



Die Zugspitze

nybmwcca.org
BMW Car Club New York Chapter

The Year of the Oh-twe!

*The Moose is
Loose!*

*Driver's School
at Poconos*

*It's 29° degrees outside,
time for the NY Chapter Beach
Party!*

*NY Chapter Voting Opens!
See election ballot in this issue*

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Vote for the events you'd like to see in the Year of Oh-Two

In our preparation for each year, the NY Chapter board tries to develop programs and events that interest as many members as possible. However we are not always successful in our efforts. We want to hear from you !. We created a web based opinion poll on Yahoo that allows you to tell us what event interests you. The selection includes road rallies, technical sessions, driving schools and numerous social events, perhaps there is something that you want to see and we are not aware of. Go to :<http://groups.yahoo.com/group/nybmwcca> click on the link for "POLLs" and place your vote, if your favorite event is not listed, then drop us a line at events@nybmwcca.org or call us on the NY Chapter Hotline 1-631-821-2002.

New Classifieds Posting Policy

All ads placed in the classifieds section of Die_Zug_Spitze will run for a period of one issue (2 months ONLY). In addition, your ad will appear on the BMW CCA NY Chapter website for 31 days and will expire automatically. The classifieds can be submitted using the form on the site : http://www.nybmwcca.org/add_classified.shtml or to send advertisements via e-mail: webmaster@nybmwcca.org

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Rallying - the real deal !

By Matt Harris

You hear the word rally and you think of econoboxes with at least 20 headlights, big tires and bold graphics. You see images of these cars on Speedvision wailing through (and sometimes into) the woods at break neck speeds. This sport is hot, dirty and defiantly not for the faint of heart.



What if I told you that I want to rally a low mileage, irreplaceable M3? I would do it in a brand new 5 or 7 Series if I had one. Now you really think I am off my rocker, don't you? Well that's still up for discussion but one thing isn't, there are many types of rally that are the more car friendly and not dependant on speed to win.

The most competitive of all the pavement rallies are called TIME-SPEED-DISTANCE rallies. The jist of these rallies are to follow a set of directions at a certain speed and cover the whole distance in a certain amount of time and mileage, hence the name. First of all, this is not a race. I think that more of us will have difficulty keeping at the posted speed (all rallies are conducted at or below the posted speed limits) than completing the event. The second thing is following the course; you need a co-pilot to read the odometer, a stopwatch and a map. These events are timed down to the split second and can be competitive in nature.

The other types of rallies are called Gimmick rallies or fun rallies. These types of rallies are lot more enjoyable for the novice and a lot less competitive than TSD rallies. One type of fun rally is called a poker run. You are given a route (usually very scenic) with 5 or 7 checkpoints to pick up cards that will make up a "Poker Hand". Once all the cards are picked up you show up at the finish for an awards presentation, which is usually held at a restaurant or bar. There is a minimal per car fee to make the "pot" for the "Poker game" and that's usually what you win for having the best hand. Many entrants will donate the winnings to the charity of their choice, which especially now is a nice gesture.

The great thing is that there is no bonus for being first or last to arrive at the final checkpoint. Without the rush you can enjoy the company of your travel companion(s) and the scenery around you as you follow the route laid out by the rally master. The rally master's main job is to find nice roads to plan out the rally route. There are some beautiful, yet unknown roads in the metro NY area for us to enjoy.

One other type of fun rally is an odometer rally. The basics are to make it from one checkpoint to another in the shortest distance possible. With a detailed map and a good copilot this too can be challenging, but fun.

There are so many other types of rallies that I could go on for days. There is one thing that all fun rallies have in common. You can use any car that is road worthy and still have a great time. Handling and power is not the most important thing, this is about you, in your car, enjoying a scenic ride. Next year there will be some rallies presented by the NYBMW-CCA. The chapter has not run one in the recent past so this is type of event is pretty new to me. I am looking forward to running in one. Hope to see you there....

The Year of the Oh-Two

As a fitting tribute to the venerable BMW 2002, we will feature an article in each issue of Die Zugspitze during 2002 on the BMW 2002. Each article will walk you through the history of the model as well as tips and techniques on buying, maintenance and restoration. If you have an article or tech tip, send it in via e-mail: editor@nybmwcca.org.

What to look for when buying a 2002 By Ben Thongsai - www.bimmers.org

When shopping for an '02, the condition of the body is the most important thing to consider (read: watch out for rust!). Most importantly, check for rust on the rear shock towers (the humps inside the trunk), the floor under the driver's and passenger's feet (esp. on '76 cars), the rocker panels, the spare tire well, and the frame supporting the gas tank. These are the most important/expensive areas to fix on the car. Rusty rear shock towers can and do collapse, creating a rather interesting situation. The rocker panels are an important structural part of the car and should be sound. Fenders also rust, but they are relatively cheap and easily replaceable. The doors, hood, and trunk are also easily replaceable, though new parts are now quite expensive. The frame rails connecting the front crossmembers to the floors should also be checked for rust.

The engine should be checked for excessive smoking due to oil burning, excessive valvetrain noise, and sludge build up when looking under the oil filler cap. The aluminum bits inside should be clean and shiny, or maybe light brown. Beware of black or gummy parts inside.

Large amounts of sweet-smelling steam coming from the tailpipe upon initial start-up usually indicates a cracked cylinder head, or sometimes a leaking head gasket. A common older BMW problem is blue oil smoke coming from the tailpipe while coasting down off throttle from high speeds. This is an indication of bad valve seals and worn valve guides. This problem is liveable, just as long as the oil level is checked regularly. Lots of crankcase blowby is an indication of loose rings, and is often accompanied by oil smoke from the exhaust while idling and accelerating. The lower end of these engines are tough, and it is usually the head that needs the most work during rebuild time. Rocker arms and shafts suffer from wear and usually need replacement if the head has over 100,000 miles on it. Valve guides almost always need replacement as well.

The Kugelfischer injection system on the tii is a very robust and very well engineered system. Often, the pump will be blamed for performance problems, but the distributor and injectors are usually the cause. Also, the "if it's running well, don't mess with it" rule should be strictly followed concerning the tii injection system.

The 1 barrel Solex carb on the pre-'72 2002s are very simple to work on, and are also very reliable. Any problems here are usually caused by dirty jets and worn throttle shafts. The 2 barrel Solex found on '72-on 2002s, however, are a different story. This carb seems to be prone to parts working loose, poor driveability, and general fuel delivery problems. They can be made to work properly, but usually require a lot of tinkering and maintenance to keep it that way. A popular conversion is to replace the 2 barrel with a Weber 32/36 DGV. This requires a bit of grinding on the manifold to match the ports, but the result is slightly increased performance and improved reliability. See the engine Carburetion Performance for more details on aftermarket carburetion options.

Manual transmissions are reasonably tough, as well as the clutch. The only usual problems are bad second gear synchros and possible a loose output flange or bearing noise. The last two are rather serious problems, the first a common problem that most people just live with. The loose output flange problem affects all pre-'76 cars, before BMW improved the design of the output shaft and flange. By now, most cars have had their transmissions rebuilt, with the new style shaft and flange. A little bearing noise is acceptable, but excessive noise is usually a sign of impending failure, usually of the rear layshaft bearing. New bearings are now roller bearings, instead of ball bearings, which can withstand greater loads.

Differentials are usually reliable. Problems here are seal leakage, whining, and broken spider gears. Seal leakage problems are almost universally common, and should be left alone. Minor whining is also common, and should be left alone. Broken spider gears are not all that common, but do happen. The result is that the differential becomes locked, and no longer allows a speed difference between the two wheels. Installing a used differential is the simplest remedy for this problem.

1968: This is the first year for the 2002. 1968 cars have the plain trim, with only the upper chrome molding, simple chrome bumpers, and a simple (spartan) interior. The cars have round taillights and the silver/black combination metal grille. These early 2002's have the older style brakes with two-piston front calipers and smaller rear drums (for the first 200 or so cars. The rear axle uses the long-necked differential with sliding type universal joints, though many have been upgraded to the newer style by now. Emissions equipment consisted of an air pump, although it may have been stripped off sometime during the life of the car. Stock, the engines used a simple, bulletproof one barrel Solex carb.

1969: Same as '68, but the brakes were upgraded to 4-piston front calipers. A new style (short neck) rear axle was incorporated with regular style CV joints. Some miscellaneous interior trim was also upgraded.

1970: Same as '69 for the most part.

1971: Same as '70 for half a year, then a minor facelift occurs. This includes the addition of the mid-section side rubber molding and rubber strips in the bumpers. The instruments were updated in appearance, and the dash and console were also updated slightly. Engine and horsepower levels remain the same as previous years. See the engine specifications section for more details.

1972: The 2002tii makes its appearance in the US. Tii stands for Touring International, injection. The touring international (TI) designation was used to denote the higher performance version of a model, and the extra "ii" was added to denote the existence of fuel injection. This model has Kugelfischer mechanical fuel injection, higher compression (9.0:1 vs. 8.5:1), larger intake valves (46 vs. 44mm), bigger brakes (larger front rotors/calipers/pads, larger rear wheel cylinders, and larger master cylinder/brake booster), and stronger suspension components (strengthened control arms, spindles, hubs). Also, it came with 1/2 inch wider wheels (5X13 vs 4 1/2X13). The fuel injection and higher compression are good for a 25-30HP increase over the carburetted version. Otherwise, it is the same as the regular '02 in appearance, save for the badge on the rear. The carburetted '02 stays the same as the late '71 for half a year, then the engine gets a major revision in emission controls. A new style cylinder head is used (referred to as the E12 head, whereas the earlier ones used a 121 or 121TI head), with a different combustion chamber shape, and bigger valves (46mm, same as tii). A two barrel Solex carb is used, as well as EGR, and the air pump is dropped. This improves performance slightly. The tii gets the new head in mid-'72, combined with aluminum intake runners (121 head tii's use plastic intake runners) but all else stays the same.

1973: Same as '72, except the bumpers are extended outward slightly to meet U.S. bumper regulations. Slight changes in interior switch placement/trim.

1974: A major facelift occurs. The taillights are changed to the rectangular variety, big aluminum impact bumpers are installed to meet US federal regulations, the front grillework becomes black plastic, and the interior is upgraded with newer style upholstery and an slightly updated dash/instrument cluster with fake wood grain surround. The turn signal stalk is moved to the left of the steering column, whereas previously it was on the right. The carbureted engine is pretty much the same as the '73, but the EGR (exhaust gas recirculation) system becomes a little bit more complicated/sophisticated. The clutch is replaced with a 215mm diameter unit on carbureted cars, the tii retains the previous 228mm unit. The tii gets the same facelift, the fuel delivery curve is modified, a vacuum retard mechanism is added to the distributor, and a deceleration control valve is added. Last year for the US tii.

1975: Same external appearance as the '74 cars, but the engine gets saddled with full emission controls. Thermal reactor, air pump, EGR, lower compression are all on this car. Seats are slightly redesigned, similar to those used on the 320i.

1976: Same appearance as '75, but emission controls lightened up for 49-state (non-California) cars. Thermal reactor is gone, as well as the EGR but air injection is still used. Rear axle ratio is lowered on 49-state cars to improve acceleration (3.9:1 vs 3.64:1) at the expense of top speed. 49-state cars get a new cylinder head (designated the E21 2.0), the same one used on the '77-'79 320i, with a special emissions-oriented camshaft. California cars identical to '75.

Automatics: Automatic transmissions came only on the carbureted cars, from '69 to '76. These are reasonably reliable units, but are not very desirable due to the fact that they cut performance and the sporty feel. But these cars came with a wider transmission tunnel to accommodate the auto trans, and are therefore good candidates for 5-spd conversions. (all of the later model transmissions are wider than the '02's 4-speed)

Turbos: Turbos were built in 1974 only, by the factory, at least, and were never officially imported into the US. Touring (hatchback '02s) were built from '71 to '75, and were never officially imported either. Ditto for the Baur-converted 1600/2002 Cabriolets. Through '71, there were full-convertibles, mainly being of the 1600 variety, then from '72-'75, they were targa-topped, with a removable metal roof section over the front seats, and a soft fold-down rear window. All of the targa models were 2002's.

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'96-'99	M-3	Stage 4 Software, Cold Air Intake, Air Flowmeter, Throttle Body	\$2141	4.5 Hours
'98-'00	M-Roadster & Coupe	Stage 4 Software, Cold Air Intake, Air Flowmeter, Throttle Body	\$2191	4.5 Hours
'99-'00	323i/ci & 328i/ci	Stage 2 Software, Cold Air Intake, Free-Flow Exhaust	\$1597	5 Hours
'96-'01	540i	Stage 2 Software, Cold Air Intake, Free-Flow Exhaust	\$1997	6 Hours
'00-'01	M-5	Stage 1 Software, Free-Flow Exhaust, Cold Air Intake	\$3796	7.5 Hours

*Auto Trans. Software & Labor Costs additional



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The Moose is Loose!



Steve is presented with the Dr. Safety award by Steve Geraci

The Moose is outta here. After several years in the New York Chapter the venerable Dr. Safety has decided to move on! Dr. Safety is one of the many names that Stephen Musolino goes by, most affectionately is known as a friend of the chapter. On December 15th, we gathered at Paparazzi restaurant in Westbury to celebrate our friendship for Stephen, the holidays and tell the most embarrassing Musolino story we could think of.

Stephen has served as the Vice-President, Chapter President and Driver Safety Coordinator for all the driver schools held by the New Chapter. If these responsibilities were not enough, Stephen has actively recruited a lot of the

new blood that is involved in the running of the New York Chapter. I can personally state that he was instrumental in moving this editor from a mere car enthusiast to running the newsletter since 1998. During my tenure as editor, Stephen Musolino and Steve Geraci have been very supportive to me while we transitioned the newsletter from one editor to the other. Stephen is not leaving but rather has decided to view the club from a member's perspective. He will continue to coordinate our driver's school programs.

The party began with current Chapter president Charles Karnati thanking the staff of the board and the attendees of the dinner. Many members

spoke frankly on their experience with the "Moose". The evening progressed with the evolution of the infamous Musolino 318i track car that seemed to have moved around the NY Chapter BMW family quite rapidly. Fred Pfaff ended the story telling as hopefully the last owner of the Moose mobile. Steven Geraci gave the Moose his honorary NY Chapter plague celebrating his infamous title, "Dr. Safety" View all the Chris-Moose party photos on our website www.nybmwcca.org

Custom "Chris-Moose"/NY Chapter Logo shirts are available, if you are interested send \$10/per shirt \$3.50 for shipping to: BMW CCA NY Chapter PO Box 607 Westbury, NY 11590



Charles Karnati opens the show !



George and Trish Diaz enjoy dinner.



The Fischthals making the rounds.



The two Steves, Loretta and Kathy.



Fred Pfaff tells his Moose story !



Rose Burke, Rich & Jeanne Wayne



Anthony Howell caught on his 3rd helping !



Doug, Karla, Betty and Howard chatting

Classifieds • Parts • Cars • Miscellaneous • Classifieds • Parts • Cars • Miscellaneous



- E36 M3 M Double Spoke II (Style 39M) wheels 1 front wheel (17x7.5) with Michelin MXX3 and 1 rear wheel (17x8.5) without tire. Slight curb rash. Good for track set. \$500 Long Island, NY, 516-384-1624, Mark Contact Mark Scagliola (mscag@villagenet.com). Posted on 12/19/2001
- E38 BMW Rubber Floor Mat Set BMW factory rubber floor mats front and rear for E38 7-Series. Black. Used 2 winters, good condition. \$30. mike@325Ci.com / 516-656-5556 Contact Mike Choi (mike@325Ci.com). Posted on 12/13/2001
- Black Beauty 1998 323is VIN WBABF7329WEH40493, 2 Door, Jet Black, Sand Leather, 5 Speed, Sunroof, Power Windows and Locks, Alloys, 19,300 miles, non-smoker, never raced, 100,000 mile BMW Certified, showroom new inside and out, never has seen snow or salt, \$24500. Amarillo, TX, 806-679-4126, Ken Contact Ken York (kyork23@amaonline.com). Posted on 12/10/2001
- 318 Stainless Steel exhaust 318 Stainless Steel Exhaust system, cat. back, complete, cost over \$600.00 new, low miles, very good cond. \$200.00. Steve Geraci, (631)567-8777, bimmerbasement@hotmail.com Contact Steve Geraci (bimmerbasement@hotmail.com). Posted on 12/5/2001
- E-30 Stress bar. E-30 Front Stress Bar, complete, good condition, \$100.00. Steve Geraci, (631)567-8777, bimmerbasement@hotmail.com. Contact Steve Geraci (bimmerbasement@hotmail.com). Posted on 12/5/2001
- 318 Stahl Header 318 Stahl tubing header. New, never used. \$150.00. Steve Geraci, (631) 567-8777, bimmerbasement@hotmail.com. 4 Contact Steve Geraci (bimmerbasement@hotmail.com). Posted on 12/5/2001
- Bimmer Basement/2002 parts THE BIMMER BASEMENT-The source for 2002 parts and info. Contact us for current updates on recent acquisitions of parts/cars. We also buy/trade cars, parts, etc. FREE toolbox magnet business card on request. (631)567-8777, e-mail: bimmerbasement@hotmail.com. SEE OUR SPECIALS LISTED ON BIMMERS.COM (02 page/FOR SALE). Contact Steve Geraci (bimmerbasement@hotmail.com). Posted on 12/5/2001
- BMW 635CSi 5spd for sale in Massachusettes. extremely clean, very peppy, Aftermarket high performance wheels and tires, E-mail for pics. \$9,500 OBO 136,000miles Contact Sean Joyce (maryannyj@aol.com). Posted on 12/4/2001
- WANTED: REAR DIFFERENTIAL NEED A REAR DIFFERENTIAL FOR A 1994 318is contact e mail if possible. Contact Josh Wainman (EgGalaxy22@hotmail.com). Posted on 12/3/2001
- 1995 540i with New Factory Engine/ 1995 540iA, VIN WBAHE6328SGF31364. Only 71,000 miles on car. New BMW Engine from dealer in last 1,500 miles. (The car was driven sanely and maintained religiously, the replacement was a result of the Nikasil problem.) Very clean and well maintained. All service records available. Oxford green/tan leather. Factory CD changer, new Michelins, keyless remote entry, always garaged, memory drivers seat, sunroof lumbar support, etc. \$19,500. Will deliver anywhere in continental US. Texas car: no rust 254-694-0095 (Whitney, TX) bschift@txun.net Picture at www.txun.net/users/bschiftner/bmwad.jpg Contact brett schiftner (member # 72253) (bschift@txun.net). Posted on 11/27/2001
- WANTED: Factory Rear Wing for E36 M3 looking for factory wing w/light for E36 M3. Must be in excellent condition, for reasonable price, prefer arctic silver. Please call 845-343-4050. Contact Mike Malarski (celtic29@pioneeris.net). Posted on 11/24/2001
- 1985 M 635 Vin# WBAEE310501051296 1985 BMW M635 Euro, (286HP) 80k Miles, Polaris silver, anthracite interior with leather seats M Technics skirting & spoilers. Serviced with Mobil 1 every 3,000 miles. Garaged entire life, last seven under cover with very little use. No track time or performance modifications. All documentation, going back to the factory. Very good original condition throughout. \$17,000 or trade for 5 series of equal value. 203-929-3406 or fgschep@yaho.com CT. Contact Frank Schepp (fgschep@yaho.com). Posted on 11/24/2001
- '99 BMW 540i 6 speed
40k miles, jet black, black interior, new tires, excellent condition, Xenon, ski boot, heated seats, DSP - \$38,700. Car is located in Baltimore, Maryland. Contact Phil Karp (bmw4sale@philkarp.com). Posted on 11/20/2001
- Z3 for SALE 1998 Z3 2.8, 5spd. Near Mint, titanium/Black leather, 22,000 miles, Dealer Serviced/Records, Chrome Gauge trim, Prem Sound, CD Changer, Heated Seats, Trunk Pockets, etc. All BMW components. Garaged year round. Bagged in winter-no salt exposure. \$25,500. Rockland County (917)853-2355 Day/Eve/Message Contact Frank Sirianni (FrankSirianni@att.net). Posted on 11/20/2001
- For Sale-Misc. 6 series parts Misc. E24/6series parts for sale! Front end bumper pieces(77-87),rocker panel moldings(77-89),trunk liner sections(77-89), aluminum front strut/stress bar(77-82),driver's-side window regulator w/motor(77-87),passenger side rear window regulator w/motor(77-87),center console(blk) w/ashtray no lighter(77-87),colgan front bra(for 77-87 w/ front spoiler),OEM Jack,5 series/E28(82-87) starter(used), Late style new Glove-box flashlight(blk)!Sincerely interested-Email FEATHERLIGHT@webtv.net for prices/pics;buyer to pay for shipping...stay well... Contact L. I. Atrayue M. Sunn (FEATHERLIGHT@webtv.net). Posted on 11/20/2001
- 96 318i 4 sale black 4 door with black interior, 5spd, sunroof, pw, pl, fog lights, new 17" Mcontour wheels, 93k, very clean, asking \$16,000 Contact Sergio (sagopian@bloomberg.net). Posted on 11/17/2001
- 1995 540 parts Set of BBS RKII 17x8 rims with 235/45/17 Potanzas \$1100 Supersprint S.Steel ex. sys. \$600 Dinnan chips motor&auto.tranny \$300 BMP K&N cone filter with heat shield \$75 call TOM at (516) 944-7649 Contact Tom Taggard (TIP TOP44@AOL). Posted on 11/14/2001
- 1983 533i white/navyint,221kmiles for sale,lots of rust and dings,but good engine,tranny,and mpg asking \$1,600obo will deliver within tristate area sherwin (718)7735822; srde28@altavista.com Contact sherwin de shong Posted on 11/12/2001could get back to me on this subject..... Contact Jaclyn (scbernie@dotnet.com). Posted on 11/7/2001



NEW YORK CHAPTER BMWCCA

2002 Driver School Application Pocono North Course - Friday April 26th, 2002

- **Applications** must be submitted in writing on this form at least ten days prior to the event. Postmark date determines priority for school admission.
- All drivers must hold a **valid drivers license** to participate. Include a copy with this application.
- All cars must be **insured**. Please include a photocopy of valid insurance card.
- All cars must have seat belts. These restraints must be identical for both front seats.
- **Helmets:** Snell M95 or SA95 rated are the minimum requirement. Full face helmets recommended. Students must have their own helmets. **NO LOANER HELMETS AVAILABLE.**
- **Convertibles**, trucks, SUV's Vans, rental cars and motorcycles are not allowed in this event.
- Cars must be inspected by a qualified service facility before the event. A tech form will be sent to you via mail after your school admission is confirmed.
- Sharing of a car by two drivers is discouraged. Sharing of a single car by more than two students is prohibited.

Guests are allowed but are not allowed in the vehicle during the driving event.

The New York Chapter reserves the right to deny any individual or car deemed unsafe or detrimental to the school event.

New York Chapter, BMW CCA
 Friday April 26th
 Pocono North Course
 Event Fees:
 \$165 for BMW CCA members
 \$180 for non-BMW CCA members
 Questions? e-mail: ckarnati@rcn.com
 Phone: (718) 422-0414 (7pm-10pm only)

Refund Policy:

A refund minus a \$25 administration fee will be given for cancellations made three weeks before the event. Cancellations within three weeks of the event will be considered for refund only if your place is successfully filled by someone else. Cancellations within the last week of the event are not eligible for a refund.

Name _____ BMW CCA # _____
 Address _____ E-Mail _____
 City _____ State _____ Zip Code _____
 Phone (H) _____ (W) _____
 Car (Make/Model) _____ Year _____ Color _____
 Will this car be shared? (Y/N) _____ By whom: _____

Mail the following:

- Completed application
- Check payable to: BMW CCA NY Chapter
- Copy of valid driver's license and proof of insurance

Mail the package to:

Charles Karnati
 230 Jay Street #16H Brooklyn, NY 11201

List your driver's school experience (List track name and number of days)

As Chapter president, I will strive to open up the doors to have more members get involved with not only our programs, but those offered by National. We have a great chapter now. It will get even better when YOU jump in and join us.

NY Chapter.

With this in mind, I would like to declare my intentions to run for the presidency of the is not a requirement to enjoy the benefits offered by our club, it sure does pay dividends. ment is a two way street. The more you give the more you get back. Even though giving are there for all our members, who choose to avail themselves of them. Club involve- passion for BMW's, cars, driving, and just plain having a good time. These opportunities skills. I have met many new people, who I now call friends. These friends share my During this time I have reaped great enjoyment from my club experience. There have been numerous opportunities to learn more about my car and improving my driving. It has been my good fortune to be associated with the BMW CCA for over six years.

Member since:

1995

Former Position:

Member at Large, 1998

Concour Chairman,

1998 - 2001

Current Positions:

NY Chapter Secretary, 1999 - 2001

Steve Fischthal

Nomination for NY Chapter President

BMW CCA NY CHAPTER
PO 897 UPTON, NY 11973

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