



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
March 2010

<http://www.njbmwcca.org>

Volume 41 Number 3

Club Banquet by Larry Engel

The Chapter Banquet was held at the Grand Colonial in Perryville on Saturday, February 20th. The snow stopped falling long enough to allow a large contingent of Bimmerheads and their guests to enjoy the great food and music from a live band. Social Chair Al Drugos gets kudos for once again putting together a wonderful affair.

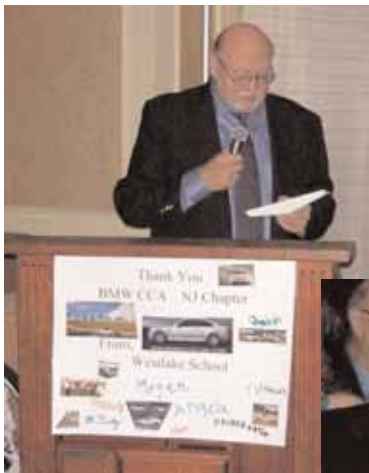
As is the custom, the Champ Series trophies were awarded to the top three finishers in last year's competition. The championship is composed of autocrosses, road rallies, and a pinewood derby at the end of the year. Bill Healy Crystal in Clinton provided handsome etched crystal decanters for this year's winners. Jamie Kavalieros claimed first place for the fourth time, and his name will once again be engraved on the club trophy. Mark Mallory finished second and Chris Leckenby was third.

Everyone at the banquet went home with a door prize, and thanks to the generosity of our sponsors some of the attendees were luckier than others! The grand prize was a BMW Cruise Bike (donated by JMK BMW in

Springfield), and it was won by Pamela Hutchinson. Flemington BMW donated two great BMW wrist watches, which were won by Jeff Caldwell and former chapter president Andy Korinis. Circle BMW donated a BMW jacket and DeSimone BMW provided a fleece vest. In addition, Shade Tree Garage in Morristown donated a four wheel alignment, and BMW of Tenafly provided two Kyosho 1:18 models. Bavarian Autosport donated a set of six high-performance ignition coils, and BMW NA was very generous with golf shirts and hats.

Other gifts were donated by Bimmertools, BMW of Atlantic City, Paul Miller BMW, and an anonymous club member.

The chapter is grateful to all its sponsors for their generous support of the annual banquet. Please remember to patronize our sponsors and let them know you appreciate their support!



Al Drugos

Photos by
Ross Karlin



Interesting



Jamie -
4 time
winner



Pamela



Larry

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The Cone Catcher



by Larry Engel

I'll start this month by announcing our affinity relationship with High Point Auto Insurance. Elsewhere in this issue, you'll find information from High Point. The affinity relationship allows High Point to offer qualifying chapter members a 5% discount on their published rates. The club makes no endorsement or warranty regarding any advertiser or sponsor, but we encourage our members to consider them when purchasing goods and services. We appreciate the fact that High Point offers a discount to our members and that they sponsor events and help with the mailing costs of the Bulletin.

The snow is still on the ground here in Westfield, ten days after an official seventeen and a half inches fell from the sky. I think it was more than that, according to my sore back-o-meter. Then again, maybe I need a little recalibration, now that I'm a couple of years the wrong side of 50. Last month I went to Daytona again to watch the Rolex 24, and it was another great weekend of car stuff. A few days in Florida during January usually give me the energy I need to face the remainder of the New Jersey Winter, but this year it was unusually cold down there. The temperature barely broke 50 degrees on the Sunday of the Rolex 24, and it was a gray and windy day. This year's race had a much stronger BMW flavor than in the recent past. There were five BMW powered Daytona Prototypes and two M6 GT Cars, including one from our friend Will Turner. Running the classic Turner blue and yellow, the car was driven by the super star team of Bill Auberlen, Joey Hand, Boris Said, and Paul Della Lana. They finished well; especially considering it was a first effort.

In the prototype class, all of the BMW engines were built by Dinan Engineering. I got to meet Steve Dinan for the first time. I was sitting at dinner in the Daytona 500 Club chatting with a couple of guys I had just met, when Larry Koch walked by with a few other people. We had enough empty seats at our table, so I invited them to join us. It turned out that Dinan was one of them, and he sat down next to me. We had a nice chat, and talked about everything from his nerves and concerns about his engines in the race to the Dinan suspension for the E90 M3. He didn't stay seated for long, and went right back to work in the pits after finishing his dinner. Like almost everyone else, some of his motors had problems during the race. However, the second and third place finishers had Dinan motors in them - and the car that finished second (the Ganassi Telmex car that will be run by Scott Pruett and Memo Rojas for the rest of the season) probably would have won were it not for a phantom noise late in the race that put the car in the garage. They couldn't find anything wrong, but they lost a lap in the process. Oh well, better luck next year.

As for the GT race, our buddies from Turner made a good showing with the M6. They had their share of problems and teething pains, but they managed to finish the race and bring the car home in 8th place in GT - a great showing for the team's first 24 hour race. The car was very fast, and should be fun to watch all year. Aside from the long-standing history between Will Turner and the New Jersey Chapter, there was another connection between the team and the NJ BMW CCA this year. Before the race, I was watching the preparations in the Turner team garage, and was surprised when a familiar face popped out from under the hood. It was Chris Turrisi, who many of you know from various club events. It turns out that Chris was helping out with the engine builder on the Turner car.

The Continental (formerly Koni) Challenge race was also a great one. A two and a half hour enduro for street-based cars, this series features M3s in the faster GS class and 328s and Mini Coopers in the ST class. M3s were first and second in this race, although the Turner cars (an E92 and an E46) had their problems and didn't have a podium finish. New to the series this year was the Bimmerworld team owned by James Clay. Many chapter members have known James Clay for years, and it was nice to see his team move over from the World Challenge series. One of the Bimmerworld 328s finished second in the ST class, a great first effort! Turner wasn't running in ST this year so they could focus on GS and the GT car, so I didn't have to worry about picking a favorite for the race.

Trying to pick a favorite in the Daytona Prototype class has been more problematic for me. Honestly, it used to be easy rooting against one of the teams I might have to throw my allegiance to in the future. I'm referring to

the Ganassi team, because they made the good decision to drop Lexus (OK - maybe it was the other way around) in favor of Dinan/BMW power. I don't know what it is, but they always seemed so invincible to me, or at least they act like it. Scott Pruett is an iron man, and a very skilled driver. Having said that, they didn't win the championship last year, Gainsco did. I've always rooted for David Donohue because he and I are both Theta Chi brothers from Lehigh, although he's ten years younger than me. At any rate, it became even easier for me to root against the Ganassi team in 2009 after what I viewed as poor sportsmanship in refusing to credit David and the Brumos team with a great win in the Rolex 24. If you recall, it was a race for the ages with Donohue holding off Juan Pablo Montoya in the Ganassi car after passing him with 45 minutes left in the race.

This year Brumos was out of contention by early Sunday morning, and a couple of Dinan/BMW cars were in the mix until the end. Ultimately, one of the Ganassi Dinan/BMW powered Riley cars came in second, and the Crown Royal NPN Racing Riley Dinan/BMW finished third.

Despite the cold weather, I loved being in Daytona again. After five years, the size of the place doesn't take my breath away like it used to, but I'm still amazed at how many famous race drivers participate each year, and how accessible they are to the fans. I hope sports car racing never loses the clubby, up close and personal feel that it affords the average spectator. This aspect is unique in professional sports.

The Grand-Am series will be at NJMP again this year, this time in July. We'd like to have another BMW Club Corral and special ticket packages, and we hope to have sponsored refreshments this year, too. We'll keep you posted. Also, the aforementioned Larry Koch, BMW North America's M Brand Manager, will be our special guest speaker at the March meeting, which will be held on March 17th at the recently renovated JMK BMW in Springfield. (Hopefully, our new effort to get this Bulletin out to you earlier in the month will be working and you'll be reading this before the 17th.) Larry's talk will feature a discussion of BMW's North American Motorsports efforts for 2010. In addition to the Grand-Am activities, the Rahal/Letterman BMW team will attempt to improve on their first year success in the American Le Mans Series. They'll be running two M3s again this year.

Come out and join us for this warm-up for our own driving activities this year, which begin in only a few short weeks. Until then, keep the cones standing!

Epilogue: The first draft of this column was written in mid-February, after the first "big one" in northern New Jersey. Now, two weeks later, I've just finished clearing another foot and a half of the white stuff from my driveway. I'm in desperate need of further anti-winter therapy, so I've used some airline points to fly back south. I've never been to Sebring, and during the week of March 15th my son Chris will be on Spring Break visiting his grandmother in Naples. We've purchased BMW corral tickets for the 12 Hour, and we're both looking forward to it. Maybe they'll let us park his Camry in the corral if we stick a couple of roundels on it! (Do you know how hard it is to find a BMW or Mini for rent?)

larry_engel@njbmwcca.org





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! Wow, it is hard to believe that the 2010 NJ Chapter Driver School Season begins next month at Monticello! As I mentioned last month, PLEASE keep in mind our Shenandoah Driver School at Summit Point Raceway in beautiful West Virginia on 11-12 September, and join us if at all possible. This will be a fun event that you will not want to miss! Driver school padrone Jeff White has even ordered up good weather for us!

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email 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]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report.

Former driver-school hotshoe and Tech worker Renata Melnitschenko sent in an emissions-test report for her '95 525i [E34] with 134,000 miles. Renata and sister 'Liv were iconic fixtures at NJ Chapter driver schools going back to our Bridgehampton era in the 1990s. Sadly, we have not seen either Melnitschenko recently. Renata's last NJ event was I think the rainy Lime Rock school in the spring of 2008, and forget about 'Liv. So, ladies, when ya coming back to the fold??

Renata was pleased that her stock E34 with original catalytic converter passed its emissions test with hydrocarbons [HC] at 181 ppm [Limit: 220 ppm] and Carbon Monoxide [CO] at 0.55% [Limit: 1.2%] until I informed her that her Bimmer's emissions were WAY HIGH! By way of comparison, I told her that our '95 E36 325is [same motor as Renata's car] recently passed its emissions test with HC at 18 ppm and CO at 0.0%! And this at 190,000 miles. And these E36 numbers are not flukes. All of the emissions tests the car has had while we have owned it indicate about the same numbers. Indeed, our 160,000 mile '86 325e [E30] with original catalytic converter [The E36's is not original.] just posted similar numbers last month.

Perhaps this will put the foregoing numbers in better perspective: When I was doing emissions testing, I would routinely measure, on a well-tuned motor in good condition, HC of about 50 ppm and CO of about 0.5% BEFORE the catalytic converter! This on a "fast idle" test similar to the one administered by NJMVC today.

So what's up with Renata's Bimmer? She advises that the spark plugs have about 20,000 miles on them, so I would expect them to still be OK, but I think I would still have a look at them. She also says that the oxygen sensor [only one on this pre-OBD II car] may be original, so that might explain the high CO, but probably not the very high HC. Ren also confirmed that she had the catalytic converter good and hot for the test, so that eliminated the most obvious probable cause.

I suggested to Renata that she consider removing the fuel injectors and having them cleaned and flow tested. Injectors tend to build up deposits over time and miles; especially with cars that are not driven a lot. The deposits can restrict fuel flow, of course, but they also change the injector-spray pattern from the normal conical shape to a shape more akin to a water-pistol discharge. This impedes proper atomization of the fuel and contributes greatly to high HC emissions. And of course, since hydrocarbon emissions are simply unburned gasoline, fuel economy can suffer as well.

Two companies providing fuel-injector service that are used by NJ Bimmerphiles are Marren Fuel Injection in Connecticut and Cruzin Performance in Michigan. Either company will perform before- and after-

cleaning flow tests and provide a report of the results. If you arrange with them ahead of time, either company can provide fast turn-around time, sometimes a couple days depending upon what shipping you specify.

An alternative to off-the-car injector service is to use an on-the-car injector-cleaning rig like the one in the NJ Chapter Toolbox. This device, which is simply a compressed-air-pressurized canister full of full-strength injector cleaner, is connected to the car's injector fuel rail in lieu of the normal fuel supply from the fuel pump. Then the car is started and run on 100% cleaner with the fuel pump disabled. While on-the-car injector cleaning is significantly more effective than repeated dosings of the fuel tank with injector cleaner, on-the-car cleaning is not as effective as the ultrasonic cleaning used by the injector-service companies. Moreover, in my opinion the before- and after-cleaning flow-test results are well worth the cost and effort of having the injectors professionally serviced. In many cases, the injector-service company will include a note with the test results indicating that one or more injectors should be replaced for spray-pattern and/or flow-discrepancy problems.

Most folks would be satisfied with simply passing inspection, regardless of whether their emissions were higher than normal or not. However, knowing Renata, I bet she will pursue this and we will be hearing about it.

Once a year, I like to remove the trunk-lid gasket from our cars to clean and wax the "gutter" area surrounding the gasket. Well, this year, exemplary emissions-test results [mentioned above] notwithstanding, a surprise lurked beneath the trunk gasket on Joanne's '86 325e. See the photo.

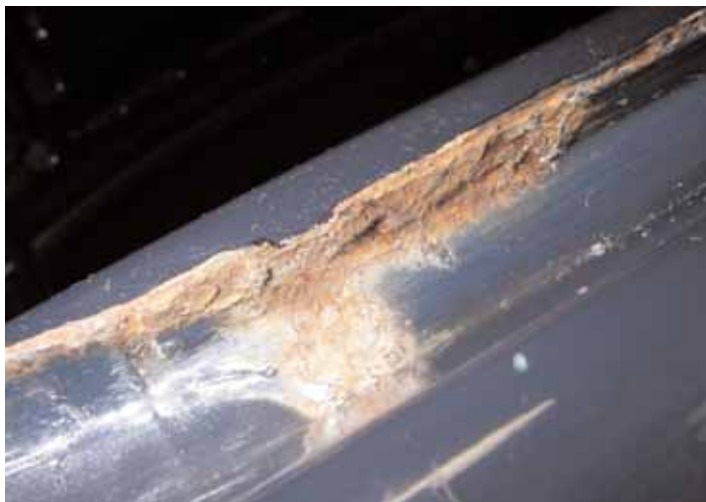


Photo #1 Rust Never Sleeps

As you can see, there was a significant rust spot on the pinched-flange that receives the trunk gasket. I was surprised because the car is garaged and I always take the time to dry thoroughly the gasket and surrounding gutter. I figured this would be a good test for Wurth's "Rust Guard" product. I followed Wurth's instructions and removed any loose rust, then gave the area two light coats of Rust Guard, which resembles gloss-black paint; one that dries ultra hard. We'll see next year.....

That's all for now, Bimmerphiles. See you at Monticello!

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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Finish Lines

by Thom Rossi

The verdict is in: the repair estimates resulting from the Christmas Eve Machine Massacre of 2009 exceed Otto's book value by a fairly wide margin. Thus, my search for the perfect replacement vehicle has begun.

I quickly discovered that the market for used, high-end luxury-sport sedans is very soft. To my delight: the bigger the engine, the better the deal. I guess this is the fortunate by-product of the economic downturn in combination with rising sensibilities about carbon emissions. Prices are unbelievably attractive and it is a wonder that anyone is buying new when there are such great bargains to be had on low mileage cars, still under factory warrantee.

I suppose the phrasing in classified ads is meant to be reassuring to prospective buyers, but to me they read like testaments to the underutilization of everything a BMW could be. I see the words, "never been tracked" for a used M3 or M5 and I wonder: why did you buy it to begin with? "Always dealer serviced," evokes images of an owner who missed out on getting up close and personal in working with some truly outstanding engineering and craftsmanship. "Still under factory warranty," means the owner and the car never really had the chance to fall in love. Awww: how sad.

Reading these ads gives me the same wistful sense of squandered opportunity that I get when I have to fill out a blood donation form. After I answer all those questions about which countries I've never traveled to, what drugs I haven't recently abused, and what relationships I haven't had, I start thinking there may be a lot more options in life than I ever considered, and maybe I should expand my circle of friends to specifically include more interesting people who can't always qualify to donate blood. People and BMWs were created to flirt with disaster every now and then, to live and drive at the limits of adhesion; to rev high and run free.

Here, a short requiem for Otto is in order - a testimony to an automotive life lived more fully.

For sale at or above salvage value: 2001 BMW 540i, 6 speed manual, sport, nicknamed Otto. Tracked? Oh, yeah! Many a pleasant hour spinning gears at Summit Point, including the Jefferson Circuit and Shenandoah: this wasn't easy for a heavyweight like Otto. Those 8 cylinders were revved high, bouncing off the limiter more times than I can possibly count. Developed a nasty habit of spraying power steering fluid all over the engine bay when run hard; solved by strategic placement of an old gym sock. You should have seen him run at Watkins Glen and on the Pocono long course where he could really stretch his legs. Never quite got up to the electronically limited 155mph, but had a hell of a good time trying and come damn close at Pocono: drifting out of the tunnel turn at 140mph, seeing that cement wall getting closer... what a thrill. Beat the crap out of all that plastic junk underneath the front bumper by riding up on the curbing at turn apexes and track out points. Windshield so sand blasted from the speed, it's like looking through a perpetual light covering of frost. About a million chips in the paint from bits of tires and debris hurdled at the car while driving at speed. Hasn't seen the inside of a BMW dealer's service bay in at least 6 years. Owner wrenched his way through all manner of maintenance and repair, sometimes with success, sometimes needlessly breaking a few things along the way. Always got it put back together, though, and always had a good time learning what made Otto tick. Aftermarket suspension was somewhat successful in reducing under steer, but this car ate Hoosiers at the track like they were coming out of a Pez dispenser.

Otto was a bad boy in his youth, frequently attracting the attention of traffic enforcement/revenue generators in the tri-state area. He had a bit of a reputation.

Despite all of his spirit, Otto could just as comfortably pull duty as a long distance family hauler. Sophisticated styling, comfortable interior, and tasteful luxu touches like wood trim made it easy to dress Otto up for a night on the town, delivering Mrs R. and me in style whenever we needed style.

Regrets? Sure. Never got around to installing the supercharger we both lusted after, or the short shifter, or the taller differential. Would've been nice

if I had cleaned him a little more often. I think Otto was a little sad when I stopped taking him to the track after buying the race car. I also think he was even more disappointed when I stopped putting snow tires on him, opting instead to take one of our all-wheel-drive vehicles as my primary winter commuter. Too much time wasted in a cold garage, waiting for the weather to clear. Could've used a killer sound system, too, but never managed to get that done either.

After 125,000 miles and nearly ten years spent doing whatever I asked, Otto took one for the team. Instead of transmitting the impact caused by my error back through his body to me, Otto made liberal use of his front "crumple zone" to absorb the energy of our crash and spare me from so much as a sore pinky. You can't ask for a nobler end to an interesting tenure as my daily driver, occasional track toy, and family transporter.

That's a classified ad befitting one of the best engineered sedans ever. It also sets a road map for everything Otto's replacement will have to live up to. I think I've found my new-to-me car, but if you want to see what it is, you'll have to lurk in the paddock at some of our driving events this summer. I'll be looking for a chance to introduce my new friend to the track and to find out what kind of team we're going to make.

While you're at the track, you might as well indulge your own Bimmer-friend and yourself in a little fun by signing up as a student and letting the ponies gallop as God and the engineers at Munich intended. That way, when it comes time to move on to your next ride, you'll at least know that you and your buddy took the opportunity to skate a little closer to the edge of the ice than your average blood donor.



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Upcoming Meetings

March Meeting

Our March meeting will be held on Wednesday, March 17th at JMK BMW on Route 22 East in Springfield. Larry Koch, BMW of North America M Brand Manager, will be our guest speaker. Come on out and see JMK's new facility and hear what Larry has to say!

April Meeting

Our April 21st meeting will be held at ShadeTree Garage in Morristown, NJ. Marge and Jon have put together a great program for us that evening. Phil will show us how to change brake fluid and Chris will show us a few tricks on car detailing. The meeting will begin at 7pm with meet and greet starting at 6:30pm. We look forward to seeing everyone there!

June Meeting

Our annual pilgrimage to BMW NA in Woodcliff Lake. June 18th. Make note and plan to be there.

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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.

Discounts will be issued as a rebate check following the event.

Promotions can be combined for even greater savings. Please e-mail the

registrar to be sure you are properly credited.

Loaner Helmets: This program is designed for students who are coming to one of our schools as a "First-timer" (you've never been to the track before) and have concerns about the costs involved. If you don't have a helmet to use, we may be able to help! We now have helmets that we can loan to you for the event (limited number and sizes), so sign-up early by contacting Jamie Kavalieros at helmets@njbmwcca.org. Take the plunge and come on out - you'll never forget it.

Jeff White

Promotion	Benefit
Register and pay for Monticello and Shenandoah by April 5 [@]	\$80 rebate issued after Shenandoah (\$495 total fee for both)
For "experienced students", attend Monticello School	\$50 rebate for Shenandoah [#]
For students who were "First-timers" at our 2010 October Intro School, attend Monticello	\$50 rebate for your next school*
Attend Summit Point ADS/ITS event	\$50 rebate for Shenandoah
Attend any 4 schools *	Receive a free school in 2011*
Attend Monticello, Thunderbolt, Summit Point or Shenandoah [^] as a First-time student	\$50 rebate for Shenandoah [#] or \$50 off your next school in 2011*
Attend our October Intro to the Track School as a "First-timer", i.e. as a student who has <u>never</u> been to the track	\$50 rebate issued after the event

[@] Must attend both events to receive discount

[#] Cannot be combined with the combined Monticello–Shenandoah registration promotion

* Excludes August Joint Event at NJMP/Lightning

[^] Shenandoah First-time students only entitled to 2011 discount

Monticello Driver School - Register Now!

As we announced last month, and in the spirit of the Olympics, the first Driver School out of the gate for 2010 will be held April 12 at Monticello Motor Club. Monticello Motor Club is a premier facility built on the model of a "country club for car owners". MMC has a course designed by Brian Redman, a championship driver with a significant heritage in BMW Motorsports, and Bruce Hawkings. The track is set in a 175 acre facility with first-rate hospitality amenities.

MMC has chosen to open the facility to various car clubs and organizations this year and we are fortunate to offer a school that uses the entire 4.1 mile course. The full track features up to 22 turns (depending on configuration), long straights and elevation changes, and will offer something for everyone. The track is longer than Watkins Glen and is the biggest track in our region. Photos, video and a track map can be found at MMC's website: www.monticellomotorclub.com. Reports from members and instructors who have had the opportunity to drive the track are that the track is fairly easy to learn and so no one should have fears about the school only being a single day. This is a rare chance to drive a circuit for the first time. Given MMC's business model, we cannot be certain whether we will have the option to

return in 2011.

As of this writing, we have 50 students registered already. If you have an interest in this track, please register as soon as possible. We anticipate the school will fill and that we will have a waiting list. Don't just read about the event, come out and join us!

I also want to get everyone thinking ahead a bit and be sure to come to our Summit Point combined Driver School and Instructor Training School. Note that this school is only open to drivers who run in the Intermediate or Advanced student groups. The school is unique in its format and provides more run time for all students than any other school we offer.

Registration is open on the website with event descriptions and registration instructions for all events. We are again accepting payment either electronically via Google Checkout or by check. The table below corrects a typo in the previous publication.

- Jeff White

School	Dates	Location
Driver School	April 12	Monticello Motor Club, Monticello, NY
Driver School/ITS	May 17-18	Summit Point Raceway, WV
Driver School/Club Race	June 7-8	NJMP- Thunderbolt Raceway, Millville, NJ
Driver School/Club Race	July 24-25	Summit Point Raceway, WV
Driver School/Club Race (hosted by DeVal)	Aug 13-15	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep. 11-12	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

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Cabin Fever

by JT Burkard

With the tundraesque weather we have been getting here at the Shore, the work on both e21's has stalled for the moment. Actually work on everything has come to a standstill. The snow piles have been absolutely insane for what we usually get around here. 18 inches topped with 16 inches in a weeks period of time will stop anyone from working on their car. I figured by June I might be able to see my garbage cans on the side of the house. The other morning I was awoken by the neighbor heading off to work with a dog sled team. If the Emperor Penguin's stop nesting in the backyard, I can complete the Luge track I started to build off the roof, around the shed and ending up next to the BBQ under the covered patio. Sandy has expressed no interest in taking part of this experiment. She doesn't know the fun she is going to miss when I take the cookie sheets out on the inaugural run.

Cabin fever has started to set in, or maybe you can call it snow induced insanity. To combat the untropical weather, I shifted for warmer thoughts by popping in a Jimmy Buffet CD and started to search for e30 convertibles. Ever since I sold our 1988 325ic several years ago I've been yearning for another. Ours was red with tan leather, full service records, Eibach Springs, Bilstein Shocks, tasteful ground effects and 16" wheels. I also had a hardtop for it. That car ran beautifully and looked nice. We were trying to buy our first home at the time and I figured it was either the black e21 or this car that had to be sold. Since the e30 was worth more money, that one was sacrificed and sold. It was a hard decision but it was the right one at the time. Now I am on the prowl for another.

So far, I have found high mileage models with limited servicing that need tons of work and yet others that were nicer but out of my price range. Most of the clean ones for the money I want to spend have been in California or areas too far for a quick trip to see in person. I did find a decent 1991 e30 drop top in Maryland but it was white with blue interior and blue convertible top. I have owned several cars in white with blue interior including my 1980 Firebird Formula I am currently restoring and the 1984 318i I sold last year. As a coupe, I didn't mind the e30 with the blue interior but as a convertible, it reminds me of a 1986 Olds Cutlass Ciera my mother used to own when new and half the late 80's Lincoln Town Cars that used to have those fake carriage roofs. Blue fake convertible tops were all the rage back then. Today it is not the sportiest of color combos. My top paint color choices for me would be red, white or black with black or tan leather interiors.

Of course in my usual fashion, I come across a few other cars I wouldn't mind owning while searching. Call it ADD of the automotive type. I focus on one type of car like a 5 year old at a candy shop and a bag full of quarters. Everything looks good to me. On eBay there were a couple e30 325is' in similar color combos that fit the requirements. I've watched one that was in Florida that was white with tan interior and a red with black interior 90 in Buffalo, New York. Then I found this red e30 eBay auction that was more baffling than intriguing. Here is his entire auction description:

"1989 325is for sale by the original owner. The car has 190,000 miles on it. The water pump and timing belt were changed at 90k. If you have any specific questions please feel free to send me an email. I will hopefully have pictures of the car up by this afternoon."

Yup, you read correctly 100,000 on the replacement timing belt and water pump and no pictures. That's right, an eBay auction with no pictures. Is the car a mystery and we are supposed to guess what condition it's in? Maybe it's just a figment of someone's imagination like Bigfoot, the Yeti, Chupacabra, Leprechauns', or the notation of an honest politician. Oh wait - its online auction charades! Besides this the seller listed his location only as New Jersey and the VIN # as 1111111111111111. I don't think I have seen a more vague auction posted. The only way it could get worse is "Car, buy it". Is this guy part of the witness protection program? Maybe he really wasn't interested in selling the car and was just doing this because he was suffering from Cabin Fever as well? He did eventually list one picture of the car from the dead front about two days before the auction ended, which pretty much showed absolutely nothing. I did notice the lower spoiler valance was missing. I can only imagine what the rest of the car looked like. It's obvious this car has no sales training. Oh and his price was \$3,000. A lofty expense the shot in the dark the bidders would be taking. The highest bid came to \$1,050. I am surprised that many bids were placed.

I shot him a friendly email asking some questions about the condition of the body, paint, dents, running condition, interior condition, etc. I also asked for a location and a phone number. All I got was a phone number but nothing else. I asked again where in NJ his car was located. This time he responded with Lincroft. I felt like a dentist because it was like pulling teeth to get any pertinent information from this seller. He was not too far away so I figured I would give a call and maybe see the mystery machine in person. Then I noticed something I forgot to check before... it was an automatic. Grrr.... I don't mind the occasional automatic BMW, I've owned many, but in my opinion a 325is can only be bought as a 5-speed manual even though Sandy doesn't think so. What a waste of a fun car. Back to the drawing board I guess.

The sad thing about this guy's auction is that I've seen it many times on advertisements online on an almost daily occurrence. Craigslist is the best place to find ads that pretty much say "1987 BMW" and then just a phone number. No other description, no model, miles, or even pictures. You're lucky if you get a price. If they didn't care too much about the advertisement, I am sure they didn't care much for the car as well. I once emailed a seller about some more information on an e34 540i to his response "I don't want to answer questions, are you a real buyer?" - My response was simple "When you are a real seller, I will be a real buyer".

Let's hope spring comes soon because I don't know how much longer I can take these seller's poorly written advertisements. I feel like Dr. Zahi Hawass, Director of Egyptian Antiquities deciphering Hieroglyphics. Until then it looks like the Penguins have retired to their igloos now so I might have a shot in trying out the backyard Luge. As soon as Sandy is done making cookies, I am taking the sheet pans for a trial run. If all goes right, the 73 degree turn around the fire pit should get me enough speed for a bronze medal.

JT Burkard

Send comments and suggestions to jtburkard@comcast.net

Autocross Schedule

Our 2010 autocross season opener will be April 18 at Patriots Park in Bridgewater. Before that, however, there will be an autocross school on March 28. Those interested should pay attention to the website for registration information, as the details are being arranged as this goes to press.

This will be a valuable opportunity to get one-on-one experience in autocross exercises, without the pressure of a competition. As always, there is always a chance at any autocross to get an experienced autocrosser to ride along with you.

Elihu Savad

April	18	TDBP
May	2	EXPO *
June	13	TDBP
July	11	TDBP
Aug	8	TDBP
Aug	22	TDBP
Sep	19	PNC Bank Arts Center
Oct	10	TDBP
Nov	7	TDBP

*May 2 at Expo is planned as a Tire Rack Street Survival.

TDBP - TD Ball Park in Bridgewater.
EXPO - Raritan Exposition Center in Edison
PNC - Art Center off the Garden State Parkway

NJ Chapter Calendar

March 2010

Wednesday, March 17th
 March Monthly meeting 17th at JMK BMW on Route 22 East in Springfield. Larry Koch, BMW of North America M Brand Manager, will be our guest speaker. Come on out and see JMK's new facility and hear what Larry has to say!

April 2010

Wednesday, April 21st
 Our meeting will be held at ShadeTree Garage in Morristown, NJ. Meet and Greet at 6:30pm.

May 2010

May meeting - 5/19 TBD

June 2010

June meeting - 6/18 at BMWNA

Welcome New Members

Kennon Broadhurst
 Dex Carpenter
 Peter Cellino
 Thomas Czerula
 Rajesh Devi
 Peter Giardina
 Mardo Hamilton

Bruce Houghtaling
 Shara Houghtaling
 Rohan Kranti
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MEMBERSHIP MEETING INFORMATION and LOCATION

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

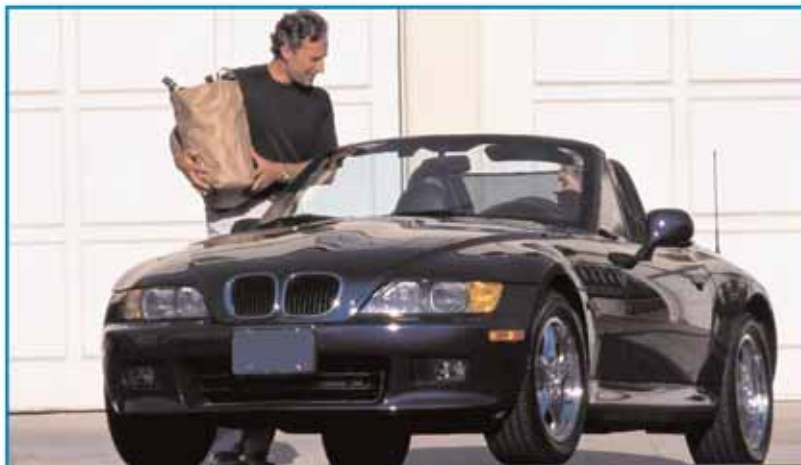
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 800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$48.00.
 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. Contact the National BMW CCA Office for details.

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