



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
May 2010

<http://www.njbmwcca.org>

Volume 41 Number 5

Murray Smith to speak at May Meeting

Our May meeting will be back at the Deutscher Club in Clark. Our guest speaker will be Murray Smith, an activist in racing and collecting.

Date: May 19 (Wednesday)
Time: 7:30pm

BIO: Murray Smith was born in Scotland. Family moved to London where M went to school, finishing his upper studies at the London School of Economics. He developed an early interest in cars and bikes and started racing both in his early teens. After college, he entered the advertising world, moving first to Athens, Greece and next to Paris with various firms. While in Greece he competed in the famous and very dicey Acropolis Rally, finishing in the top ten three times. Moved to France, he began racing there and in England in various series and cars, which led him to a lifelong love affair with historic racing, race cars and the motorsports world in general.

Murray's career brought him to the USA in the late 50's. He worked for the ad agency Kenyon&Eckhardt, becoming President of their large international division. (Note: Murray speaks seven languages, is fluent in at least four of them). Once in the US, Murray became active in racing and collecting. He holds an FIA license and has competed on both sides of the Atlantic in various events such as the Le Mans Classic, the Monaco Historics, the Classic at Silverstone. He is a member of the prestigious British Racing Drivers Club (BRDC) and has been involved in the production of the British Grand Prix, held each year at Silverstone, owned by the BRDC. Murray has also been a member of the Formula One Commission and is well known to many of the key figures in F-1.

Racing in the US, Murray has had a distinguished career in historic/vintage racing. Campaigning cars he has owned, such as the Porsche 956 and 962, Chevron B2, Brabham BT-44, he has won races at tracks such as Lime Rock, Daytona, Watkins Glen and Laguna Seca. Murray has a small but refined car collection, including a pristine BMW M3, vintage 1987, Porsche 356 Spider, 356 Carrera and a Packard Series 160 Woody, plus several race cars of varying pedigrees and classes. In another venue, for the past five years, Murray has competed in the Carrera Panamericana, the famous 3000 mile race from the southern tip of Mexico to Laredo, Texas.

Aside from his racing prowess, Murray has had an exceptional career as a promoter and producer of motorsports events. In 1991, he created and produced the now legendary Louis Vuitton Classic at Rockefeller Center.

Monticello Driver School

(see page 11)



Held for five years in this iconic midtown NYC location, the RC Classic was recognized as the finest small concourse event ever done. Each year it was comprised of 48 of the world's finest collector cars, several of which arrived in NYC on the Cunard Line's QE2. More than one million people enjoyed this free and very special car show every year. In the years since the LV Classic, as a consultant to Rolex Watch USA on their motorsports activities, Murray has been involved with the Monterey Historics, the Goodwood Festivals in the UK - he has also demonstrated race cars at Goodwood, the 24 Hours of LeMans and the Monaco Grand Prix.

Most recently, in 2009 Murray assumed production responsibility for the 28 year old Lime Rock Historics. The 2010 Labor Day event will be the largest of its kind in the Northeast, with more than 250 historic race cars on the grids and a world class concours and car show. Lime Rock Park in northwestern Connecticut, in the foothills of the beautiful Berkshires, is the perfect location for a gathering of historic race cars, car clubs and race fans from the Mid Atlantic and New England states. Murray looks forward to once again welcoming members of the BMW Clubs to the LRP Historics.

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The Cone Catcher



by Larry Engel

I feel much better now. After a very dark, dank, and snowy winter the skies have cleared, the days have lengthened, and the smell of spring is in the air. The smells of burning rubber, friction material, and gasoline are also in the air, and I couldn't be happier.

In the past week and a half I've spent three days actually driving a car at its limits, which is much better than watching other people do it. Our chapter's first two driving events of the year are behind us. The first was the one day school at Monticello Motor Club. This was our first visit to the two year old facility in the Catskills, which is the home "club" to Jerry Seinfeld and other rich and famous car lovers. The racetrack itself is absolutely beautiful, as is the surrounding countryside as seen from the track facility. The feedback from participants was extremely positive, and students from beginners to experts liked the four mile long track with lots of turns, nice elevation changes, and a mile-long back straight. We've also heard from our hosts, and they'd like to have us back. This is testament to the professionalism of our driving events staff and to our participants' respect for the facility. Thanks to everyone who made the event possible and to those who attended.

The second event of the new season was the Autocross held at TD Bank Ballpark in Bridgewater. Like many of our members, my first exposure to driving a car at its limit in a controlled environment was at a NJ BMW CCA Autocross. I started autocrossing in 2001, when I was already well into my 40s. I would have done it a lot sooner if I had known how much doggone fun it was and how warmly new participants are welcomed by our club!

This year's first Autocross was typical. We had all kinds of cars participating - from an old Ford Taurus to an E28 M5 (very nice) to a wonderful Sepang Bronze M Coupe, to the usual assortment of new and old 3 series, Subarus, and the like. We did have to turn one vehicle away, unfortunately. A young man sheepishly asked if he could run his Suzuki Samurai, and we had to tell him "no". I figure he knew what the answer would be before he asked the question. He didn't seem too disappointed, and he stayed around to watch his friend participate.

I was able to pry the E30 325iX away from my daughter Elizabeth, and I had a blast with it. I was leading "E" class for most of the day, too - until Ed Hansen drove a wicked fast lap in his final try of the day and beat me into submission. All of it was great fun, and I think we hooked a few more people into coming back. We had several new participants, and all of them had big smiles on their faces at the end of the day. Thanks to Elihu Savad and the Autocross committee members who arrive very early to set up the course and get ready to run.

Autocross is the perfect first activity for anyone even remotely interested in exploring the limits of their car. It's inexpensive (\$40 for club members), it doesn't take up too much time (we usually finish up by 3:00 or 3:30), and doesn't wear out tires and brakes too quickly. (OK, that depends on how hard you run, but most of us think our cars run better if they get regular exercise.)

Furthermore, I think every driver should understand the limits of physics as they apply to the vehicle they drive. There is no better activity than Autocross to help drivers achieve this understanding, with the possible exception of a car control clinic. As much as we'd love to have one of these, it's very expensive to run. The young driver equivalent of a car control clinic is the TireRack Street Survival Program, which is open to drivers age 16 to 21. By the time you read this, we will have conducted our first TSS of the year. We hope to do more, but there's nothing cast in stone at the moment.

Getting back to adult drivers, we'd love to do a car control clinic, but we may not have time for it this year. I would like to find out how much interest we have, though. If you're interested, why don't you email me at larryengel@njbmwcca.org and let me know? If we have enough interest, maybe we'll work something out where we have a car control class on the day of an Autocross. We could have a classroom session early in the morning and practice the skills on the course with the rest of the Autocrossers. The Autocross course usually incorporates all of the skills you'd learn in a car control clinic, anyway. Participants might not get quite

as much seat time as they would if they had the course to themselves, but I'm sure they'll end the day with a much better understanding of their car's capabilities. They'll also have a great deal of fun learning what their car will do, and end the day with enhanced driving skills.

At the beginning of this column, I mentioned that I've spent three days in driving events this month, and I've only mentioned the two CCA events. The other one was my first day on Thunderbolt this year. I went down to Millville to spend the day with the Drivers Club at NJMP. Man, has this group changed over the past two years. Initially, the club members brought a pretty wide variety of iron, from old MR2s to brand new Ferraris. I didn't feel out of place driving my E46.

Things have changed a bit since the opening of the facility in 2008. There's some serious iron to be seen down there these days. There are usually a couple of Ferraris, lots of Corvettes and Porsches, and race cars of all kinds. We even had an early '90s Formula 1 car at a Drivers Club day last year. The 10 ½ year old 328i probably has the lowest power to weight ratio of any car in the group these days, but I still love driving it. I run with the intermediate group when I'm with the Drivers Club because I don't want to be a rolling roadblock for the race cars in the advanced group. It can really hold its own on the turns, but most other cars are capable of blowing past me on the straights. Someday I'll bring the M3 out to play, but college costs are keeping me in the much cheaper to maintain E46 for the time being. High performance driving on a budget doesn't diminish the fun, for sure.

Well, I think I've rambled enough for this month. I hope to see more of you at our various events in the future. Come on out and join us, we'll show you a great time. Until next month, keep the cones standing!

larry_engel@njbmwcca.org



Spring Rally - May 23

The New Jersey Chapter will host a spring rally on Sunday, May 23. Rally masters Brian Morgan and Francine Cracker have designed a route that runs on back roads in Mercer and Hunterdon Counties. 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 may 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.

Brian Morgan



Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This time out I have for you a saga of recalcitrant interior lamps on an E30.

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.

I recently looked at a 4-door E30 1987 325i with a seemingly simple interior-lamps problem: The lamps worked fine when any door but the driver door was opened, but did not work at all from the driver door. You might, as I did, jump to the conclusion that the switch on the driver-door pillar was bad. After all, the lamps worked fine when the other 3 doors were opened, right? How hard could this be? Well, if you jumped to that conclusion, you would have been as wrong as I was.

My first step in diagnosing the problem was to replace the switch on the driver-door pillar. Since I had a switch on hand and since the switch takes only a minute or two to replace and is a common failure on older cars, I think this was a reasonable approach. Well, my reasonable approach did not seem so reasonable when the interior lamps were still not working properly!

Next I got a bit more serious and reviewed BMW's circuit diagram, or ETM, for the E30 interior lamps. Well, Alphonse, it seems that, while the door switches for the passenger-side doors and driver-side-rear door operate the interior lamps directly [by grounding the lamp circuit], the driver-door switch provides an input to a lamp-control module! The lamp module in turn operates the interior lamps. However, according to the ETM, the



Photo #1 Module Found - Prongs Up

interior lamps should still come on when the driver-door switch grounds the wire from the lamp-control module.

Again removing the driver-door switch, I removed the wire coming from the lamp-control module and with a long jumper wire grounded the wire directly to the battery negative terminal. Still no interior lamps. Time to find the lamp-control module!

On an E30, the interior-lamp-control module is located inside the driver kick panel, tucked WAY down under the speaker. The module is supposed to

be installed "prongs down" so that any water that finds its way into the kick panel will not invade the module. Well, I found the module upside down, and unplugging it revealed the scene depicted in Photo #1: Corrosionville!



Photo #2 Connectors Inside Door

I also found the power-door-lock-control module, located on the same bracket as the lamp-control module, to be unplugged, but that is fodder for another Philes' Forum.



Photo #3 Corrosionville!

After verifying that the lamp-control-module connector was receiving power and had a good ground, it was not a great leap of faith to conclude that the corroded, upside-down module was toast. [Perhaps in this case soggy toast.] A new module got the interior lamps working from all four doors, but as it turned out I was not yet finished with this seemingly simple job!

The reason BMW used a control-module for the E30 interior lamps was to provide a time delay on the lamps going off when you enter via the driver door. There is a switch in the exterior driver-door handle that senses when the door is being opened from the outside. When the module sees the exterior driver-door handle operated, it knows that the car is being entered as opposed to being exited, so the module provides a time delay of a few seconds after the door closes before extinguishing the interior lamps. If the module sees the door open without seeing the exterior-handle switch change state, the module assumes that the door is being opened from the inside and the time delay is canceled - so the interior lamps should go out as soon as the door closes.

On the E30 in question, even with the new lamp-control module installed [prongs down, I might add...], there was no difference in lamp operation when the driver door was opened from the outside or the inside door handle. In other words, the time delay was **(Continued on Page 7)**

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Finish Lines by Thom Rossi

I don't miss my dipstick. Let's face it, the Europeans have had some pretty bad ideas in recent history: Communism, World Wars I and II, The Berlin Wall, and, if that's not bad enough, the game of Golf. In the meantime, we Americans have thought up mostly cool stuff like: the Ferris wheel, hamburgers, the iPhone, and economic growth. Easy, easy, folks, don't go all political on me. I know it's a lot more complicated than that, but I'm just saying. In the pantheon of good and bad ideas, removing the dipstick from our BMW engine bays isn't all that earth shattering. Neither is the bangle-butt, nor the banishment of our spare tires to the archives of history.

None of those changes alter the underlying truth that our BMWs remain a delicious compromise between family sized practicality, high speed autobahn capability, and track-worthy performance. Otto's replacement, Arggum (Aggie for short) fits that description to a tee. She's a 2008 M5. Of course, she doesn't have a dipstick, silly! But she does have 10 cylinders, 507 ponies corralled under her hood, and she does move as fast as a jet of hot lava piercing an Icelandic glacier.

Did I mention that all of my cars talk to me? Oh yes, they do. Take Stanley, for example. He's my F350 diesel dually. He revels in broadcasting the source of his power. When accelerating under heavy load, his engine sounds like a sledge-hammer-wielding chain gang going wild on a collection of recalcitrant railroad spikes. Sometimes I drive him into work just so I can roll down the windows and hear his war whoop as we accelerate through an overpass at the bottom of the hill we live on. Aggie, on the other hand, is a lot more subtle. Like the inscrutable Mrs. R., Aggie says one thing but always seems to be hinting at another. Throughout my daily commute, I catch occasional low growls from her motor, not constant and intrusive, but just often enough to peak my interest. It always reminds me of the sound of a big speed boat's motor at full thrust, but carried over a long distance on an unsteady ocean breeze. What she's saying is "sure I can give you the little bit of acceleration you just asked for", but what she's hinting is a lot more exciting. What's she hinting at is that she'd love to do a lot more for me, if only that sort of thing were legal in the state of NJ. Hubba, hubba!

What to do with a lady like Aggie? Take her to a gentleman's club, of course.

A week ago our chapter held its first driver's event of the season at the Monticello Motorsports Club. It's the first time we've been at that venue. The track is only a couple of years old and was built as a gentleman's motorsports club. The original idea was to limit access to the facility to private members. Membership initiation fees "start" at \$125,000, and the application asks you to reveal your wealth by checking the box that best describes your net worth, the minimum category of which is "\$5mm - \$9.9mm" (note to Bisket: mm = million, so forget it!). The fact that our club was invited to rent the track for a day despite the fact that few of us can check even the lowliest of the net worth boxes on the application form reveals a story of financial disappointment for the track founders, who evidently have not been able to recruit enough members to make the original model of exclusivity viable. Other tell-tale signs that the club is off to a rocky financial start include the absence of a single track-side structure, a descent paddock area, or even basic plumbing. One thing the club does have, however, is a track: a great big juicy 4.1 mile python with lots of turns, elevation changes, and a very long back straight. The plethora of turns provides a great learning and teaching venue. The long straight provides a section of track that I imagine a rich guy with a supercar and not much skill can enjoy on day one of his club membership: or a poorer guy with an M5 like Aggie who just happens to be visiting the club for one day.

The timing of the event couldn't have been better for Aggie and me, coming as it did just when the two of us needed a little "we time" to grow our relationship. It's seriously not easy to get to know what a car like that is capable of doing, or what I am capable of doing as its driver, on public roads. Without the electronic limiter, Aggie would have a top speed of just over 200 mph. Yowza! Even her electronically restrained but easily achievable top speed of 155 mph would be suicidal on any of the roads we share with our fellow New Jersey motorists: just ask former Governor Corzine. Hence, off to Monticello we trekked for a day of getting to know each other and a new track.



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We arrived at the club on Sunday afternoon, after a relaxing 2.25 hour drive up from Stockton. I must admit, it was a nice change of pace just to be able to throw a few basic tools in the trunk of the car and head to the track without loading a trailer and hunkering down for a haul. Working tech was a lot of fun, as usual. I enjoy the opportunity it presents to meet all the drivers and I always learn a thing or two from Vic.

The track is comprised of three straights as follows. Leading to turn 1, there is a short up-hill straight. This connects via a 180/short straight/ess-curve complex to a down-hill straight. That in turn connects via a left-right dog leg/short straight/up-hill esses complex to a left hand sweeper that leads into a double apex right hand turn onto a short straight and 90 degree right onto the long back straight. A right/left/right chicane and another complex of short straights and esses brings you full circle to the up-hill straight by the pit area. There was enough complexity there to keep the instructors amused swapping views on best lines over lunch.

Our time together on the track was transcendent. Where we really had fun was on those straights. Aggie can grab triple digit speeds faster than you can possibly imagine. With an 8250 rpm red line, a bajillion pounds of torque, and six gears to select, she pulls like a meth-crazed team of sled dogs chasing a weasel all the way up the dial. On the back straight, she was doing a solid 145+ in 4th gear at the latest point I dared take my eyes off the track long enough to look at the speedo. Even the generously marked braking zone at the end of that straight looked awfully short when approached with that much weight and that much speed. What a blast!

There was one more bright note to the day. Club member and friend Geoff Atkinson was back in action as an instructor. Welcome back, Geoff. It's great to see you driving in good health, and as fast as ever.

This is going to be a great year for all of us drivers. Now is the time to get out there and experience our excellent DE program.

Upcoming Meetings

May Meeting

Murray Smith, author speaker, and entrepreneur, has extensive knowledge in motorsports history and will speak on a variety of subjects. At the Deutscher Club in Clark. May 19th. 7:30pm.

June Meeting

Our annual pilgrimage to BMW NA in Woodcliff Lake. June 18th. Make note and plan to be there. 6pm start time.

July Meeting

TBD

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Philes' Forum (continued)

(Continued from page 4)

missing when the door was opened from outside the car. Evidently the new module was not seeing the exterior-door-handle switch change state. Either that or the new module was faulty...

Whenever something electrical inside a car door is not working, the first thing to check [after checking fuses, of course] is the umbilical cable between the door and door pillar. This cable, which gets flexed every time the door is opened, is the source of many, sometimes intermittent, problems on modern cars. In this particular case, wiggling the cable and holding it in different positions did not affect the operation of the interior lamps, so I concluded the cable was okay and that I had to get inside the door to find the problem.

Once inside the door, I traced the wires from the exterior-door-handle switch to one of the two round connectors shown in Photo #2. Separating the connector halves revealed Photo #3's spectacle: Big Time Corrosionville! Cleaning up the connector and its pins and applying some silicon dielectric compound resulted in normal operation of the interior lamps. You can bet that I repeatedly verified that the lamps were operating normally before I put the door-trim panel back on!

So there you have it: A seemingly simple problem requiring a half-day sojourn into the world of electrical troubleshooting.

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

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

All Photos by V.M. Lucariello, P.E.

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Autocross Schedule

Our 2010 autocross season opener will be April 18 at Patriots Park in Bridgewater.

Sorry we couldn't set up the autocross school in March as we had hoped. I would like to know if members are interested in either an autocross school or a car control clinic. Let me know and maybe we can make it happen later in the season.

Come on out for the first event. Don't be shy; we have lots of experienced autocrossers who love riding in other people's cars. BMWs do many things well, and this is one that they do best.

Also, time to sign for the Tire Rack Street Survival on May 2 at NJ Expo Convention Center. Please check the website for the application.

- Elihu Savad

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 palnned 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

The Mechanic

by JT Burkard

I would like to start out this month's article with thanks to Vic Lucariello of Philes' Forum and Victory Automotive. At my dealership my boss picked up a very clean 2002 330xi with 148,000 miles that was going to be offered for sale. This was a well cared for car with BMW dealership maintenance history. Unfortunately, it had a coolant leak so we replaced the expansion tank, which is a typical issue on these e46's, and upper radiator hose since the bleeder screw was snapped off. After both were replaced, there was an issue with the temperature rising as well as the heat not working and coolant spitting out. I figured it might still have an air pocket but decided to get some professional technical help (unlike the other help I needed in last month's article) since I am used to working on older BMW models - Vic gave me some excellent advice:

"Some BMWs are for some reason hard to "burp" when the cooling system is filled. Try after the motor has warmed up, putting the heater on max temp and then blipping the throttle with the expansion-tank cap off. Try this with the nose of the car up on jack stands. I have run across a number of cars over the years that need repeated burping / cool down / top-up to get the cooling system full. I am not sure why this is, and the vast majority of BMWs are no problem to fill/purge."

His advice was spot on. After previous attempts to bleed the cooling system at the shop including adding coolant directly into the bleeder hole on the upper hose with failed results, I tried Vic's advice. Within a couple minutes, I had heat, no boil over and a happy e46. The customers were also quite happy with their new purchase so I hope it gives them many more years of good use.

After last month's article about the "Leeper" I fell into and bought, I decided the Sierra Beige e21 I've had since last June needed some attention again. The clutch pedal went dead on me after about 100 miles of driving. I bought a new clutch master and slave cylinder for the 320i and both have been sitting in the box for months as the car has sat idle in the driveway for equal time. Since the weather has been getting nicer, I've had the chance to actually do something with the car. A couple weeks ago I popped the hood open to see what the heck was going on and why my clutch pedal was limp

like an over cooked Asparagus stalk. I added some brake fluid to the master cylinder and attempted to locate a leak. I couldn't see anything. I then hopped in the car and pumped the clutch pedal in hopes to maybe get some pressure and locate drips. It didn't take long as it was leaking right on my hand. The clutch master had been leaking right inside the car the whole time. The wet carpet I thought was from rain water was actually brake fluid. ARGH!

Since I had the parts, it was time to do some repairs. The sun was shining, it was 73 degrees and I am ready to tackle this job. On the e21's, the clutch master sits to the side of the brake master cylinder with about 1" of space between it and the brake booster. It pokes out of the firewall only about 3 inches, but another 5 inches or so on the inside of the car. First thing I thought was to loosen the brake booster and move it out of the way. When I read my factory service manual, it just said disconnect the fluid lines, remove the two bolts holding it to the firewall, disconnect it from the clutch pedal, and then slide out. - JUST SLIDE OUT? Are they kidding me? Were those guys in Germany trying to be funny? How can I get a piece ¾ of a foot long part out of a 1 inch space? There is no way. I figured they forgot to add "click your heels and make a wish" because there is no way this was coming out without removing the brake booster, which in turn means I had to move part of the fuel injection that sits in front of the brakes as well. ARGH again I say.

It wasn't going to get fixed on its own so I might as well start tearing into it. I always felt that if a professional mechanic can do it, why can't I? In the 90's I actually was a mechanic so I have the skills and the tools. Well, I was more like a general service parts swapper, brakes, alignments, tires, etc but still, I worked on cars for a living. I might just lack the tips and tricks knowledge of someone who does this on a continual basis since I've been out of the greasy hand business for a while. I still seem to wind up helping the mechanic at my place at least once a week, more like I wind up doing his repair work. He always tells me "You're a good wrench". Ah but I digress.

(To be Continued Next Month)

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Life in the Electric Lane - Is an EV right for you?

We are rapidly approaching June, which will be the end of our 12-month lease with the Mini-E. For those of you who have been frequent readers, you know that my primary complaint has been with the Mini-E PROGRAM (specifically the lack of honest information) rather than with the Mini-E CAR. The program issues have been sufficiently dealt with and so let's have the last couple of articles in this series focus on more positive and constructive topics.

We, like approximately 50% of the other lessees, have elected not to renew the lease, despite a reduction in lease cost, for the primary reason that the Mini-E is just not a good car for our needs. But we are not everyone and so how can you decide if an Electric Vehicle (EV) might be right for you? Let's start with a laying down a few parameters to our discussion. First, if you are reading this then I am going to assume that you are a NJ or DelVal Chapter member, i.e., you live in or around NJ and all that encompasses in terms of roads, weather, traffic, etc. Second, you are considering an EV because you need a vehicle to do a task. That is, this is not solely a purchase based on philosophy. Third, the vehicle offered for sale will have approximately the same capabilities and limitations of the Mini-E. It is worth noting that the 1-Series EV being shown by BMW has about the same size battery and BMW is claiming the same real-world range as the Mini-E. Similarly, the Nissan Leaf is stating similar capabilities. This seems to be the "state-of-technology" currently and we cannot hypothesize about technologies that are not yet in the marketplace.

The next step is to answer the following questions:

1. Do you have a garage or similar fully enclosed area where the car can be charged? No standing out in the pouring rain trying to connect or disconnect 220V.
2. Are you willing to bear the cost of installing a 220V/40 amp charging circuit in your home? While we have worked around the charging issue using 110V, this is not a practical solution.
3. Is your daily round-trip range 60-65 miles or less? This question assumes that you want to use the car year-round and in all weather/traffic conditions.
4. Are you willing to pay a monthly battery rental/lease fee or are you prepared to pay \$10,000 in 5-7 years to replace the battery? While the electricity to run the vehicle may be relatively cheap, storing it is not.
5. Are you prepared to accept a top speed of about 90 mph?
6. Are you ready to give up working on your own car? The manufacturers are not going to let you touch those motors and do you really want to risk electrocution if you have not discharged/disconnected the battery properly?
7. Can you accept slightly compromised handling that is required to accommodate the weight of the battery?

If you can answer "Yes" to all of the above questions, then an EV might be right for you. Notice that I did not ask about your desire to reduce fuel consumption, reduce your carbon footprint or make America more energy independent. For EV cars to succeed, they must do so based on their ability to fulfill the practical objectives of their owners within a market-competitive price. You certainly get bonus points if you:

- Want to support development of new technologies;
- Want to reduce greenhouse gas emissions (although I have yet to see a complete "birth-to-grave" assessment of the total savings for an EV);
- Get a thrill just driving past gas stations and waving;
- Enjoy instantaneous full torque;
- Enjoy the fun of driving a car that runs silently and can slow and stop without ever touching the brakes;
- Need a vehicle for frequent, short trips.

This last point is particularly important. A couple of weekends ago I needed to run a bunch of errands: bank, post office, Pep Boys, liquor store, dog food and a few groceries. The total distance I covered was probably 10-12 miles. These kinds of repetitive half mile to 2-mile trips are hard on gas engines and even worse for diesels yet the electric car could really care less. For this kind of use, the EV was just perfect. Moreover, the newer EV models will have greater luggage room than the Mini-E meaning that I could also have gone to Home Depot and picked up 3 bags of fertilizer. What I couldn't do in this car is drive it to Monticello to check out the track or drive it down to NJMP to watch the Grand-Am race.

The proponents of EVs are fond of citing a certain driving distance (something like 40 miles) and then stating that this is within the commuting distance of 80% of the population. However, the counter question to that statement is not what about the other 20% of the population but rather, what about the other 20% of the time that the EV owner needs the vehicle? I would be willing to wager that the majority of people who own X-drive or other all wheel drive cars buy them for those few days per year when the weather and driving conditions are bad and AWD can save your bacon (i.e., the 10%-20% of driving time) and not because they like the way AWD can allow you to put the power down earlier coming out of a corner on dry pavement. The key for EV acceptance, and for your decision to purchase an EV, will be the extent to which that vehicle addresses all of the things you need it to do within the economics of what you are willing to pay. Only you can answer that question. If, however, you can answer yes to all the important questions, then an EV really can be fun to drive.

- Jeff White

Driver School Schedule

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 DelVal)	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

NJ Chapter Calendar

May 2010

Wednesday, May 19th

Murray Smith, renowned author, will speak to us on a variety of subjects. At the Deutscher Club. 7:30pm.

Sunday, May 23rd

Spring Rally to be held. See the back roads of Mercer and Hunterdon Counties. Details on Page 3.

June 2010

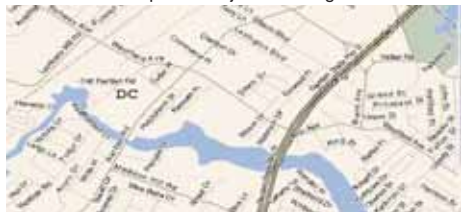
Friday, June 18th

Our annual pilgrimage to BMW NA in Woodcliff Lake. This is always a great time. 6pm.



Welcome New Members

Horea Albu	Chris English	Anthony Janglee	Andrew Moss	Gregg Swensen
Angel Alicea	Robert Fernand	Shafayat Kamal	Naeem Nabbie	Robert Tackett
Eduardo Areche	Jason Frede	Henry Kane	Arun Nallaswami	Gerry Taranto
Greg Bennett	Ross Goldstein	Burak Karabal	Justin Patrick	Vladislav Tarasov
Cornelis Boon	Stacey Graham	John Leale	Ofelia Paypon	Michele Ursino
James Burnash	Cary Hall	Frank Lee	Brian Popper	Jennifer Wheeldon
Eileen Burnash	Jean Hedrick	Albert Levy	Jack Serratelli	Kal Yedibalian
Yau-Chee Chan	Joseph Hedrick	Karen Massa	Dinesh Shankar	Taline Yedibalian
Laura Craven	Sean Henry	Geoff Mcknight	Robert Sherman	Christopher Yedibalian
Bryan Decker	Scott Humphris	Alan Metzler	Edna Siegel	David Yung
Peter Diamantes	Keith Humphris	Zachary Metzler	Joe Stingone	Michael Zangari

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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.

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: \$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.

Monticello Driver School Report - Starting the year off right

On Monday April 12 the NJ Chapter became the first BMW CCA chapter to hold an event at Monticello Motor Club (MMC). By all accounts, it was a spectacular success. For those who do not know, MMC was founded as a members-only country club for auto enthusiasts. The track was designed by Brian Redman and contains 4.1 miles of paved surface that can be driven in multiple configurations, the longest of which is approximately 3.5 miles with 22 turns and multiple elevation changes. MMC is, therefore, the longest and most technical track in our region. The track sits on a ridge outside Monticello, NY in the Catskills on 170 wooded acres. The track is absolutely beautiful.

The day started cool and partly sunny. Due to outstanding efforts of our Tech workers we were able to get all the 89 students and 53 instructor cars inspected and ready for morning meetings. The facilities at MMC are best described as "under development" but the track provided a luxury soft-sided building with a classroom area for our use. This building also served as the lunch area, with catering provided by a local restaurant. The ability to sit indoors and eat in a heated area was a very welcome relief from the outdoor picnic tables at the other tracks we visit.

Despite the lack of a PA system, the day ran remarkably smoothly. All of the student groups did an excellent job of lining up on time, the instructors were able to find their students and the split paddock was not a big deal. Everyone did a terrific job of keeping the cars on the track with only a couple of mechanical issues that required some assistance. By the end of the day students and instructors were figuring out the nuances to the various lines around the track and wishing for a second day. Moreover, even with 30 students per group, the length of the track allowed everyone to spread out and really enjoy the drive. For an event that started with 90+% of the participants having never set a wheel on the asphalt, the day was a total success. To put things in perspective, this may turn out to be

the biggest event we hold all year - kind of like the Rolex 24 or the Daytona 500 to start the season but doing so at a new track. Will we be back? You bet - this was too much fun to not do again!

Looking ahead, next up on the schedule is our annual combined Driver School and Instructor Training School on May 17-18 on the main track at Summit Point. As of this writing we have a full class of instructor candidates but still plenty of room in the Advanced and Intermediate student run groups. If this reaches you in time and you are interested in attending, please contact me immediately. The surface at Summit Point has been repaired and re-paved which makes it a fantastic track. We are guaranteed to have small run groups meaning lots of open track for everyone - this school is the most bang for the buck that we offer all season.

Beyond May we have our combined Driver School/Club Race on Thunderbolt Raceway at New Jersey Motorsports Park on June 7-8. This event is co-promoted with our friends from the DelVal chapter and is one of the two events at NJMP where we work together closely to get members from both chapters involved. This event is open to students of all skill levels. To accommodate the racers we have only two student groups but our experience on this track has shown that this is not a problem. The school is starting to fill up (as it has every year) so register soon if you are interested in attending. Remember that we will have a banquet at the track on Monday night. Most importantly, the proceeds from this event are given to benefit The Westlake School. Spectators are always welcome so if you want to see some good racing and check out what a Driver School is all about, please come on down.

See you at the track.

- Jeff White



Photos by Paul Ngai



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