



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

April 2009

<http://www.njbmwcca.org>

Volume 40 Number 4

April Meeting

Daytona Koni Challenge winners Bill Auberlen and Matt Bell, along with Joey Hand and Turner Motorsport proprietor Will Turner, will be the featured speakers at a special New Jersey Chapter/Delaware Valley Chapter meeting in April.

Because the team is racing at New Jersey Motorsports Park from May 1-May 3, the meeting will take place on a special date, Wednesday, April 29, and at a special location, DeSimone BMW in Mount Laurel. DeSimone's location makes the trip an easy one for the racers on the eve of practice.

This is a joint New Jersey Chapter/Delaware Valley Chapter event. The NJ Chapter arranged for the program and the Del Val Chapter secured DeSimone as a site for the meeting.

The meeting will start at 7:30 PM and end around 9:30PM. DeSimone is at 1220 Route 73 South, just off Exit 4 of the New Jersey Turnpike. The parts department at DeSimone will be open until 9:30, and will be offering a 20% discount on parts purchased the evening of the meeting to all attendees.



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.

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

March Meeting Recap

The March Chapter meeting was held at the Deutscher Club in Clark. We found ourselves in pretty tight quarters, because our normal meeting room was undergoing renovation.

A great crowd turned out to hear Kumho Tire's Jason Myers speak about his company's product line for sports car enthusiasts and racers. Jason heads up Kumho's motorsports division. Ted Ondocsin, Regional Sales Manager, was also on hand with hats, shirts, and lanyards for everyone. They've recently opened a new warehouse in New Jersey and look forward to improving the service and supply to enthusiasts in our area.

Jason made a very interesting presentation which highlighted the

differences in their various tires, and he described the product development rationale for each of the current offerings. Many of our members have used Kumho tires for years, and it appears that the company continues to develop products that they feel will appeal to the enthusiast community. Thanks to Jason, Ted, and Kumho for conducting an entertaining and informative meeting. (Thanks to Barry Stevens, too, for setting it up.)

Our April meeting will be held at DeSimone BMW in Mt. Laurel on Wednesday, April 29th at 7:30 pm. DeSimone is on Route 73 just south of NJTP exit 4. The meeting will feature the Turner Motorsports team, including Bill Auberlen, Joey Hand, Matt Bell, and team owner Will Turner.

Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting
March 11, 2009

Board members present: Larry Engel, James Kavalieros, Al Drugos, Ross Karlin, Barry Stevens, Warren Brown, Jeff White and Deborah Kolar. Board members absent: Dave Allaway, Bob Conway, Neil Gambony and Jerry Faber. Others present: Jeff Caldwell, Brian Corrigan, Doug Feigel, Brian Morgan, Paul Ngai, Elihu Savad, Blake Smith and Vic Lucariello.

President

Larry Engel called the meeting to order at 7:36 PM at Café Cucina. The reading of the February minutes was waived, and the minutes accepted. Larry has arranged for a BMW corral at the New Jersey Motorsports Park Grand Am race. He encourages all members to attend what should be an exciting event. He invited the Delaware Valley and New York Chapter members to join us. Will Turner will visit the corral and conduct a pit tour. We also expect visits from other BMW racers.

ZF Awards are given to chapters in recognition of charitable works. The application needs to be submitted by Monday, March 16th. Teen Street Survival Schools, our Club Racing donation to the Westlake School and our participation at the Westlake Carnival are examples of charitable works. Reimbursable Bulletin postage expenses need to be submitted to National by the end of the month. Larry will take care of these items.

The New Jersey Motorsports Club is offering corporate memberships to car clubs in New Jersey. After a lengthy discussion on the pros and cons it was decided to table the issue until the next meeting.

Vice President

Barry Stevens reported that the March membership meeting will feature Jason Myers from Kumho Motorsports Development speaking about street and race tires.

The April meeting is being spearheaded by Brian Morgan and will feature Bill Auberlin, Matt Bell and Will Turner. The special meeting date is Wednesday April 29th at a location to be determined. We have let the Delaware Chapter know about this great opportunity to hear racers share their experiences.

Possibilities for May are Mobil Oil or a dealership. Ross Karlin requested that he be included in any decisions regarding which dealerships host meetings.

Treasurer

Warren Brown distributed the year-to-date profit and loss statement. He stressed the need to fill our driving schools.

Newsletter

The next newsletter deadline is April 1st.

Social Events

Congratulations to Al for organizing a great banquet and to Paul for the excellent door prizes. Paul will send "Thank You" emails to each sponsor. We also need our members to let sponsors know that we appreciate their support. Paul will write an article for the Bulletin to inform members that

they should show their BMW membership card every time they visit a dealership - whether for parts or to purchase or lease a vehicle.

Driving Events

Jeff White reported that we have approximately 35 students signed up for the Summit Point Advanced Driving School and ITS. We need about 10 more students. The Lime Rock Park Drivers School and the Thunderbolt Drivers School and Race are about half-full. Jamie presented options for Driving School stickers. This was tabled until the next meeting. We had a call from the New York Chapter requesting instructors for their schools. Brian Morgan reported that we are set for the Spring Rally and some participants have already signed up. Ross noted that we need insurance for the rally.

Autocross

Elihu Savad informed us that Commerce Bank Park is now TD Park, so he is updating the insurance forms. While we have one EMT confirmed for the initial autocrosses, we are still in need of additional EMT coverage. Larry reported that the Autocross School is full, but we could use a few more instructors.

New Business

There was an extensive discussion of insurance issues. It was noted that some policies specifically exclude track coverage. To address this, National is offering coverage for cars on the track and in the paddock. The details can be found on the website - www.bmwcca.org. Jeff will add this info to the FAQ's on our website. Bob Conway has been working with High Point Insurance on an affinity program. It was decided that any statistical information should be reviewed by Fran Patek at National before it is given to High Point.

Ross Karlin informed the Board of the death of Stan Parker. Stan was a founding member of the Genesee Valley Chapter Drivers School Program and was the Race Steward for many New Jersey Chapter Club Races. He will be deeply missed.

The next board meeting will be Wednesday April 15th at 7:30 PM. Café Cucina is closing for renovations. Jamie will check out a possible location for the next meeting.

Ross motioned to adjourn at 9:10 PM and Jeff White seconded.

Respectfully submitted, Deborah Kolar (for Dave Allaway)

The Cone Catcher



Things are rolling along as we head through spring and look forward to longer days and warmer weather. Last weekend, the temperature was pretty high for March, so I took the opportunity to clean up the M3 and the 328i. I've used Mother's products for years, even though more modern products exist today. I've been a fan of the 3 step pre-wax cleaner, sealer/glaze, and carnauba wax system since shortly after it was introduced. There's something satisfying about going over every square inch of paint multiple times, with each pass adding a little luster and depth to the finish.

I cheated a little in a couple of ways this time. I took the cars to the local "handwash" and let them do the initial wash. For the 328, I didn't use the 3 step system, but elected the cleaner/wax single step product instead. The car's almost 10 years old now, and I think the paint looks better today than when it was new (except for a few little scratches and stone chips.) I tend to stay loyal to things that work for me.

Speaking of loyalty, our Chapter has had many loyal sponsors over the years, and many of our activities wouldn't be possible without them. Most of the dealers in our geographic area have been very generous with their support of our Bulletin, Club Racing Program, Banquet, and Rallies. Their help comes in the form of money and door prizes. In tough economic times like these, it's particularly important that our Club members do everything they can to make sure the sponsors know we appreciate the help.

We get major support from JMK BMW in Springfield, BMW of Bloomfield (which is part of DCH), and the Ryan Group (which owns Open Road, Morristown, Roxbury, and Mini of Morristown). These dealers in particular have made many of our programs possible. The fact is that we wouldn't be able to conduct our activities without them. What's the best way to show them you appreciate their help? Do business with them, of course. I suspect that many of us already do significant business with our sponsors, and we don't let them know that their support is a factor in our loyalty to them. More than once, I've met a couple of other club members at the parts counter at JMK. So far this year, we've also had help from the dealers in Flemington, Hunterdon, Princeton, and Atlantic City.

We've had a lot of support from Shade Tree Garage in Morristown - and they've hosted two of our recent meetings. Phil Eng's tech sessions on suspensions and TPMS have been terrific. If you're in the Morristown area, please consider their services. And we can't forget VAC Motorsports, Bimmertools, 56 Degree Wine, Zygmunt, and Bavarian Autosport, who are always willing to donate door prizes. VAC has also been a big Club Race supporter. These folks are all great to deal with!

Finally, I'd be remiss if I didn't mention Bill Healy Crystal in Flemington. Bill has crafted our magnificent Champ Series trophies for years, and they are truly cherished possessions of the winners. Stop by the store if you're in Flemington and let them know you appreciate it.

Please, patronize our sponsors and make sure they know you're a chapter member and that you appreciate their support!

By the time you read this, our first Driver School of the year (Summit Point ITS and Advanced School) will be in the history books - but as I write this I'm in the middle of preparing for it. The 328i is my primary track and autocross car now, and I've started down the slippery slope of buying more "stuff". In years past I invested in a UUC suspension and structural reinforcements from Turner. This year, most of the investment has been in tools to do some of my own maintenance. I'll probably buy a set of proper track pads, too. Especially this year, we need to make sure we take care of ourselves and participate in activities that reduce the stress of daily life. For me, it's car stuff - whether I'm watching a race or participating in an autocross or driver school - I always feel better able to face the real world after I've had some fun. Make sure you take a break once in a while, too!

I'm really excited about the upcoming events surrounding the Grand Am weekend at Thunderbolt. On Wednesday, April 29th, we'll have a very special monthly meeting featuring the Turner Motorsports Team. Will Turner will be there with Bill Auberlen, Matt Bell, and Joey Hand. Bill and Matt won the Koni Challenge race at Daytona in January, driving a Turner M3. Bill and Joey have shared cars going back years, most notably the PTG M3s in ALMS a few years ago. This year, in addition to the Koni duties with Turner, Bill and Joey are once again sharing a car in ALMS, the Rahal Letterman M3.

In the interest of keeping the team close to the track, we're going to hold the meeting at DeSimone BMW in Mt. Laurel. The dealer is right off exit 4 of the Turnpike. Special thanks to DelVal Chapter President Dave Wollman for helping make arrangements. The meeting will start at 7:30.

The big Grand-Am weekend at NJMP should be fantastic. We've got a BMW corral set up for Saturday and Sunday, and discounted 2 and 3 day ticket packages. These packages are available only by calling the ticket office at (856) 327-7217 and asking for the BMW promotion - either 2 or 3 day. You will receive a special infield parking pass with you tickets.

The feature event on Saturday will be the Koni Challenge race, with both classes running simultaneously. The Speed World Challenge will also run on Saturday - and features the BMWs of James Clay's Bimmerworld team. The Grand Am Rolex race will be on Sunday, and the action in this series is always fantastic. The day will begin with the Mustang Challenge and the feature event will start at 1:00. It's likely to be a 2.75 hour timed race.

For the past few years Grand Am has been providing some of the best wheel to wheel racing I've ever seen! I'm sure that this year's race will be true to form. New Jersey Motorsports Park is only a couple of hours from North Jersey, and it's a pleasant highway drive. Come on out and join us! I'm off to Summit Point. Until next month, keep the cones standing!

Until next month, keep the cones standing!

Larry Engel
larry_engel@njbmwcca.org

Welcome New Members

Nick Brozyna
Russell Campbell
Keith Campbell
Patrick Caruso
Michael Clemente
David Delaney
Alvaro Paulo Diogo
Evelyn Esposito
Rick Farmer
Bill Fullam

Christopher Holewski
Yvan Joseph
Darrell Kidd
Susan Kidd
Aleksandr Kudinov
Tom Loucopolos
Christine McLaughlin
Peter Mistretta
Peter Muniz
Marc Nurnberger

Charles Policastro
Evan Policastro
Conor Policastro
Lefteris Politis
Michael Scannella
Thomas Schroth
Melissa Scotti
Sam Shaban
Eric Shick
Chandelle Spargo

Sienna Spargo
Maurice Terry
Robert Turi
Henry Webb
Walter Yarnold





Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. This time out I have a little upgrade for E30 M3 owners.

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].

Recent submitters of emissions-test results are erstwhile NJ Chapter Social Director and new mom Stephanie Mason and driver-school instructor/club racer Scott Reiman. Thanks, folks!

A few years back, we had a rash of E30 M3 ['88 - '91 with the famous S14 motor] overheatings at our driver schools. In almost all cases, the cause of the overheat was the loosening and/or expulsion of the belt that drives the alternator and water pump. The root cause of the problem was determined to be the bolt that secures the alternator-belt tensioning bracket to the timing cover. See Photo #1. What was happening was the bolt was backing out under the high-stress conditions of track use. This caused the tensioner bracket [BMW calls it an "adjusting bar"] to release tension on the alternator belt. In some cases, as the bolt was backing out, the internal threads in the timing cover were damaged, thereby complicating the repair.



Photo #1 IM3AB!

There is a simple "fix" to lessen the likelihood of this problem afflicting your beloved M3, whether or not you use it on the track. Simply get out your torque wrench and periodically check the tightness of what we call the "infamous M3 alternator bolt" [IM3AB]. In addition, you should check the bolt's tightness whenever you change the alternator belt or adjust its tension. Indeed, we have added a line to our driver-school tech form that requires track-bound E30 M3s to have the bolt's tightness checked prior to the event. You will need a 13 mm socket and a short extension. You can use a torque-wrench setting of 24 newton-meters [18 lb.-ft.]. If you are interested in a more elegant "fix", read on.

The problem I see with the design of the IM3AB is that it threads into the relatively soft aluminum-alloy timing cover. Repeated tightenings over



Photo #2 Timing-Cover threads exposed.

time, together with the vibrations inherent in a 4-cylinder motor, tend to wear the threads in the aluminum. Moreover, the bolt tends to get disturbed whenever the belt tension is adjusted. I decided to replace the IM3AB on my car with an 8 mm threaded stud that is permanently mounted in the timing cover.

I began by removing the IM3AB and tensioner bracket to expose the timing-cover threads. See Photo #2. Then I thoroughly cleaned out the threads. I chose

to use an M8-1.25 bottoming tap followed by some spray contact cleaner to clean up the threads, but using the tap is not absolutely necessary.

I made a stud by cutting the head off an M8-1.25 DIN 8.8 fully-threaded cap screw. I cut the screw such that the resultant length was just long enough to engage the locking ring on the "Nyloc" nut I used for the final assembly. [See below.] Of course you could also source the appropriate length fully-threaded stud, but for me it was easier to make my own.

Next, after cleaning thoroughly the threads of my new stud, I installed it into the timing cover via the old trick of "double nutting" the stud. See Photo #3. I tightened the stud to 24 newton-meters after coating the threads of both



Photo #3 New stud in place.

the stud [where it would contact the timing cover] and timing cover with Loctite #272 high-strength thread locker.

Prior to reinstalling the tensioner bracket, I examined carefully its "geared" portion that is used to set the alternator-belt tension. I also checked the "gear" teeth on the adjusting nut [BMW calls this an "idler"]. See Photo #4. If the teeth on either the tensioner bracket or adjusting nut are worn, butchered or missing, treat your M3 to new ones. The "adjusting bar" is BMW part number 12-31-1-312-137 and the "idler" is 12-31-7-677-914.

After reinstalling the tensioner bracket and setting the alternator-belt tension, tighten a nice new M8-1.25 "Nyloc" nut on the new stud to 22 newton-meters, and you are good to go! See Photo #5. Note that the stud threads protrude beyond the locking portion of the locknut. They must do so in order for the locknut to be effective. Of course you will periodically check the tightness of the locknut. On the S14 it is a good idea to check the tightness of all alternator-mounting nuts.



Photo #4 Check your teeth.



Photo #5 Good to go!

I wish I could take credit for this design upgrade, but, alas, BMW had already thought of it - on the M10 motor in my 1969 2002!

While you are doing this job is a good time to examine the alternator mounting bushings and replace them if they have deteriorated. This subject has been addressed in a previous Philes' Forum.

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.

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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.

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2009 Driver School Schedule

| School | Dates | Location |
|---|------------|--|
| 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 |

2009 Autocross Schedule

Time to get off the Blizzaks. Time to mount up the stickies. Time to look at ads for Yoko, Kumho, Nitto or whatever. Our 2009 autocross schedule is printed below. Note the name change at the ballpark in Bridgewater.

| | | | |
|------|----|-----------|------|
| Sept | 13 | Autocross | TDBP |
| Oct | 11 | Autocross | TDBP |
| Nov | 1 | Autocross | TDBP |

For those who haven't tried autocross, this is the best, easiest way to experience car control at the limit with some big pluses: it doesn't cost much, you wear out only some rubber, and you get to go home and sleep in your own bed. Oh yeah, it makes you a safer driver on the street, and gives a big adrenaline rush!

TDBP: TD Bank Park, Patriots Park, Bridgewater. Name change from Commerce Bank Park.

EXPO: NJ Convention and Exposition Center, Raritan Center, Edison

- Elihu Savad

For those who are regulars, I'm sorry we don't have more events, bigger venues, and earlier dates. I know you are going around muttering "vroom-vroom", just try and contain yourselves.

| | | | |
|------|----|-----------|------|
| May | 17 | Autocross | TDBP |
| June | 14 | Autocross | EXPO |
| July | 12 | Autocross | TDBP |
| Aug | 16 | Autocross | EXPO |

Finish Lines

By Thom Rossi

Last year, when gasoline peaked at over \$4.00/gallon for premium fuel, Otto (my e39 540) and I embarked upon a noble quest. Basically, I wanted to see how much I could improve my gas mileage on my daily commute by optimizing my driving style for fuel economy. I recently discovered that I'm not the only one whose been thinking along these lines. Check out ecodrivingusa.com to see what I mean. There you will find a well organized collection of practical tips, complete with intro given by The Governor himself. That is not what you will find here, of course, as some of my techniques are not really practical for everyday driving. However, I will tell you that I was successful in getting my mileage up to an average of better than 27 mpg, some days exceeding 28 mpg round trip. This is a big improvement over my more typical 20 mpg average. While this falls a bit short of my goal (30mpg), it does demonstrate that the techniques I developed are quite effective. The only downside is that it's boring as hell to drive this way, except for the times when in the interest of maintaining momentum I may have scared some other drivers and passengers in my own vehicle to "dirty underwear" levels of alarm.

The shortest route from my house to my office is 18.6 miles of back country roads through Delaware Township, The Amwells, Hopewell, and on to Princeton. The route has some major hills, and is punctuated by 10 traffic lights and stop signs. Speed limits range from 25 to 50 mph.

The tools I used to monitor my progress and tune my driving habits were simply those provided by BMW on my dash board and my on board computer.

Maximizing fuel efficiency boils down to managing acceleration, momentum, and engine rpm/mile. Here are the specific techniques I used. Acceleration: I used the fuel economy vacuum gauge as my guide for determining how rapidly I could accelerate. Since I had set my goal at 30 mpg, I tried to meter the pressure on my gas pedal such that the gauge only briefly sunk below 30. I also skipped a lot of gears on my way up to speed, typically using a 1-2-4-6 pattern if I had to accelerate into traffic, or a 1-3-5-6 pattern if I could safely accelerate at a more leisurely pace, say from a traffic light.

I kept one eye on the tachometer and speedometer. Maintaining engine rpm below 2000 rpm seemed to be a useful adjunct to using the mpg gauge in tweaking my efficiency. I tried never ever to accelerate beyond the legal speed limit by as much as one mile per hour. After all, if you are optimizing your driving for fuel economy it simply doesn't make sense to drive any faster than you have to, and it certainly doesn't make sense to use gas to get up to a speed you don't intend to maintain.

I considered hill climbing to be equivalent to acceleration. On my way up hills, I tried to discipline myself to allow a loss of speed to below the speed limit, placing a priority on keeping the mpg needle above 30. I usually ended up in a compromise, dipping briefly below 30 mpg on longer hills and trying not to frustrate the commuters behind me too much (unless I could see them using a cell phone, in which case I took a perverse pleasure in plaguing them with my stupidity as much as they did me with theirs).

There is no question that this aspect of high efficiency driving is both highly effective and highly boring. Even though I was mostly able to keep up with traffic, it just felt so s-l-o-w.

Momentum: this is actually the fun part of ecodriving, as it is a direct translation of some high speed track driving techniques onto the street. I thought about it this way. On the track, momentum driving allows you to maintain the highest average speed for the available gas. So the converse of that must be true on the street: momentum driving should allow you to use the least possible amount of gas to maintain a given average speed. I developed a simple mental check to keep me attentive to momentum: count the number of times I touched the brake pedal on my drive. The best I did was to reduce touches of the brake to 5 on my commute. Obviously, I needed some good luck at traffic lights to make that happen. But I also got to utilize a little more of Otto's cornering ability than I normally do on the street. Using the "racing line" for corners helped me avoid excessive slowing at intersections and curves, and looking far ahead into oncoming traffic helped me time my arrival at many intersections such that I could comfortably turn left through a gap in a stream of oncoming traffic without

unnecessary braking. As you've no doubt surmised, my definitions of "unnecessary slowing" and "unnecessary braking" may not be the same as yours. You should only do what is safe. Mrs. R. thinks I've gone border line psychotic in my obsessive avoidance of the brake. I have to admit, there are probably a few other drivers on the road who felt the same way about my methods.

Reducing rpm/mile driven: turtle-like acceleration, attentiveness to traffic, and managing momentum only got me to a little over 25 mpg. To reach my goal, I had to figure out another trick or two. So I thought a little about how hybrid vehicles operate and realized that there are many times when their engines are not running at all. This prompted me to try two things. First, I shut off my engine whenever I got to a red light, unless it was already red when I approached the intersection (meaning it would probably turn green in less than a minute). Honestly, I didn't notice any difference in my average mpg based on this technique. So I had to add one more idea: free-wheeling down hills. There are several hills on my commute that stretch on for miles. I tried free-wheeling by disengaging the clutch as soon as I crested the bigger hills, and let my speed climb unrestricted all the way through to the next hill, only re-engaging the drive train as I slowed back down to the speed limit. I am not recommending this exact technique to anyone because it obviously involves exceeding the speed limit on long down-hill runs. However, putting that aside, in a way this technique mimics the hybrid car approach of using deceleration to store energy in batteries for later use. The difference is that I was storing kinetic energy harvested in my down-hill runs. It was the addition of this technique that finally pushed my fuel efficiency into the high 27-28 mpg range.

My foray into ecodriving came to an end one day in Hopewell. As I crawled through town at 25 mph in 6th gear, I noticed that I was right behind a PRIUS. That's when the absurd incongruity of Otto's and my behavior hit me hard. Why spend the money necessary to purchase and maintain the 540 only to drive it in such a way as to strangle every possible roll of the tire out of a gallon of gas. After all, I couldn't give a cow's fart about my carbon footprint on this planet as I place no credibility in climate change theory. Furthermore, I can afford the gas. That's why I didn't buy a PRIUS to begin with, even though the driver of that vehicle can beat my best efforts by 20 mpg without even trying.

I also never researched whether some of the techniques I employed would spur long term maintenance costs that outweighed the fuel savings. Restarting your engine at traffic lights, for example, must put more wear-and-tear on the starter, battery, etc... Free-wheeling with the clutch depressed is probably messing up something, too. I'm half expecting an e-mail from Vic Lucariello when he reads this column saying "don't do that" about something I tried. And some of my methods bordered on the unsafe, raising questions that go beyond economics.

Therefore, I gave up on my goal of getting my average fuel economy up to 30 mpg. Besides, I don't really know what else I could have done to eke out the additional two mpg. Some of the habits I picked up in my quest for the ultimate fuel efficient driving style stayed with me at a subconscious level, and that's fine by me. I now have a long term fuel efficiency average of about 23 mpg. It's just that every now and again, I like to hear Otto in a full throated roar, swilling gasoline, gulping for air, pumping out CO2, and getting up to speed as fast as his builders intended. Now that's something you CAN'T do in a PRIUS.

BMW e21, Movie Star

by JT Burkard

At our March meeting we had two representatives from the independent film "Blue Collar Boys", Executive Producer Kevin Interdonato and Producer Keelen Monahan, introduce themselves and ask if anyone in the club was interested in having their BMW featured in the movie. I was intrigued, and since I am always looking for a subject to write about, I stepped into the hallway to discuss what they needed and what was required from my car and me.=

This movie is a coming-of-age story of a group of friends who struggle against the challenges of blue-collar life. The lead character takes over his father's construction business and struggles to run the family business. Along the way, he engages in some illegal dealings and is faced with the moral decision of what he needs to do and where to go from here. Many of the scenes are based on the stories Director and also Executive Producer Mark Nistico was told by people in the construction industry, which was the real life work of his own father (the construction work, not the illegal business). This movie is based loosely on these real life stories and then embellished upon for entertainment purposes.

Where does the BMW come into action you ask? I asked the same question as well as others at the meeting. The car was to be used in several scenes at a development under construction, a warehouse and a repair shop. The "owner" of the BMW is an older gentleman who has done well for himself. The car gets stolen from him at some point and sent to a chop shop. No BMW's will be actually harmed during any point of the movie.

I mentioned at the meeting that my BMW was not new or remotely modern, a 1977 320i to be precise, and they thought that would fit the feel of the movie and its "owner" perfectly. My accessibility was also important due to the time frame and location changes. The movie was being filmed mostly in Monmouth and Ocean counties. This local was for me perfect since I live right on the border between Monmouth and Ocean. I was told that they will be in touch with me in a day or two and shooting was to be done the coming weekend.

The next day I was contacted by the Producer Kevin and was told the Director loved the idea of an older BMW. He said it fit the idea of what the "owner" would drive, perhaps he was the original owner, and he wanted to use it. They told me where the shoot was going to be and what times to attend. It is exciting to think that my e21 will be a movie star.

Since I work Saturdays, Sandy drove the car to the set in Freehold at 9 am. She was excited to actually be behind the scenes. Most of the time, our car was just parked in the scene for the length of the shoot. Many of the crew and actors kept coming up to her saying, "Wow, nice car". Ah the pride of Bimmer ownership. She was there from 9 to around 2 when they were done with the shoot. We were to meet them the next day.

Lucky us, the location on the second shoot was only 1.8 miles from our house. Also, we were to bring the car to the set at 2 pm. This gave us time to do some stuff in the morning. Sandy filled me in on the movie, the actors, the crew, and all the backstage stuff you usually don't get to see. She seemed excited about the whole experience. When we arrived, Kevin and Keelen came up to us, and thanked us again for the use of the car. The Director also introduced himself and said how perfect the car was for the film. That was very nice to hear.

This scene the car gets driven up a driveway followed by a pick up then a van. Seems simple enough. They had to shoot 3 dialogue scenes before the drive scene so we just hung around and watched the action. We were given a bit of advice; when they are rolling, stay out of site of the camera and try not to be to the side of the actors. If you move, you could distract them and then the eye wonders off camera. Pretty useless knowledge unless you find yourself on a movie site. We wound up hanging behind the Director as we watched everything live as well as on the screen he had set up.

Everyone braked for lunch at around 3:30 and we were invited to join them. At lunch we were treated like one of the crew and members of the film. We got the scoop on the film, the director, some of the actors as well as the other people involved. After speaking with everyone, I had a real good

feeling about the movie and was proud to be part of it.

After lunch we went back to the location and it was our BMW's time to shine. I drove the car to the bottom of the driveway to the warehouse we were at. They were to drive the car up the road, turn into the driveway with a truck and van following. Sounds simple enough. They must have done 3 to 4 takes of this seemingly simple action. Actually, every scene they did was multiple takes and retakes. Everything has to be perfect and even the slightest background noise, misplaced props and general public getting into the scene had to be dealt with.

At the end of the day, everyone thanked us and we were also invited to be extras in the film. How cool is this? I think very cool, very cool indeed. We were supposed to shoot the final scenes with the BMW the next day, Monday, but they had to delay for the following week, April 1. The morning was to be a bar shoot and Sandy and I could have been bar patrons. The afternoon was to be the BMW shoot.

I got a call saying the bar scene was to rescheduled for April 2nd and they needed the car for April 1st. I agreed to bring the car back to the Freehold local that morning. Let me tell you, I do not envy these guys at all. The logistics of shooting a film on a small budget and with so many tiny things that can throw off the schedule, it is mind boggling. No wonder why you hear about actors and directors going off the deep end. I don't think this is my gig at all. Specialty vehicle brokering is more my style.

The morning of April Fools Day, I brought the car for the shoot, 8 am, dropped it off and proceeded to go to work. They were going to call me and let me know when they were done. I gave them one simple request, don't scratch the car, don't break anything, and don't do anything that would damage the car. They wouldn't like me when I get angry. (Sorry, had to say it) I was told the bar scene will be on the 2nd but I would not be able to attend. Sandy is going to try and make it herself. We also have a last scene where the BMW is pulled into a chop shop. This is going to be tomorrow. I will follow up next month with the conclusion. Now just say in your best Don LaFontaine voice "One man, one woman, one BMW involved in moral conflict between good and evil..."

Have your people call my people, we'll do lunch

JT Burkard

Send comments and suggestions to JTFormula@aol.com

Deutscher Club Beer Garden

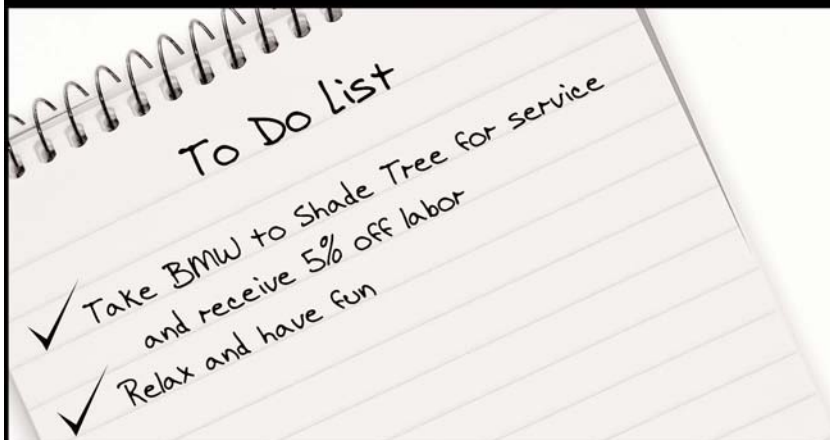
An invitation has been extended to us by the Deutscher Club to participate in their inaugural "Beer Garden" festival on Friday, May 15th. from 4 to 8PM. Their request is for us to provide three to five vintage BMW's (2002, CSL, E30 M3, etc.) to be displayed along with new models provided by JMK. The Deutscher Club along with JMK has been great supporters of our organization for many years and our participation in this event would be greatly appreciated.

May, 15th is also the date for our Lime Rock event, however I'm sure we have members that will be willing to show their prized toys at a fitting venue. We'll take the first five responses and enlist as participants. Hey, beer, brats, German culture, beer, sounds good to me.

Thank you for your participation. I can be reached at barry93697@aol.com and 908 479 1161.

- Barry Stevens

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BAILOUT ASSISTANCE FROM THE BMW CCA

Looking for a few extra "bucks" these days? Well the BMW CCA may be able to help you out. The National Office of the BMW CCA has announced their Membership Drive for 2009 and will be rewarding members who refer new members with "BMW CCA Bucks". The contest runs from now until December 17, 2009.

How much is a new member worth these days you ask? You can be rewarded with 5 "BMW CCA Bucks" for each new member you sign up. The "bucks" can be applied towards any merchandise available from the BMW CCA or you may apply them towards your CCA membership. With the recruitment of only eight new members you can get a year's membership.

Now there is also a grand prize contest for those referring a new member, however to be eligible for the top prize of the One-Day M School at the BMW Performance Center plus two nights of lodging for one, a minimum of 30 referrals is needed to qualify. For the 2nd place prize of a 2010 OktoberFest registration, a minimum of 20 referrals is needed. For the 3rd place prize of a Valentine 1 Radar Detector, you'll need a minimum of 10 referrals to qualify.

Members who work for a BMW dealership or independent BMW shop are eligible to participate in the contest; they will be competing against members of the same category. Memberships purchased by dealers for their customers are not eligible. This exclusion is in effect even if a current BMW CCA member is listed on the application. BMW dealers or independent shops that purchases forty memberships will be entitled to a one-half page ad in the Roundel, a full page ad for eighty or more.

A new membership is defined as a membership for an individual who has not previously belonged to the BMW CCA, or an individual that was previously a BMW CCA member but whose membership lapsed at least 6 months prior to the date of the new membership. A new membership with a corresponding associate membership counts as one new membership.

To be eligible, current BMW CCA members must be a paid-up member in good standing through December 31, 2009. Members that were comped a membership by the BMW CCA or any Chapter are ineligible.

There are three ways a new member can join. The first is calling by phone to 800-878-9292 to submit the application with a credit card. The referring member's name and BMW CCA member number must be provided at the time of the call.

The second is by visiting the BMW CCA website at www.bmwcca.org and submitting an application online. The referring member's name and BMW CCA member number must be entered in the appropriate space on the online application form.

The third way is by snail mail; the address is: BMW Car Club of America INC, 640 S. Main St. Ste 201, Greenville SC 29601-9919. The referring member's name and BMW CCA member number must be written on the application.

It is very important that your membership referral submission has your name and BMW CCA member number on it or you will not receive the credit for it. Please see me at any of our Club's monthly meeting for a convenient business card sized Membership Referral Card, something you can give to a prospective member with your name and membership number on.

I believe this is a part of the economic stimulus package from President Obama.

Neil Gambony
neilgambony@njbmwcca.org

NJ Chapter Calendar

April 2009

Sunday, April 19th

Autocross School. TD Bank Ballpark in Bridgewater.

Sunday, April 26th

Spring Rally. See cover for details.

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 at DeSimone BMW in Mount Laurel. See cover for details.

May 2009

Friday, May 1st

Car Corral at Grand Am Rolex and Koni Challenge Series. Thunderbolt Raceway at New Jersey Motorsports Park. See website for details.



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NEWSLETTER CONTRIBUTIONS

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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 Driver School Report: Neither rain, nor wind...

The 2009 Driver School season is underway. We started this year with our combined Advanced Driver School and Instructor Training School on the Main Circuit at Summit Point Raceway. Turnout this year was somewhat lower than in previous years and we had a few "no shows" who, apparently, were fearful of the weather forecast. But, for those who did attend, it was another great event.

Thursday morning started cool and misty which provided a driving experience that allowed all participants to concentrate on car control with some being more successful than others. Fortunately, no one suffered anything more than a dirty car and a bruised ego. For the students who did participate in the event, the day yielded tremendous amounts of track time and opportunities to hone their skills. Interspersed with the advanced student run groups were the ITS sessions with all manner of shenanigans designed to expose the ITS candidates to a variety of simulated situations that they may encounter as instructors.

Friday conjured up visions of Charles Dickens ("It was the best of times, it was the worst of times; it was the age of wisdom, it was the age of foolishness; it was the epoch of belief, it was the epoch of incredulity; it was the season of Light, it was the season of Darkness; it was the spring of hope, it was the winter of despair; we had everything before us, we had nothing before us; we were all going directly to Heaven, we were all going the other way."). Light rain gave way to torrential downpours. There were areas of standing water and rivers of muddy water crossing the track that most of us had never seen before. If there was ever a time to learn (and teach) about the rain line and wet weather driving, this was it! I am sure everyone had a moment or two when they felt this was the worst of times and they were "going the other way". Then, as suddenly as the rain appeared, it gave way to sunny skies and dry track; it became the best of

times and the season of Light. The hardy souls who stayed enjoyed wonderful driving conditions and plenty of open track. At the end of the day, all the advanced students went home happy and the club welcomed a class of new instructors.

I want to take some space and give special thanks to our Tech workers who showed up particularly early on Thursday so that we could get the ITS program started on schedule and to Neil Gambony and Al Drugos who ran the event and managed the pit out duties (in all the weather conditions) so that yours truly could participate in the ITS program.

Next up is Lime Rock Park on May 15. As I write this there are a small number of slots still available. This is our only visit to the historic venue that is Lime Rock. The paving is new and we have the opportunity to run a new layout. Come out and see the track for yourself and develop a much greater appreciation for the skill of the pro drivers when you see ALMS on the same circuit. This is a great track for new students with the most beautiful setting of any track we visit, turns that will allow you to improve your skills without being intimidating and elevation changes that are terrific fun. For the veterans, what else is there to say? Don't miss your chance to drive this track while we still have the chance. Remember, we are again the only club to have the track all to ourselves for a full day. Also, don't forget our promotion that if you bring a friend as a driver or co-driver who has never been to Lime Rock then you and your friend get \$50 off a future event.

Come out and join us - have fun and be a better driver. See you at the track.

-Jeff White

NJ BMW CCA Financial Statement

BMW CCA CHAPTER FINANCIAL STATEMENTS-2008

BALANCE SHEET

| | Current Year Ending 12/31/08 | Prior Year Ending 12/31/07 |
|--|---------------------------------|-------------------------------|
| ASSETS | | |
| Cash in bank accounts | 72755.32 | 79746.20 |
| Inventory | | |
| Equipment | | |
| Accounts receivable | | |
| Prepaid expenses/deposits (Millville F | 6375.00 | |
| Other: (Newsletter) | 1500.00 | 1500.00 |
| Total assets | 80630.32 | 81246.20 |
| LIABILITIES & EQUITY | | |
| Accounts payable | | |
| Other: | | |
| Equity/retained earnings | 80630.32 | 81246.20 |
| Total liabilities and equity | 80630.32 | 81246.20 |

INCOME STATEMENT

| | Current Year Ending 12/31/08 | Prior Year Ending 12/31/07 |
|-------------------------------------|---------------------------------|-------------------------------|
| INCOME | | |
| Membership dues including rebates | 39503.36 | 38070.26 |
| Rebates from National | | |
| Advertising revenue | 17115.00 | 13365.00 |
| Driving school fees | 172155.60 | 128557.32 |
| Autocross fees | 19,634.50 | 20,636.00 |
| Other event fees | 0.00 | 0.00 |
| Merchandise sales | | |
| Interest | 594.67 | 536.48 |
| Misc./other (list on page 2) | 15367.25 | 16132.87 |
| Total income | 264370.38 | 217297.93 |
| EXPENSES | | |
| Newsletter costs | 55571.80 | 50839.23 |
| Postage | 299.84 | 28.70 |
| Insurance | | |
| Driving school expenses w/insurance | 164022.29 | 123261.54 |
| Autocross expenses w/insurance | 21102.99 | 15523.55 |
| Meeting expenses (general & board) | 2071.66 | 2112.10 |
| Other event expenses | 301.80 | 414.54 |
| Telephone & Internet expenses | 20615.88 | 20430.85 |
| Misc./other (list on page 2) | 264986.26 | 212610.51 |
| Total expenses | 615,888.22 | 458,742.95 |
| Net income (loss) | -351,517.84 | -241,444.02 |

BMW CCA Chapter Financial Statements

Page 2

NOTES

Inventory and Equipment: only include items that you have never included in expenses
Accounts receivable: only include items that you have included in income
Accounts payable: only include items that you have included in expenses

VERY IMPORTANT

Current year equity/retained earnings: this should equal the prior year equity/retained earnings plus (or minus) current year net income (loss). This form will be rejected if this equation is not correct.

SUBSTITUTIONS

You do not have to use this form. However, a substitute form must include the above information and be in balance.

QUESTIONS? NEED HELP?

Call Kathryn Lyle, Treasurer at (440) 247-1178 for assistance.

MISC./OTHER

| | Current Year Ending 12/31/08 | Prior Year Ending 12/31/07 |
|-----------------------------------|---------------------------------|-------------------------------|
| Misc./other income: | | |
| Banquet | 3995.00 | 4135.00 |
| Picnic | 900.00 | 250.00 |
| Other | 100.95 | 1800.00 |
| Instructor Seminar | 5084.82 | 2000.00 |
| Rally | 623.69 | 500.00 |
| Teen Survival School | 4662.79 | 7447.87 |
| Misc. | | |
| Total misc./other income | 15367.25 | 16132.87 |
| Misc./other expenses: | | |
| Merchandise (Stickers) | | |
| New Member Expense | | 205.36 |
| Other | 1126.97 | 1702.64 |
| Travel | | |
| Other Driving Events Expense | 438.68 | 478.44 |
| Rally Expense | 253.69 | 538.00 |
| Banquet | 6020.00 | 4800.00 |
| Picnic | 1484.11 | 2777.19 |
| Library | | |
| Track Equipment | | |
| Toolbox | | |
| Instructor Seminar | 6629.64 | 2430.25 |
| Teen Survival School | 4662.79 | 7488.97 |
| Total misc./other expenses | 20615.88 | 20430.85 |

CHAPTER New Jersey Chapter

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