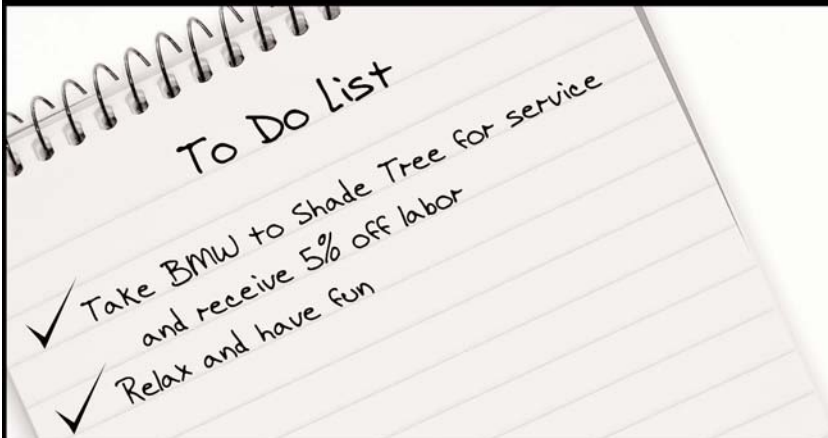
You can say it is a piece of history that you can touch, feel, drive and enjoy. It is a time machine, stepping back decades past every moment I slip into the drivers seat. The manual steering, manual windows, crank sunroof, and other antiquated things it has to connect you to your vehicle much more then any newer BMW can. You feel more connected with the road and you can really sense the feedback the car gives in the way it drives. The e21 has unmistakable styling that can't be confused with any other car manufacturer. You know it's a BMW from the first moment you lay your eyes on it. Some ask why I choose to drive older BMW's. My response is "Not everyone can own an old BMW".

Yup, I am in love with my car, our car, the car that Sandy found and we bought that brought us into this club. Sometimes you forget how much you miss your old friends until you get reunited with them again. Then you remember the reason why they are your friends.

JT Burkard

Send comments and suggestions to JTFormula@aol.com

Local BMW Repair Expert Offers Discount to Club Members



The Road to Performance

SHADE TREE GARAGE

171 Washington Street, Morristown, NJ

973-540-9880

www.shadetreegarage.com

Mention this ad and you receive 5% OFF labor.

Reasons to Use Shade Tree Garage Over Your Local Dealership

1. **Transportation arrangements.** When you drop off your car for service, we'll drive you to your business, home or the train station. Or, we'll arrange for a loaner or rental car.
2. **Technical jargon.** We discuss your concerns about your car and its service requirements in everyday language. And you'll receive a complete, easy-to-understand itemized invoice.
3. **Unanticipated and uncontrolled costs.** We prepare a written estimate before we begin repairs and show you worn or replaced parts when we're finished.
4. **Warranties and guaranties.** We can do all of your service work (anything your dealership would charge you for) without diminishing your factory warranty. And we stand behind our work. If we repair it, we'll guarantee it, both parts and labor, for 24 months or 24,000 miles, whichever comes first.
5. **Fair prices.** Our rates are competitive with other comparable facilities. You pay us for expertise, integrity and you can expect to receive full value.

April Meeting

Bill Auberlen and the Turner Motorsport Team will speak at the April New Jersey Chapter Meeting

Daytona Koni Challenge winners Bill Auberlen and Matt Bell, along with Will Turner and other drivers from the Turner Motorsport Koni Challenge team, will be the featured speakers at a special New Jersey Chapter meeting in April.

The Daytona win was the first Koni Challenge victory at the circuit for an M3. Auberlen, who is also driving the Rahal-Letterman E92 M3 in the American Le Mans Series, will speak about his experience in that car as

well as the Turner E46 M3. His ALMS teammate Joey Hand may be present as well.

The meeting will be held on a special date, Wednesday April 29, at a location to be determined. It will be held just before the Koni Challenge and Grand-Am races to be run at New Jersey Motorsports Park from May 1-May 3. The Jersey Chapter will host a corral at the circuit on the race weekend.

Please check the web site for up-to-date information on the meeting location and time.

Spring Rally will run on April 26

The New Jersey Chapter will host a spring rally on Sunday, April 26. Rally masters Brian Morgan and Francine Cracker have designed a route that runs on back roads in Mercer and Hunterdon Counties in New Jersey and in Bucks County, Pennsylvania. It will be a gimmick rally, with competitors following a set of route instructions and answering questions along the way. The rally will end at a restaurant where participants can purchase lunch.

There will be two classes, the competition class for a driver and navigator and the family class for teams with more than two participants. Those entered in the competition class will score points in the New Jersey Chapter Championship Series.

The rally will begin at It's Nutts restaurant at 1382 River Road (Route 29) in Titusville, NJ, just north of the Washington Crossing Bridge. The restaurant will be open. Registration opens at 9 am, with a drivers' meeting at 9:30 and first car off at 10. To sign up, please e-mail briansmorgan@comcast.net, with Spring Rally in the subject line. Please include the names of the driver, navigator, and other participants.

The entry fee of \$20 will be collected at registration on the day of the rally.

NJ Chapter Calendar

March 2009

Wednesday, March 18th

At the Deutscher Club we'll be hosting a presentation by Kumho Tire, thanks to Ted Ondoscin and Rudy Consolation, head of Motorsport Division for Kumho Tire USA. Join us for a very informative meeting on their track and street products and the continued growth of the company.

April 2009

Wednesday, April 29th

Daytona Koni Challenge winners Bill Auberlen and Matt Bell, along with Will Turner and other drivers from the Turner Motorsport Koni Challenge team, will be the featured speakers at a special New Jersey Chapter meeting. Meeting will be held on a special date, Wednesday April 29, at a location to be determined.



NJ BULLETIN STAFF

EDITOR JERRY FABER
jerryfaber@njbmwcca.org

CLASSIFIEDS EDITOR CHET MARFATIA
ckmarfatia@hotmail.com

TECH EDITOR VIC LUCARIELLO
vic.sr@njbmwcca.org

BUSINESS MANAGER PAUL NGAI
pkngai@yahoo.com

CHAPTER OFFICERS

PRESIDENT LARRY ENGEL
larryengel@njbmwcca.org

VICE PRESIDENT BARRY STEVENS
barrystevens@njbmwcca.org

DRIVING EVENTS JAMIE KAVALEROS
jimkavo@optonline.net

SOCIAL EVENTS AL DRUGOS
glaad1auto@netzero.net

TREASURER WARREN BROWN
whbrown1@optonline.net

SECRETARY DAVID ALLAWAY
david@allaway.us

WEBMASTER ROBERT CONWAY
rgconway@njbmwcca.org

MEMBER AT LARGE JEFF WHITE
jwhite@njbmwcca.org

MEMBER AT LARGE
rosskarlin@njbmwcca.org

MEMBER AT LARGE
neilix@earthlink.net

MEMBER AT LARGE
deborahkolar@yahoo.com

CHAPTER TOOL BOX
rgconway@njbmwcca.org

MEMBERSHIP
neilix@earthlink.net

DEALER LIAISON
pkngai@yahoo.com

LEGAL COUNSEL
brianm3racer@aol.com

CHAPTER LIBRARY
neilgambony@njbmwcca.org

TECH TIPS
vic.sr@njbmwcca.org

DRIVER SCHOOL COMMITTEE

Chairman Jeff White
Chief Tech Advisor Vic Lucariello
Chief Instructor Blake Smith
blakesmith@njbmwcca.org
Registrar Dennis Krug
dkrug@njbmwcca.org
Member Mark Derienzo
Member Warren Brown
Member David Finch

ROSS KARLIN

NEIL GAMBONY

DEBORAH KOLAR

ROBERT CONWAY

NEIL GAMBONY

PAUL NGAI

BRIAN CORRIGAN

NEIL GAMBONY

VIC LUCARIELLO

CLUB RACING COMMITTEE

Chairman Ross Karlin
Scrub David McIntyre
2nd Asst Scrub Gary Bossert
4th Asst Scrub Justin DaSilva

AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Ed Walters autox@teamdfl.com
Robert Steele steele@whafh.com
David Ngo dngo@commvault.com
Pete Revenidis takibmw7@earthlink.com
Steve Pulvers sbpulvers@msn.com
Walter Baliko balticvid@msn.com
Charlie Meagher charlesmeagher@msn.com
Larry Engel lpengel@njbmwcca.org
Brent Jerolomic bjerolomic@comcast.net
Jim Kavalieros jimkavo@optonline.net
Mike Marvuglio mmav@patmedia.net
Mo Karamat karamatm@optonline.net

HOTLINE : 908-322-2758
http://www.njbmwcca.org



This newsletter is a publication of the New Jersey Chapter of the BMW CCA, Inc. and it remains its property. All information furnished herein is provided by the membership for members only. The Club is not associated with BMW of North America nor BMW A.G. and none of the information contained herein bears "Factory Approval" unless so noted. Ideas, suggestions, and all technical opinions are solely those of the authors, without authentication by nor liability to the Editors or the Officers of the Club. Modifications within the warranty period may void your warranty.

NEWSLETTER CONTRIBUTIONS

Contributions are both welcome and encouraged. Contact the *Bulletin* staff by mail or email. Please send your articles, photos, artwork and ideas to: NJ Chapter Newsletter, BMW CCA, PO Box 2305, Westfield, NJ 07091-2305. Permission is hereby granted to copy any and all material contained herein for non-profitable applications provided that proper credit is given to the author and to The New Jersey Bulletin. Copyright 2008, New Jersey Chapter of the BMW Car Club of America, Inc. All rights reserved.

ADVERTISEMENT POLICIES

Advertising Rates Per Issue

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

For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, Paul Ngai. Send advertising artwork to the *Bulletin*'s PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

MEMBERSHIP MEETING INFORMATION and LOCATION

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

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org 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.

Annual NJ BMW CCA Club Banquet

The 2009 Club Banquet was held at the Grand Colonial on Saturday, February 28th. Over 70 club members and guests enjoyed fine food, danced to good music, shared car stories, and went home with some great door prizes. Two highlights of the evening were the awarding of the Championship Trophies and a special presentation to express the Club's appreciation to Blake Smith, who is retiring after years of service as Chief Instructor.

The presentation to Blake was made by former Club President David Finch, Club Racing Chairman Ross Karlin, and Driving School Chairman Jeff White. In his talk, David explained that the Club owes so much to Blake, who helped develop standards for measuring the performance and development of both students and instructors. As a result, the New Jersey Chapter's methods have been used as the model for other clubs across the nation. Blake was presented with a poster-sized photograph of himself in full driving school fettle. The poster was signed by his instructors and co-workers. Blake also received a R3 Rage restraint system as a token of the club's appreciation - and with the hope that he'll use it in good health as he continues to help develop club members' driving skills.

The Champ Series Trophies were awarded at the banquet, as well. Jamie Kavalieros took top honors for the third time, and Mark Mallory and Chris Leckenby were second and third, respectively. The series came right down to the wire, and a couple of tie breaking rules were needed to determine the order of finish. This year, the trophies from Bill Healy were especially impressive. Each of the three top finishers received spectacularly beautiful Bill Healy Crystal trophies with their name and finishing position etched on the surface.

Thanks to the generosity of numerous sponsors, everyone who attended the banquet was able to go home with a door prize. We're grateful to Open Road BMW, JMK BMW, BMW of Bloomfield, BMW of Flemington, BMW of Atlantic City, Hunterdon BMW, Mini of Morristown, Shade Tree Garage, Bimmertools, Zygmunt Motors, Bavarian Autosport, Stable Energies, New Jersey Motorsports Park, Team DI, 56 Degree Wine, and Fred Jackson of Rolex Historics. We'd also like to acknowledge Bill Healy Crystal in Flemington, who has provided our impressive Champ Series Trophies for several years.

Photos by Jerry Faber



OPEN ROAD COURTESY

20% Discount on Parts

to all BMW Club Members

Membership ID Required

The brand-new 2009 BMW **Z4** sDrive35i
Coming Soon!



2009 BMW **X5** xDrive48i



2009 MINI **Cooper S**



2009 BMW **X6** xDrive50i



OPEN ROAD BMW
BMW OF MORRISTOWN
BMW OF ROXBURY



MINI OF MORRISTOWN

1-800-OPENROAD **www.OPENROAD.com**

BMW Ultimate Service = \$0 Cost Full Maintenance for 4 years or 50,000 mi. See bmwusa.com for full details on \$0 Maintenance. Certain exclusions may apply. Vehicles must be financed through BMW Financial Services NA, LLC. to qualified buyers. Credit may affect down pymt/APR/model/pymt. All cars sold cosmetically as is. Not responsible for typos or omissions. Photos for display purposes only. See dealer for all details. ©2008 MINI, a division of BMW of North America, LLC. The MINI name, model names, & logo are registered trademarks.