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New York Chapter Newsletter | Summer 2012

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New York Chapter 2012 Events Calendar

April	15	: Auto-X Season Opener
May	5	: Auto-X Event 2
	6	: Dine & Shine at Alure
	21	: Driving School NJ Motorsports Park (Lightning)
June	2	: Auto-X: Event 3
	11-12	: Driving School: Watkins Glen (2-day event)
	24	: Auto-X: Event 4
July	14	: Street Survival
	21	: Annual Family BBQ
	29	: Auto-X: Event 5
August	5	: Adult Safety School
	26	: Auto-X: Event 6
September	8	: Auto-X: Event 7
	16	: Wine & Shine
	17-23	: Oktoberfest Mid-Ohio Sports Car Course
	29	: Auto-X: Event 8
October	7	: Auto-X: Event 9
	14	: Auto-X: Event 10 Season Finale
December	TBD	: Annual Holiday Party and President's Dinner

For the latest information, see www.nybmwcca.org

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On the Cover "The new 2013 BMW M6 in Sakir Orange"
photo by André Noël

To join the BMW Car Club of America, call 1-800-878-9292 or visit www.bmwcca.org. BMW CCA national dues are \$48 per year, \$15 of which is for Roundel.

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President's Page



Jim Siegel

My first few months as club President have been busy. One of the major changes has been to update our chapter By-Laws to bring the club into the world of modern technology. For example, for the first time in the club's history members will be able to vote for next year's chapter board online.

As I'm sure most of you have noticed, we're utilizing our chapter website and the technology available to us in today's world more and more. Autocross registration is our best example, thanks to our Webmaster and Secretary Mike Bizzarro, who developed all of the technology we use for autocross online pre-registration. For those of you who attend our autocrosses, I'm sure everyone agrees that online pre-registration has helped streamline the on-site registration process, and Mike will continue to develop additional functionality on our website for other events to help both the club and our membership. Also thanks to Mike you can now download our Events Calendar to your PC or mobile device.

Another important change to the By-Laws relates to selection of the Member-at-Large position. Previously our chapter had one Member-at-Large. Now, the board has the ability to appoint up to three Members-at-Large each year. That said, I'd like to introduce this year's Members-at-Large – Stu Phillips, who has been on the board for several years and supports our autocross and driving school events, and Joe Fuchs, a more recent board member who's taken over as our Driving School Chief Instructor this year. Please join me in welcoming both Stu and Joe to their official positions.

One more recent change relates to our Newsletter. Thanks to the coordinated efforts of our past President André Noël and our longest standing board member Steve Geraci, we've brought on a new publishing company starting with the Spring 2012 Newsletter. We're all very pleased with the outcome of the print quality and format that was delivered in the last issue and we expect that this will continue to improve over time.

By the time this newsletter reaches the mailboxes of our membership we will have already held the third annual Dine & Shine event. If you were there it was a great time, if not please read the article in this issue and try to make it next year.

Coming up on June 11th and 12th is our joint Driving School with the Patroon chapter at Watkins Glen. Also, July 21st is our 9th Annual Family BBQ. Honestly I can't believe we've been holding that event for nine years already. It's a great event and I remember the first one like it was yesterday. And what else is new...

– Jim Siegel

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of America
New York Chapter**



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Autocross Corner

Let the season begin!

The 2012 Autocross is rocking and rolling. On Saturday, March 24 we began the season with our annual Test-n-Tune. Thirty-five club members showed up at Nassau Coliseum to dust off the cobwebs from the past winter. For some, this was their first time trying the sport. After checking in with the registration crew, and then going through the tech process, the fun began. Course designer Tony Howell set up a great course for us to test our driving techniques. We were able to complete sixteen runs that day and we were finished by 4:00 pm. What a great way to warm up for the upcoming Autocross series.

The Autocross season officially started on April 15th, tax day. Forty-six hot shoes showed up to do battle for this event. The cars were divided into two groups and the work assignments were given out. Once again course designer Tony Howell set up a fantastic course for us to weave around the cones, and the recently repaved parking lot at the coliseum had a lot more grip this year. We were able to give everyone ten runs and finished up around 3:00 pm.

The first event results were very interesting. Go to the chapter website to see the results at www.nybmwcca.org. Some players from past years came out showed us that they still have it in them. In some classes, times were very close between first, second and third. And to the novice drivers, keep up the good work – with every run your skills will improve and your times will get better.

Have a great Autocross season everyone.

André

Photos by Mike Allen



Jay at the start in his '89 325i



Heidi waits at the start



Paul looks for the next gate



Jay dashes through the cones



Marusia tries to hold the line



Arvin moves to the finish line



Marusia slices past the apex cone



Ron finds the line in his 2000 Z3



Tony G. in his wicked 320i

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EuroMeccanica, Inc. was started by Michael Shiffer in 1991. Michael is a tech advisor for NYBMWCCA and EuroMeccanica hosts their annual Beach Party, where dozens of BMW owners and enthusiasts converge to learn more about their cars. The shop's atmosphere is warm and open. Questions and input from our customers are welcome, and we make every effort to explain what we are doing to your car, and why.



Race car preparation:

- Installation of roll bars, harnesses, racing seats, fire systems and other safety devices
- Suspension modification, such as coil-over conversions, larger sway bars and urethane bushings
- Chassis stiffening and reinforcement: Bolt-on engine modifications, such as cams, cold-air boxes, exhaust systems and larger radiators
- Fuel cell installation
- Two-way radio installation



2012 New York International Auto Show

By André Noël

Photos by André Noël
and Jerry Goldstein

The BMW Car Club of America was well represented at the 2012 New York International Auto Show. More than 100 CCA members and 75 guests came from as far away as the Baltimore/DC area for our host Larry Koch and his friends from BMW USA. On Saturday April 7, they presented the new M5 and M6 as well as the 640i Gran Coupe, and the X1, a car (actually a compact luxury SUV or SAV) that has finally arrived in the US. Worldwide, the X1 has been selling faster than BMW can manufacture. Also on display were the i3 and i8, BMW's Efficient Dynamics electric/hybrid cars (the i8 was featured in the movie "Mission Impossible 4").

Matt Russell, the current M brand manager was as excited as any of his guests at the show. With the 2013 M5 and M6, BMW once again increased the horsepower and torque over the outgoing V10, with a multiple turbocharged V8 that increases efficiency while also making the new F10 M5 just a little bit quicker to 60 mph than the E60 M5. More efficient. More weight. More interior space. More speed. And of course, more money. And yes I want one.

Brian Carey, brand manager for the 6 and 7 Series was on hand to introduce the 640i Gran Coupe. An all-new 4 door coupe? Yes, I think BMW is playing catch up with Mercedes and Audi, but as long as the 640i drives like "The Ultimate Driving Machine", Brian and BMW will sell a fair amount of Gran Coupes.

continues

Photo: BMW representative Larry Koch addresses club members

BMW i.
BORN ELECTRIC.



Juergen Urban, X1 brand manager, was pleasantly honest when he said BMW wanted to bring the X1 to the US market sooner, but worldwide production could not keep up with demand. Every car manufacturer knows how much America loves their compact SUV's (I'm sorry SAV's), so there was no way BMW would introduce a SAV to the US market if they



2013 M6 Convertible

i8



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could not meet demand. And I would concur, since I noticed quite a few X1's on recent trips to Canada, and even the Caribbean. But unlike the 1 Series, which is also sold here in limited model offerings, the X1 has a luxury market, where BMW likes to be selling cars in the US.

The i3 and i8 Concept cars were on display, and though they seem poised to go on sale any day now, they are still in full road test mode. To show their commitment to putting electric cars in customer's hands, BMW started leasing the MINI E all-electric cars. Now we will probably wait until BMW completes another round of selective leasing of their all-electric ActiveE 1 series to see if their 'i' line running gear is ready for consumer sale.

Efficient Dynamics, a major concept of electric car technology has already brought Start-Stop (a feature that conserves fuel) to both BMW gas and electric powered engines, an example their brand managers cited of how Efficient Dynamics improves all BMW model lines. They said the cars would be for sale soon, hopefully not after everyone else has one on the market, a replay of the Gran Coupe. The i3 and the i8 are statement cars, and I hope BMW does not come to the electric car party too late.

On a superficial level, even in this day of digital media where any image is right on your laptop, iPad, tablet, or smartphone, it would have been worth going to the car show just to see the new colors BMW is playing with. Last

year BMW USA sold 20 Frozen Black M3s in less than thirty minutes and that color alone got quite a buzz – but you had to see it in person to say “a-ha”. At last year's show Mercedes and Lexus also presented a type of frozen paint with no plans of wide spread availability; however, BMW displayed a Frozen Blue, Frozen Gray, Frozen Bronze Metallic and tested the waters with the 20 Frozen Black M3s. What colors. Some things you just have to see for yourself. Until next year, when we'll see what's next at the 2013 Auto Show. *(Color photos on back cover.)*



2013 M6 2-door Coupe



2013 X1

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(Rain date: Sept. 23)

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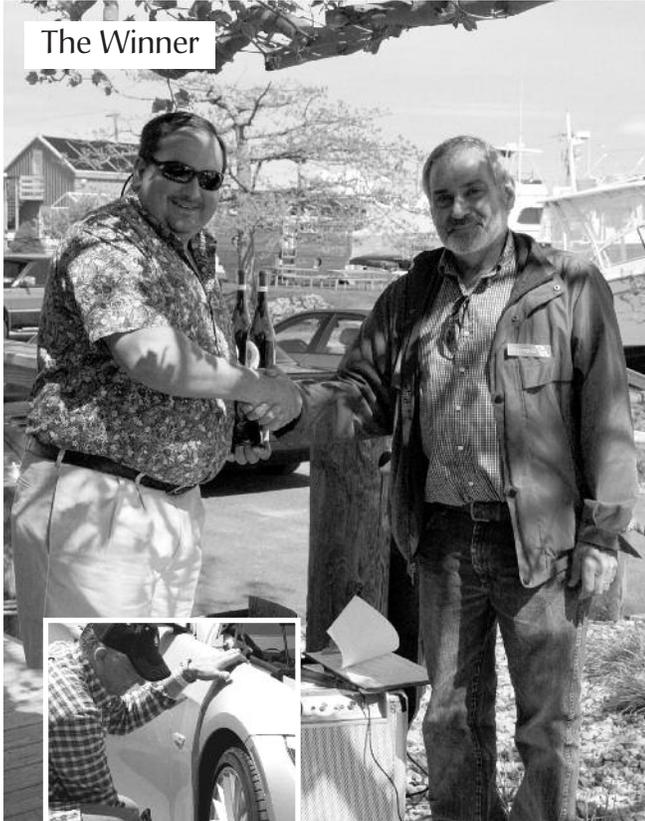
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The Winner



The Shine



The Dine



The Wine...

Rise and "Dine & Shine"

The 3rd Annual Dine & Shine at A Lure Seafood Restaurant

By Andrew Geraci

The main difficulty with having a car show on the 6th of May is that the 5th of May is the day before. Going to a Cinco de Mayo party the day before you have to do something important is not the best idea. And I do mean important, as my journey to this particular show began over two years ago.

The Geraci household is one full of 2002's. My father, Steve Geraci, has owned the same 2002 tii since before I was born and both he and my brother raced 2002s for many years. Having all my house projects completed, and a patient wife by my side, I felt it was time for my '02. In April of 2010 I found mine; a 1973 rusty basket case. I spent the next two years doing a frame-off restoration on the car (a 2002 does not have a frame but you get the idea). With the exception of the soda blasting, paint and engine block machining, all work was done in my garage with help of my father and some friends.

So now that you have the backstory, fast forward to May 5th, 2012. I had prepared the car for the trip from my home in Connecticut to the



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event on Long Island. It was now time to go to a friend's to celebrate one of México's favorite holidays, but in moderation; after all I was taking my pride and joy to its first show ever. Well that did not go quite as planned; tequila is very mean. I awoke the next morning and caught the 8 am ferry from New London. ANSA exhausts and rocking boats do miracles for hangovers, but I was determined to bring my masterpiece to the event, and that is exactly what I did.

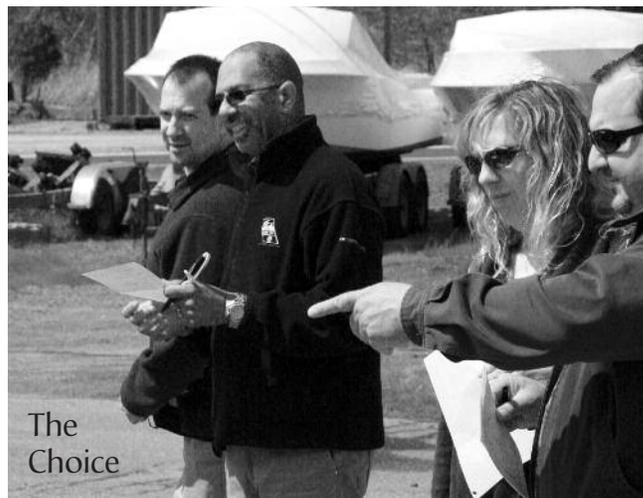
As usual, my father organized the event and selected an excellent venue. A Lure catered a superb meal and provided an elegant atmosphere. Once again Jerry Goldstein saved the day lending a hand as well as taking care of photos. The weather was kind to us which made enjoying each other's cars and A Lure's view of the marina and Shelter Island across the Peconic Bay that much easier. All participants received a small detailing package and ticket for a drink at the deck-side bar. There was a people's choice ballot and at the end of the event awards were presented to the winners of each category. I myself won best classic. Al Loreto won best M Series with his 2006 M3. Jerry Goldstein won best 1 Series with his 2011 128i. Salvatore Defranco won best 3 Series with his 2011 335i. Tom Voilaro won best 5 Series with a 2000 540i. And finally Mike Navarra took Best in Show with his 2002 M5.

So what did I win for all the effort? A nice bottle of wine; maybe I'll save it for Sangria next May 5th.

Photos by Jerry Goldstein



The Package



The Choice



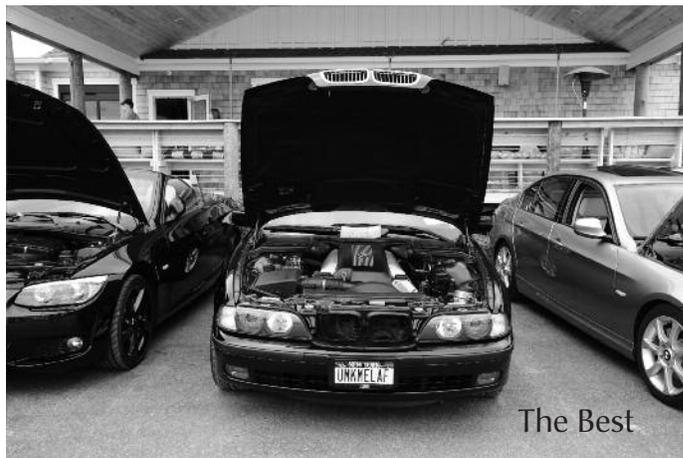
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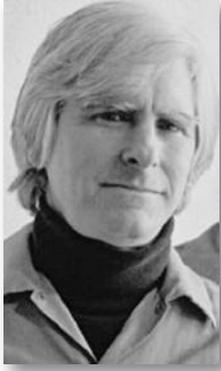
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Registration closes on July 28, 2012.



The Torque-Talking Tech

In 1987, BMW offered two nearly identical E30s: the eta-engined 325E and the faster 325i. The major difference seemed to be the engines' horsepower rating: 121 vs 168. This sounds like a huge thing, but the performance numbers don't reflect a 39% increase in power. The "i" engine car is quicker and faster than the E, but not 39% faster -- not even close! A large part of its

modest performance advantage is due to a lower rear axle ratio. With the same rear end, the acceleration would be even closer between them. When looking at the two engines it is easy to see why: They are variants of the same engine, the M20. Their weight and external dimensions are identical, they share most of their parts, and blocks and heads can be exchanged between them with minimal adaptation. The differences are subtle; the eta engine displacement is actually a little larger than the "i" (2.7l vs. 2.5l), while the compression is higher on the "i". The "i" has a shorter, stronger crank, stiffer valve springs and slightly larger valves. Otherwise, they are essentially the same engine. So where does all that extra horsepower come from? Well, it is basically arithmetic. The eta motor's horsepower peaks out at 4250 rpm, while the "i" has its horsepower peak at 5800 rpm, which is a little better than 36% more. As both engines have almost the same peak torque rating (170 for the eta; 164 for the "i"), and horsepower is basically torque times rpm, the horsepower difference comes almost entirely from the "i" engine's higher revs. On paper it looks massive; when driving, not so much...

Horsepower is a term that we all know, but what do we really know about horsepower? It is inevitably used to compare performance cars, and I believe it is the most abused and poorly understood word in the motoring lexicon. To make it easier to understand horsepower, I'll start with its close relative, torque. For illustration I am going to rely on the automobile's close relative, the bicycle.

Torque means twist, or rotational force. We measure it in foot-pounds (lb/ft). An easy way to understand this is to think about standing on the pedals of a bicycle with the cranks horizontal. With the brakes locked and somebody holding you up, transfer all your weight to the forwardmost pedal. If you weigh 100lbs and your cranks are 12" long, you are exerting 100lb/ft of force on the chain ring. This is interesting, but not especially helpful since you aren't going anywhere with the brakes locked. What gets you down the road is the application of torque all the way through the rotation of the cranks. This number changes as the angle of the crank changes. For example, when the cranks are vertical, putting all your weight on either pedal exerts no rotational force at all. When the uppermost pedal is a little forward of top dead center, your weight starts driving it downward with increasing power until the crank is horizontal, when the power starts decreasing.

Standing on a horizontal stationary crank is static torque, since the load doesn't change. Pedaling is dynamic torque, as the load changes a lot over each revolution. Engine torque is dynamic, as the combustion pressure which pushes the pistons varies over

each rotation of the crank, just like pedaling. Engine (or Brake) torque is a measure of an average of the forces acting on the crankshaft through one complete revolution.

Let's go for a ride. Accelerate from a stop. At first, you put a large amount of weight on each pedal in turn to get you going. In seconds, your feet are going around at a comfortable rate, and it takes less force to cruise steadily than it did to get you up to speed, so you sit down. Now you are going down a hill. The same effort it took to maintain a steady speed on the flat will get you accelerating downhill, up to the point when the pedals are going around too fast for you to keep up. If your bike has more than one gear, you upshift to keep the crank speed comfortable. Going up a hill is just the opposite: you either increase your effort (stand on the pedals, perhaps) or you downshift to avoid the cranks slowing down to the point of discomfort. Clearly there is a range of crank speed (typically 50-80 rpm) which is comfortable. Too slow means you have to work too hard, while too fast means you waste energy just trying to keep up with the pedals.

Engines are the same way. There is a range of rpm where the average torque per revolution is higher than when the crankshaft is turning faster or slower. When an engine is described as having peak torque of 170lb/ft at 3250 rpm, that means that at that speed, the power generated around the rotation of the crankshaft at 3250 rpm is higher than at any other speed, even if the static torque might be higher at lower speeds. Going back to the bicycle, you can keep all your weight on a pedal for a large number of degrees of rotation if the pedal is rotating slowly (too high a gear or pointed uphill, e.g.), but the higher static torque is more than offset by lower torque available to get the cranks through and past the vertical when one foot is near the bottom of its stroke and the other is still behind the point where you can transfer all your weight to it.

So what does all this have to do with horsepower? Well, torque is two-thirds of horsepower. The third factor, the one that turns torque into horsepower, is time.

Torque is a measure of force (pressure is another one, often measured in pounds per square inch, or psi). Force has two components: load (usually weight) and distance. Work is force over time. Horsepower is the most familiar term for a measure of work (another, by the way, is watts). A hammer blow is a force which can be measured in pounds per square inch. Multiply that by the number of blows per minute and you know how much work the hammerer can do.

Likewise, if you know how much torque an engine produces at a given rpm, you can calculate the horsepower at that speed. Peak horsepower, however, is a more complicated thing. What it is and what it means (and what it doesn't mean!) will be the subject of the next column.

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