



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
August 2013

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Volume 44 Number 8

BMW CCA goes Clubbing - Club Racing, that is



Photos by Etch Photo



Photos by Brian Morgan

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M Power Indeed



Fast Pace - BMW's Luxury Pace Car



Photos by Brian Morgan



Two classics

President's Page

Jeff Caldwell

It would be unfair for me to start my column this month without offering a sincere apology to our tireless newsletter editor, Jerry Faber. As some of you may have noticed I have missed several issues. The combination of running a small company, NJ Chapter business, and trying to find some weekends to race my BMW have rendered me all but useless in the newsletter column department. For this I am sorry and I hope that Jerry (as well as our readers) will forgive the empty space I have created in the publication. Thanks for understanding and not giving me too hard of a time.

Thanks to the hard work and dedication of our first-class volunteers, things have been busy with the NJ Chapter through the first half of 2013. We have completed two very successful High Performance Driving Schools, several Autocrosses, a Club Race, Teen Street Survival, and held our flagship chapter meeting at BMW NA headquarters. The BMW NA folks really went all out and I know I speak for all NJ members when I say "thank you" for the incredible hospitality. We went "down the shore" for a meeting at Circle BMW in Eatontown, which was a big hit with our chapter members in that area. If you are from the shore, please know we are working hard to bring more events closer to you.

Let's see, what else have we done this year? We visited the BMW Vehicle Delivery Center (VDC) in Jersey City. We met up at Unique Photo (thanks Matt!) and enjoyed a presentation by Klaus Schnitzer of some of his amazing automotive photography. Klaus does a funny, informative, and entertaining talk. We'll do our best to get Klaus back for another event in the future so keep your eyes open for that, it's not to be missed! We had Mike Renner visit the chapter from the BMW Performance Center in Spartanburg, SC and join us at the Deutscher Club in Clark, NJ for an evening. We even attempted a car show and get together at the Biergarten hosted by the Deutscher Club, but heavy rain managed to dampen the attendance (pun intended). Still, a group of hearty souls showed up for an evening of laughs, beers, potato pancakes, pretzels and some great stories. Hard to believe we've done all of these events and the year is only half over!

You are probably wondering what we could possibly have in store for the second part of 2013. Well, I am here to give you a sneak peek! The chapter still has three (yes three!) High Performance Driving Schools left to do, more Autocrosses, another Club Race, another Teen Street Survival, and countless meetings and get-togethers. There really is something for everyone, whether you want to drive fast on the track, learn car control at an autocross, or hang out with like-minded BMW fans.

We're planning our first ever NJ Chapter "Swap Meet" for the middle of August where members can bring BMW parts, accessories, wheels and tires, or related items to sell, trade, or barter with other members. There's also a car show that night, so get out the garage queen and head over. That's happening at the Deutscher Club in Clark, NJ on August 15th. We have more meeting plans in the works AND our famous "Whack Your Turkey" gimmick rally which happens right around Thanksgiving. Don't worry, no turkeys are harmed in the process, but the fun is big and I encourage everyone to try out a rally if you haven't in the past. Basically, two people team up as a driver and a navigator. You are given a set of directions and clues to which you must find answers along the route. It's timed, so don't linger too long trying to figure out which mailbox has a bear on it! The team with the most points for correct answers combined with the best time wins. We always end up at a nice spot for

lunch and an awards presentation. There's a family category too, so everyone can join in the fun.

As you can see, a dedicated staff of volunteers is hard at work doing their best to bring you, our members, a varied and interesting array of BMW related activities. It is the mission of the NJ Chapter to provide meaningful events that enrich your BMW ownership experience. Let me take another moment to thank our unbelievable group of volunteers who give their time, experience, and talents to truly make this club what it is. If you haven't attended a chapter meeting or one of our other events I ask you to take a look at the calendar of activities and come on out. You'll find a welcoming group of BMW enthusiasts who all share a common passion and interest. Don't think anyone could possibly be as "in to" BMWs as you are? Think again. If you love your BMW then you are in the right place, and we're glad you're here. I look forward to personally welcoming you at our next activity, race, track event, or meeting. Come say hello and introduce yourself. We're all looking forward to meeting you!

Enjoy the rest of 2013 and have fun driving.

More Westlake



Photo by Mark Carvalho

More Club Race



Photo by Brian Morgan



Philes' Forum

By Vic Lucariello

“Good morning, Mr. Phelps.”; “This mission, should you choose to accept it, ...”; “Should you or a member of your IM force be caught or killed, the secretary will disavow any knowledge ...”; “This tape will self-destruct ...”

The foregoing catchphrases of the 1960s were heard every week on TV's *Mission: Impossible*. I think it ran on Sunday night. Jim Phelps' IM force had any number of cool gadgets used to put the hurt on some very bad guys [who affected some *really* bad foreign accents], usually by outsmarting them. I recall my Dad saying that the only place on Earth where battery-operated gadgets worked as advertised was on *Mission: Impossible*. I think Dad was referring specifically to an episode where they drilled through the steel wall of a safe with a battery-operated drill [Remember, this was nearly a half-century ago.]. Given the current status of battery-powered cars, perhaps Dad was ahead of his time on this topic; as he was on many, many others [e.g., whitewall tires]. But that's fodder for a Father's Day column.

Back to the more-recent past: This was all brought to mind at our Tire Rack Teen Street Survival event, where the NJ Chapter's Mr. Phelps, Mr. Ed Hansen, accepted the mission to deploy *safely* an automotive airbag as a demonstration of the explosive power of these, er, safety devices.

Ed had studied airbag schematics, so he knew that connecting a

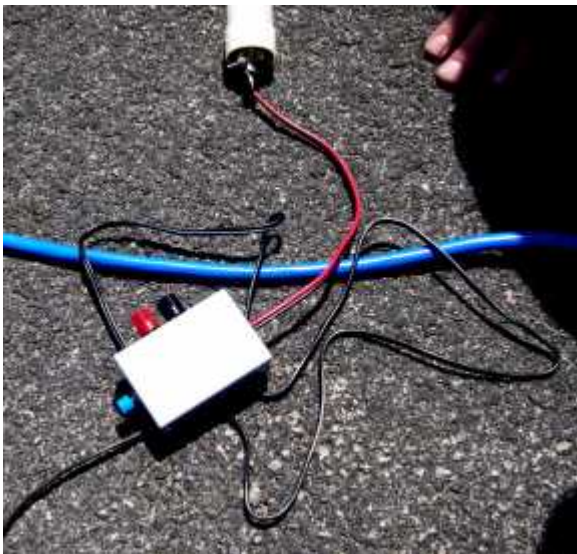


Photo #1 Mission: Impossible

See what I mean about *Mission: Impossible*?

Well, Mr. Hansen's mission proved to be possible - indeed, quite successful - and the assemblage of teens and parents was duly impressed with the Big Bang and smoke of the airbag. All observers were kept at a very conservative distance from ground zero, but I think they can all now imagine what it would be like to have one of those suckers deploy two feet in front of your face! I think that more than one of the teen drivers [and parents as well] will think twice before putting their feet up on the passenger dashboard!

Ed agreed to be photographed at the moment of deployment. See Photo #2. The only thing better would have been if Ed had managed to make the trigger box self destruct! [I am certain he could have.] Ed's next mission is to figure out how to get all the smoke back into the airbag so he can reuse it! See Photo #3.

Much thanks to bimberphile Ed for taking the time for the

preparation and demonstration. He doesn't know it yet, but you may see him working the driver-school Tech line. I heard he is



Photo #2 Good Morning Mr Phelps

more robust bushing between the pedals and their suspending shafts. The bushing is Part Number 35 21 1 158 290 [two required], and it is listed as being used on models starting with the E24 6-Series and E30s right up to the F13 6-Series! Some models use the same bushing for both the clutch and brake pedals. The bushing in question is on the right in Photo #4, and lists for about \$1.50.

As you might expect, the aftermarket has responded with “upgrade” bushings, and two of the numerous vendors offering them are Rogue Engineering and AKG Motorsports. Cost is \$15-20 plus shipping for two bushings. The Rogue pieces are made of Delrin [DuPont trade name for an acetal-resin thermoplastic], while AKG offers both Delrin and bronze versions.

Again referring to Photo #4, the bushing on the left is one I made from Delrin. I set the length of the bushing such that when both bushings are installed into the clutch pedal, there is very little space between them. This maximizes the bearing area. I also made the bushing flanges a bit thicker than the stock bushings, to reduce the side-to-side play in the pedal.

(Continued on Page 5)

developing a stun gun to test on drivers who show up with incomplete Tech Forms. Heck, he already has the cool trigger box ...

In April and May I wrote about changing the clutch slave cylinder on Joanne's 1995 E36 325is. While I was at it, I decided to change the original clutch master cylinder, so I found myself under the dash. While things were apart I investigated the sloppiness and side-to-side play in the clutch pedal itself.

As is well documented on the Internet, E36s [and other models] are known for sloppiness and squeaking in both their clutch and brake pedals. The pedals are suspended fairly rigidly, but I think BMW could have used a



Photo #3 Mission: Accomplished

Philes' Forum (Continued from page 4)

Photo #5 depicts my new bushing installed into the E36 "plastic" clutch pedal. After reinstallation, there was virtually no side-to-side play in the clutch pedal, and it was as quiet as a church mouse. Another mission: accomplished.



Photo #4 Clutch Pedal Bushings

The replacement of the clutch [and brake] pedal bushings is pretty straightforward [the hardest part is squeezing yourself under the dash], and there are how-to videos on the Internet that show the job better than I can in this format.



Photo #5 Pedal with New Bushing

That's all for now, bimmerphiles. See you next time.

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair / maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

**Rob Siegel—Roundel Hack Mechanic
September 12th Monthly Meeting
Deutscher Club in Clark**

Summit Point—July 27 & 28th

Photos by Brian Morgan



Spec E36 racer Rich Schickler leads a pack of cars through the carousel



NJ Chapter president Jeff Caldwell swept Spec E30



B-Mod racer Lou DAngeli finished well on his first race weekend

Autocross News

Autocross Schedule 2013

We are scheduled for Sept 22 at the PNC Bank Arts Center, and there is a possibility of Aug 25 at the Expo center.

Please keep an eye on the NJ Chapter forums and our posted schedule.

We usually have room for lots of runs, so you will have several chances at your best time. Please remember to bring lunch, water and sunscreen.

Also note that our early champ series spreadsheet has been posted, and there is plenty of room for advancement for all. Please remember that we require current CCA membership at events, so sign up or renew online early.

- Elihu Savad

2013 Driver School Schedule

Date	Track	Type	Cost
Sep 7-8 (S-S)	Shenandoah	Driver School	\$350
Oct 13-14 (S-M)	Lightning	Driver School	\$150-\$395*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

Autocross—July 28th

Photos by Colin Vozech



Mini ready to light 'em up



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Initial Ramblings

By JT Burkard

They find me and I find it

I am sitting at my desk sweating away as the temperature at my shop is 92 degrees inside when my cell phone rings with a NY number I am not familiar with. I pick up with caution and it's this guy Jim I know who owns a beautiful 1978 E21 (320i) with 88,000 original miles. I first met Jim and his BMW at one of the E21 gatherings I organized. I had people from all over the Northeast and New England show up for these events. I haven't been able to hold any in the last few years so many of the guys that came out still stay in touch. This phone call was not for chat or my opinion on a repair but one of business. He wants me to either buy his E21 or sell it for him. Of course my ears perked, my eyes widened, and my palms got moist. Mostly due to heat stroke.

His E21 is equally as nice as my own. With mostly original paint with the exception of the door and quarter, the car shows very well. Recaro seats, 5-speed installed, 13" Basketweave wheels, three spoke sport wheel, working A/C and Black on Black; this is something I want to keep for myself. The problem is I have too many. You heard correctly, I reached my limit. It's that Class 8 tandem axle tractor I saved a few months ago that made me say "that's it". Then this car comes into play. Oh the temptation. This Bimmer doesn't need anything, just turn the key and go. It's the perfect affordable car for driving schools and autocross. Recaros, and manual transmission! The Sierra Beige E21 I got back last year was supposed to be that car but I haven't done anything with it. I guess you can say the honeymoon is over with that one.

Now I have a dilemma, buy a 4th E21, which would be total of 11 cars for those of you who are keeping score, or do I just market the car for the owner? Right now I am letting cooler heads prevail and I am going to try to find this super nice 320i a home, but I know if I have it for a month, it might just be mine. With all the rain we have been getting I haven't had the chance to do a full photoshoot on it but that should happen next week. Then a comprehensive internet campaign to get the word out and I don't think I should have any issues selling it, especially since I am an E21 enthusiast and my specialty is selling collector vehicles. When you have a general passion for something, it shows and then gets passed on to the buyer. The whole plan is to place the right car with the right person.

So with all the excitement of another 320i sitting behind my shop, I get another great phone call and mission, a lady selling a 1963 Porsche 356B Super 90. This is a car that I have always been in love with as well but I have never had the opportunity to drive or own. This past Saturday would be my lucky day, at least to drive. What I didn't realize as I drove up the Palisades Interstate Parkway on my way to New York State was I was passing by the overlooks to view the Hudson River. As I passed three of these overlooks, my curiosity was piqued but I needed to focus on mission 356. I arrived at the seller's house, she was very gracious and after a chat and a visual inspection it was time for the good stuff - ROAD TEST!

I mentioned to her on the way up I had seen the overlooks so she said "I have a treat for you, we are going to see them right now." - Yippee! Off we went through the lovely back roads in this classic Porsche as she expertly shifted her way through the gears then onto the PiP. We arrive at the lookout and I was taken by the beauty of this location. Large cliffs with various layers exposing millions of years of dolerite rock and a 532' drop to the Hudson River below. As a kid I loved Geology and still have a great interest in it as I still watch TV shows on the subject all the time. I will admit I am a closet science nerd and

here's a little known secret, before I decided on a career in the automotive industry I went to college for Marine Biology. This is not going to be on the test and you are not required to take notes on this. Just a fun JT fact! I digress.

I have to say, the whole Palisades area is one of those spots that I never knew existed being from Monmouth and now Ocean County. So with great excitement I also discovered the Henry Hudson Drive which follows the river for 9 miles, another hidden gem (to me at least) that looks like a great place to take the E21 for a spin on a Sunday. Perhaps this is a perfect place to gather a few club members and do a cars and coffee cruise. Meet at the park that overlooks the George Washington Bridge, head north on the HHD arriving at the Alpine Overlook for a picnic and hanging out. There is a little café at the overlook for everyone to get their caffeine fix.



Overlook from the Palisades

Photo by: JT Burkard

Unfortunately, I was unable to make a deal on the 356 but I did get to have a nice drive in a great classic sports car and discovered a nice little road that will become a weekend adventure for me. With all the places Sandy and I visit out of state, we rarely look for the fun and interesting things within our state. I guess this will be my new mission, location and explore new roads and destinations within our own state. And if I am organized enough, maybe even file them so I can create a database of fun NJ roads... and you never know I might have another E21 to do it with too.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



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NJ CHAPTER CALENDAR

August 2013
Thursday, 15th

Show and Shine and Swap Meet at the Deutscher Club in Clark, NJ. 7pm. Bring your best; bring your stuff. Bring a friend.

September 2013
Thursday, 12th

Monthly meeting at Deutscher Club in Clark. We will have Rob Siegel, a.k.a. Hack Mechanic from Roundel. You don't want to miss this meeting.



Welcome New Members

Faizal Atcha
Andrew Avallone
Bailey AVECILLAS
Gary Berbaum
Phil Bolton
Mackenzie Brennan
Rostislav Brisikin
Joseph Cahill
John Carney
Kean Castillo
Michael Castoria
Kahlil Chan
Tiffany Chin
Aaron Crossley
Rich Crossley
Ronald D'Elia
Ronald D'Elia

Michael Davidson
Marco DeGennaro
Donato Distasio
Alan Goldstein
Alex Goldstein
Grant Guarino
Ernest Hofstetter
Adam Howell
Dietrich Jander
Mark Javello
Mike Johnson
Scott Kelly
Kamran Khan
Max King
Tom King
Timothy Laverick Jr
Jordan Lynch

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Jack Millelot
Shri Mone
Muneera Naeem
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Anthony Pensabene
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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 result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

MEMBERSHIP INFORMATION

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

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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 New Jersey Chapter. Contact the National BMW CCA office for details.

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