

DieZugSpitze



September - October 2003



The Good, The Bangle and The Ugly

Chris Judd's 1938 327 Cabriolet

The Good, The Bangle and The Ugly

8th Annual Great Marques at Old Westbury Gardens

Chillin' at Watkins Glen with the Patroon and New York Chapter

New York Long Island Vineyard Tour 2003

Street Survival - BMW School for your teenager

Take your BMW to the Beach



BMW Car Club - New York Chapter
nybmwcca.org

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New York BMW CCA Car Club Presents

8th Annual Great Marques at Old Westbury Gardens

Concours D'Elegance

To be held on the
grounds of the Old
Westbury Gardens in
Old Westbury, New York

Sunday Sept. 7, 2003

Gates Open at 9:00am

Rain Date September 14, 2003

Judging starts at 11:00am



This event will feature BMW, Porsche and Aston Martin Cars

*Owners of cars not competing in the Concours will be directed
to a special exhibit area for public viewing.*

Bring the family and your camera

Directions to Old Westbury Gardens:

From The LI Expressway: Take exit 39S (Glen Cove Rd.) follow the Service Road east for 1.2 miles, turn right on to Old Westbury Road and continue 0.4 miles to the Gardens on the left.

From The Northern State Parkway: Take exit 32N to Post Ave., go north on Post Ave., make a left on Jericho Tpke. (Rte 25) and a right at the first light onto Old Westbury Road. The Gardens entrance is on the right.

*For additional directions call 516 333-0048 or <http://www.oldwestburygardens.org/>
Contact the Concour Chairman 917-686-0284 email: smf328@optonline.net
for additional information*

Name _____ Email _____

Address _____ City _____ State _____ Zip _____

Telephone Number _____ Make _____ Model /Year _____

*Check for \$35.00 enclosed, payable to BMW CCA New York Chapter, Inc.
Mail to: BMW CCA NY Chapter Concours 914 Hewlett Drive, NY 11581
Check the class of the car you are entering: Concours _____ Street Class _____*

The Good, The Bangle and the Ugly

By Auslander

My first car was a used, Lapis Blue, 1982 528e with 50K miles. My intention was to buy a reliable Japanese car but a colleague coerced me to buy the BMW. I was hesitant to buy the E28 sedan as I thought European cars were expensive to fix and carried a yuppie stigma. However, I am glad I was talked into buying it and have owned seven other BMWs over the years.

I had driven the family Buick on occasion prior to buying my first BMW. The Buick was ugly, heavy, under powered and handling was sloppy at best. I was pleasantly surprised with the 528e's balance and handling. Power was barely adequate but the torque of the BMW eta motor was just great. The brakes were more powerful than any car I had driven before and the steering wheel's precise control gave me a great sense of confidence. After a few months of owning the 528e, I found out about the BMW Car Club of America. I soon became a member and enjoyed reading the Roundel every month. Over the years, I became more active in the club and have thoroughly enjoyed myself and met some wonderful people. I read about the awesome E28 M5 in many Roundel articles and admired a few at club events. As much as I liked my 528e, I started an extensive search and ended up buying not one but two

E28 M5. One an 80K mile daily driver/track car, another a 30K mile cream puff.



One of my M5s - to the untrained eye it looks like any other E28.

I think that all the BMW 5 series sedans represent a perfect example of a sports sedan in the era they were built in. No one combines the seemingly contradictory benefits of a sports car and a sedan like BMW. The M5 is a perfect example of this concept. I personally like the styling of the E28 M5 – subtle to the vast majority of the people but distinctive enough so that the savvy BMW fan can instantly recognize the shadow-line trim, the all black bumpers and the single stage M5 only BMW Schwartz paint. Even before I was a BMW fan, BMWs always caught my eye. They had a very distinctive style, I don't know if was the kidney grills or the four round headlights. I really like the visual styling offered by the four separate headlights and the more squarish kidney grills of

BMW made in the 70 and 80s. The E30, E28 and E24 models are still some of my favorite models.

The E34 5 series was a more modern BMW with a lot more chassis rigidity, better engines and ergonomic interiors. The low maintenance M50 engines, the Vanos technology and the 340HP M5 engine proved that BMW's middle name is definitely MOTOR! I liked the styling of the E34 5 Series. BMW was having trouble with the kidney grill shape and size. They changed the kidney grills at least once during the E34's lifespan.



The E34 5 series is certainly a distinctive Bavarian sedan

When the E39 showed up on the horizon, BMW continued its trend with better engines, suspension and interiors. The smooth six cylinder engines were better but BMW finally succumbed to the competition and offered V8 engines in the M5. I think the E39 5 series still has the traditional BMW styling in the rear and the side but the front is somewhat rounded and headlights and grills seem to gravitate

towards the Pontiac GrandAM.

While the ///M division continued to produce awesome cars, they started introducing ricey lingo like the “power dome” and the “signature quad exhaust”. Don’t tell me the quad exhaust is for performance. Dinan did a lot of testing and their upgraded performance exhausts only use the right side of the exhaust and the left side pipes for show only. What happened to subtle modifications like the stealthy E28 M5 styling?



No, this is not a BMW. It is a Pontiac.

Now the E60 5 series is on the horizon. I saw a few of them being tested at the Nürburgring in Germany. I really like technology and can’t wait to experience the more powerful engines and features like active headlights, active cruise control, active suspension and active steering. The new M5 is rumored to have a 500+ hp V10 engine and for the first time BMW is releasing a new car that weighs less than the model it is replacing.

However, when it comes to styling, I think the front of the new E60 5 series is even closer to the Pontiac and not very pleasing to the eye. The

grill has gone from being square to almost elliptical. The sides look unfinished and has no trim at all. The



I don't like the exposed seams in the body panels.

seams in the body panels near the headlights and the tail-lights stand out and distract the eye. The headlights carry over to the sides of the car and look weird. I must admit

that Chris Bangle has continued BMW’s traditions of distinctive styling but he has certainly moved away from the traditional Bavarian design cues. His idea of creating a design spectrum where the Z4 is on one side and the 7 series is on the other end is interesting. He says that all other models will fit somewhere in between the Z4 and the 7 Series in terms of styling. I am a fan of distinctive styling but I also like shapes that are pleasing to the eye. Now, I am not asking for a Pininfarina design but I don’t think a car’s styling should require a 30 minute explanation where the design chief uses phrases that don’t mean anything to me. I know flame-broiled but flame-

surfacing doesn’t ring a bell!

I hope BMW continues making the best engines in the automotive market and



maintains their edge in technology innovations. In terms of styling, I pray that they won’t go from Good to Bangle to Ugly. It is very hard to justify spending \$50,000 on a car when it doesn’t visually appeal to me. I wish the next generation of BMWs will be more pleasing to the eye. Even if BMW’s styling declines to ugly, I am sure I will continue owning BMWs as long as they are enjoyable to drive. However, I warn you BMW – Put a leash on Bangle or my pending BMW purchase may change to a lease!

Yes, the e12 looks dated



and new 5 looks modern. But the new 5 doesn't look like a Bavarian Sedan. It looks more like a hybrid US-Japanese sedan!

What's your opinion?...go the NY Chapter Forums and let everyone know



Coming soon to the NY Chapter!

Formed in April 2002 in conjunction with the BMW Car Club of America (BMW CCA), the Street Survival™ safe teen driving program is designed to go beyond drivers ed to give teens across the U.S. the tools and hands-on experience to be safer, smarter drivers.

Street Survival provides:

- *A hands-on, educational driving experience in real-world situations to teach teens car safety and control in their own cars.*
- *Training about handling limits and car control in the cars teens drive everyday.*
- *Trained and qualified driving instructors in the car with the students.*
- *A wet course to allow students to experience mistakes at a very slow speed. In this class, mistakes are learning experiences.*
- *Challenging driving courses on closed parking lots that allow students to experience abnormal car behavior and learn how to handle emergency situations.*

The BMW CCA Foundation's Role

The BMW CCA Foundation is helping BMW CCA chapters to bring their driving expertise to teen drivers. The ultimate goal is for the Foundation to provide teens with tools to make them safer drivers for the rest of their lives.

The BMW CCA Foundation provides the BMW CCA chapters with lesson plans, organizer plans and instructor plans. The Foundation also provides a portion of the expenses associated with the schools and handles all registration and money collections.

Street Survival Programs - 2003-2004 - Dates/Locations TBD

- ***St. Louis, Missouri • Westfield, New Jersey • Chicago, Illinois • Upton, New York***
- ***West Columbia, South Carolina • San Francisco, California • Spokane, Washington***
- ***Sacramento, California • Lincoln, Nebraska • Washington, D.C. • Louisville, Kentucky***
- ***Memphis, Tennessee • Los Angeles, California***

FAQ's: How do I sign up for a school in my area?

You can check out schools in your area and register for Street Survival electronically by visiting **www.bmwccafoundation.org**, and clicking on "Street Survival."

How long does each class run?

Each school lasts a single day, approximately from 8:30 a.m. until 4:00 p.m. It involves one hour of classroom time for orientation and explanation of the day's activities. We also teach the student the new language they will be using all day. The remainder of the day, the students enjoy a hands-on driving experience with a trained instructor in the car at all times, on a controlled, wet-down driving course.



Great Marques at Old Westbury

By Matt Brod **Break out those Q-Tips !**

The Great Marques at Old Westbury Gardens Concour D' Elegance, or as I like to call it "Cars on grass". This event is advertised elsewhere in this newsletter so I will focus on demystifying this event so that we can see more BMWs on the field. So here is the dirt.

This is a car show on grass instead of asphalt. This event is run in conjunction with the Porsche Club and Aston Martin owners group. There will be some sick Porsches and lots of James Bond type cars on display along with our BMWs.

There are two classes, full concour and street driver. Full concour is where only the anal retentive stand a chance. Did you know they check for dirt **BEHIND THE BUMPER**s and rate you on how clean everything is from grill to talipe? The prep for this involves hours and hours of time, and requires q-tips apparently. Only the very cleanest cars have a chance to compete in this class. Good for those of you with garage queens that never see a bad day, but not for me since I will be on the track two days before at the NJ chapter Driver's school at Lime Rock.

Here is the class that I will be in, **STREET DRIVER**. That is where the mere mortals with daily drivers will shine. Heck, two years ago I won a 4th place trophy in this class after going through a hand car wash and getting the "Special" wash with Armor All on the tires. Street driver is for all of us that drive our cars regularly. I will be showing this year, and I might even

wash off the track scum before the show. It really doesn't matter if your car has mirror smooth paint and crystal clear glass, just clean it up and come on down because all members are welcome to show their cars. If you can autocross and track a wagon, you can show it too. (That means you Jim, and all you other Touring owners.)

So this is a wake up call to all those people I spoke with last year who said, "Nah I'm not going to enter, my car isn't clean enough." That is a load of bull because there were some beautiful cars in the special BMW parking area that would have taken a top spot in the street driver class. Even if you don't place in your class, you can still come away with that satisfied feeling of standing 20 yards from you parked and seeing people admiring your car.

The event itself is a nice relaxing day in a beautiful place standing around looking at cars and shooting the breeze with fellow club members. So come on down and take a look, or even better, get the deluxe wash and put her on the field. Who knows, you might just win something.

What would really be amazing is to see some of the earlier BMWs come out, like 327s, 328s, Isettas, 504s, 508s, 507s, Dixies, 1600s, 2002, 320s, and all the other classic BMW iron tucked away in garages all over the tri-state area.

2003 NY BMW CCA
Autocross Series Schedule

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Autocross IX: Saturday, Oct 25th, 2003 All events at the Nassau Coliseum parking lot #8

**Don't miss the last autocross of the season !
Join us for our Autocross Awards
and Holiday Dinner Party
January 10, 2004
at the Uniondale Marriott
Look for details in the next issue of DZ**



BMW CCA NY Chapter New York
State Plates w/chapter logo
Will be available in summer of 2003 to all
members

PLEASE GO TO www.nybmwcca.org/nysplates FOR COMPLETE INFORMATION
E-MAIL: nysplates@nybmwcca.org TO
INDICATE YOUR INTEREST IN THE PLATES
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"Correct the single biggest design flaw of the BMW 5 Series"

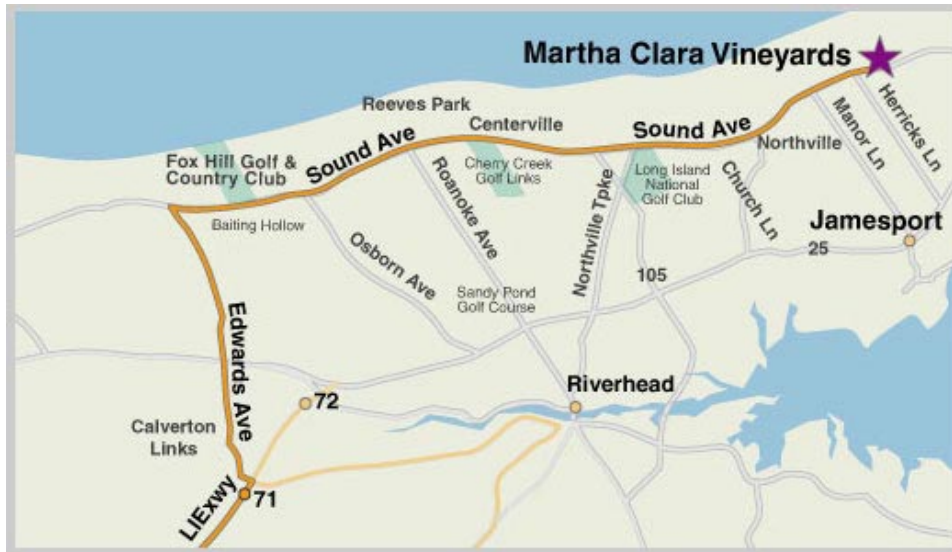
- Designed specifically for the E39 Series BMW (all 1997 - current: 525i, 528i, 530i, 540i M5, Touring)
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NYBMWCCA Long Island North Fork Vineyard Tour 2003

Sunday, November 2, 2003

The vineyard tour will begin at Martha Clara Vineyards tasting room, 6025 Sound Avenue, Riverhead, NY. Please try to arrive before noon, as we will start at noon. Park in the designated BMWCCA area of their parking lot, and come join us in the tasting room.



Take the Long Island Expressway heading East to Exit 71
Make a LEFT onto Edwards Avenue
Head North on Edwards Avenue (about 3 miles)
Make a right at the second LIGHT onto Sound Avenue
Head East on Sound Avenue (for approximately 10 miles)
The Tasting Room will be on your RIGHT

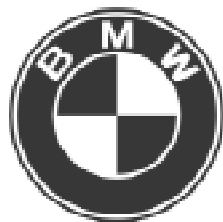
After we are finished at Martha Clara, we will caravan to a farm stand where fresh vegetables and home made pies and other baked goods will be available for you to purchase if you desire.

Then we will caravan to one, or if time allows, two additional vineyards.
As the vineyards close (usually 5PM) we will end the day with an early dinner (everyone pays for themselves) at a nice moderately priced restaurant. (TBA).
If you will be joining us for the vineyard tour, and or dinner, it would help us if you would let us know, either by leaving a message on the chapter hotline, or sending an email to rallymaster @nybmwcca.org indicating your intentions (how many cars and people will be in your group, and will you just take the tour, or will you be joining us for dinner.)

**If you will be tasting the wine at the vineyards, the NYBMWCCA urges
you to have a designated driver**

**The New York Chapter Member Message Boards!
www.nybmwcca.org/forums**

Meet your fellow members.....plan events...find out the latest poop or



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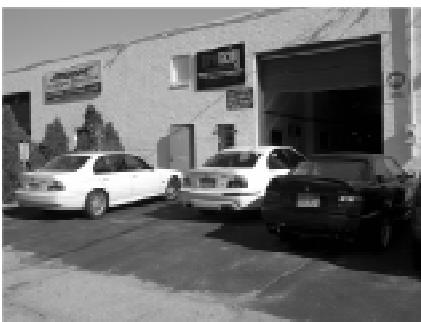
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Chillin' at The Glen with the Patroon and New York Chapters



The Glen, the ride up seems too far and the ride back is brutal, when do we go again?

Watkins Glen, the site of the 2003 New York/ Patroon BMW CCA driving school is a legendary track a short (kidding) 5 hours away near Corning and Elmira New York. The ride up for me was not exactly low profile. We had 6 E30 M3s and one E46 M3 in caravan. We made good time to say the least.

The track itself is demanding, and I really respect all those members that had their first day on the track ever. I respect them because the track had some really technical turns and none of them went off the track. For me, with a fair amount of track experience it was like riding the newest, fastest, roller coaster for the first time. This track has it all, elevation changes, long sweepers at 100+, tight 2nd gear turns, and braking zones that test your mettle.

The spirit of the club was in full force, everyone was there to have fun, meet new people and help keep this event running smoothly. The caliber

of instruction was amazing, compared to some of the other "Schools" offered in the Tri-state area. In the paddock, everyone I spoke with had \$h!+ eating grins from ear to ear.

Perfect weather, good drivers and no accidents. The really cool thing was that everyone was courteous on the track. There was a point where we were three wide into the bus stop and because of



the courtesy we all drove out. To top it all off, the diversity of cars was awesome. The school was run with Patroon BMW CCA and BMW ruled the field but there were many others in the field. Crazy turbo Porsches, Mitsu EVOs, Craftsman trucks. Gutted and caged



BMW racecars were pulled off trailers and were mixed in with the road going BMWs. It was great to see the variety of cars as they all ran at speed SCREAMING down the front



straight. Camaraderie was ever present, Members helping with spare parts and know how to keep some of these older BMWs going when the unforeseen goes wrong. I was a recipient of such a gesture and I hope the few items I had lent out paid back some of that good Karma. The dinner at the track on Saturday night was buffet style, with speeches, drinks and lots of laughs. It was, dare I say a perfect event from beginning to end. The ride home was smooth, except for a deer, some traffic and sleep deprived tunnel vision.

To all those people who read this and said "One day, I want to give that a try" I give you this warning: The track experience is addictive, addictive enough to make you quote the first line.

Matthew Brod
OO=OO=OO
P.S. Thanks for the fan clutch Charles, you saved my weekend!!!!!!



Chris Judd's 1938 BMW 327 Cabriolet

Since the time I was old enough to be cognizant of the fact that certain cars are more interesting, unusual, and just plain cooler than others, I have wanted to see this car move under its own steam. This truly is not only my ultimate BMW, but also my ultimate car. I haven't yet seen it run, but with some effort, money, and maybe some help from good friends, I hope to drive it before too much time passes. This is what I know of the story of BMW chassis number 73273, Autenrieth body number 250-232, otherwise known as my dad's 1938 BMW 327 Cabriolet. First I'll describe the nitty-gritty particulars, then some history. Hopefully I will avoid putting you to sleep!

She was built in June 1938 and sold on the 30th of that month by Thabe und Sohn in Dortmund, Germany. The color originally was navy blue with a blue leather interior and she was equipped with the standard 1971cc 55 hp overhead valve inline six-cylinder engine and Hurth 4 speed transmission. The front suspension is

independent with a transverse leaf spring, lever type shock absorbers, and rack and pinion steering. The rear suspension is a conventional live-axle and the brakes are 11-inch drums all around. With the exception of the engine's cylinder head, the car is very similar mechanically to the legendary 328, with most

mechanical bits being interchangeable between the two. Sixty-five years hence, after 30 years of use and 35 years of storage, the high standard to which this car was built and the quality of the materials used are still very apparent.

I know very little of the car's history between the time she was built and 1962, when my father purchased the car for the equivalent of \$250, but there is at least one story connected with the car from that time period that I believe to be true. Sometime during or shortly after World War II, an officer in the French military owned the car. Apparently, he hit something or something hit him while he was driving the car and he was killed in the accident. Evidence of significant repair work to the left front of the car seems to corroborate this story. I suspect that the car also may have seen some military use during wartime as the dashboard was hacked up in a number of places and there are a significant number of holes drilled in the firewall that are clearly not original. It looks as if

there may have been a significant quantity of radio equipment installed in the car at one time, the precise purpose of which remains unknown.

My father, John Judd, bought the car while he was serving in the U.S. Army in 1962. Despite the fact that he was an enlisted man, he, my mom (Marion), and their dog lived "on the economy" in Treysa, Germany, a small burg near Kassel and northeast of Frankfurt. He bought the car from a gentleman named Konrad, town



garbage collector who was an interesting character himself. Dad suspected that Konrad might have been a spy for East Germany because he spoke perfect, unaccented English, had the contract to remove the garbage from the small Army base at which my father worked, and had sophisticated communications equipment in his basement. Dad had a good working knowledge of radio equipment then because he had been an engineer working on missile guidance systems and radar sets for Sperry-Gyroscope here on Long Island before being drafted. In any case, Konrad (the Comrade?), who owned several 327's, sold the car to my father after deciding that it was actually too nice to be a parts car, which

apparently was the original reason he had purchased the car himself.

My folks used the car as their primary transportation while in Germany, driving it as far as Paris for a vacation. I actually have seen home movies of the car running and driving that were taken while my parents were in Germany! There is one story that I at least found interesting, if a bit creepy. One spring afternoon, my dad was driving through Treysa with the top down on the car. He was wearing his uniform, he is quite a tall at 6'4", and is of northern European descent. In any case, he turned a corner onto a very narrow street, where he came upon an older man sweeping the street. Upon seeing my dad in uniform, driving slowly up the Strasse in the old Bimmer, the old man froze, dropped his broom, and simply stood there shaking, staring open mouthed at my dad as he drove by. The image of this old man, whom my



dad had obviously terrified merely by his resemblance to what must have been an evil specter from the man's past, haunts him to this day. While working on the car, I often think of that old man, wonder who he was and what may have happened to him immediately before and during World War II.

After completing his tour of duty in

1965, my folks returned home to Long Island, reclaimed their house, and dad went to work for Grumman as an engineer. Thankfully, he brought the car home with him. He used it as a second car for a few years, then when the neighbors complained about his parking such an old car on the street, he put it in the garage and disassembled it with the intent to restore it. Unfortunately, the time and economic restraints imposed by the arrival of four children precluded his restoring the car. The car sat disassembled in dry storage for the next 27 years until dad was transferred by Northrup-Grumman to Los Angeles, CA. I offered to store the car in my garage for him, but he wanted to bring the car with him as he hoped to begin the restoration. Unfortunately he never quite got to it and when it came time for him to retire four years later, mom had had enough. She disliked California, wanted to move to Florida, and was tired of dragging what she saw as a decrepit pile of German hardware around the country. So dad called me one evening and asked me if I wanted the car. I told him that I did, but didn't have the money for shipping it, never mind what it was worth, even in its current state. I told him that he could just as well sell it and buy himself a nice old roadster to pot around in rather than pay more money to ship it to me. He paused, then asked again whether I wanted the car. Hmmm.....I had only been harassing him mercilessly



about fixing it for the past 30 years – OF COURSE I WANT THE CAR!!! That was all he needed to hear.

It arrived at my house from California on Friday, September 14, 2001 and we all know what a strange week that was.

This seems to be a good stopping point. If anyone's interested, I'll write further on the progress of the restoration as it occurs. Also, please feel free to contact me with any offers of free parts, welding, upholstery work, and so forth! Sponsorships will be gratefully accepted! I'm kidding of course, but if anyone's interested in the car, please feel free to contact me at juddman@optonline.net or call me at 631-380-2357.

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You talkin' to me? Yeah, YOU, the New York Chapter of BMW CCA! You who went without power, you who fight the traffic, you! What can you do with your BMW in New York?

Long Island- Take your BMW to the beach! There's ample free parking at Robert Moses State Park- just make sure to head out early in the day because although the last part of the drive will make you feel like you have been transported thousands of miles away, the traffic on the LIE will turn you into a seagull before you get there. Westchester- Take your BMW to the movies! Talk about a cheap date! The Warwick Drive In has


3 screens for your viewing pleasure, and the roads around Warwick are the best, most twisty, most beautiful. Warning: Pack your dinner because the food at the Warwick is inedible, and make sure you're ready to go without a "rest stop" for the evening, or be prepared to tramp from your viewing area to the lone and forbidding single bathroom. The BEST Drive In- according to me, the New York Times- and anyone who has been there- is Becky's Drive In, in Easton, PA. It's only 110 miles for the crispest dill pickles, yummy foods, ample toilets and a staff that is known to dress up for the occasion. 5 boroughs- Yonkers Meet Take your BMW to meet new friends- where else but a parking lot? Every Thursday at 7pm an ever-increasing number of Bimmer lovers has been gathering behind the Best Buy at 2458 Central Park Ave in Yonkers and heading over to the nearby eateries for pizza and BMW talk. I missed the last one because of The Blackout of 2003- (did it HAVE to be on a Thursday?) I am heading out to the next meet, I hope to see you there! Hopefully



we can set up meets in every borough, got any ideas in your neighborhood? How about a group visit to the Met, it's got parking and so does the Aquarium in Brooklyn, St. Pauls Church National Park in Mount Vernon, Bear Mountain, Fort Tryon Park, Staten Island parks- the Staten Island Ferry would make a heck of a BMW ride, we could meet down by Battery Park City! Email me, Rachel@z3ers.com or join the email list at bmwnyc subscribe@yahoo.com



to find or organize a meet near you. Thank you to Jon Trudel for the Drive In photos. I hope to be meeting a LOT of you up at the BimmerfestEast/Rolax Vintage Festival at Limerock in Connecticut over Labor Day weekend- those BimmerfestEast folks started in a parking lot at Rutgers! Let's have more! Bring out your BMWs, it's time to play!!! 00xx00 Rachel



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NY Chapter - Calendar Of Events

- September 7th - 8th Annual Great Marques at Old Westbury
- October 25th - Autocross at Nassau Coliseum
- November 2nd - Long Island North Fork Vineyard Tour 2003
- January 10, 2004 - Autocross Awards and Holiday Party Dinner

Coming in Jan. 2004 - NY Chapter Elections

Members interested in running need to be nominated by a member in good standing and send in a short statement regarding their nomination to elections@nybmwcca.org no later than Dec.1st, 2003

Policy Change Notice

Die Zugspitze will no longer carry classifieds - All classifieds can be placed on our website (free to members)
www.nybmwcca.org/forums

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