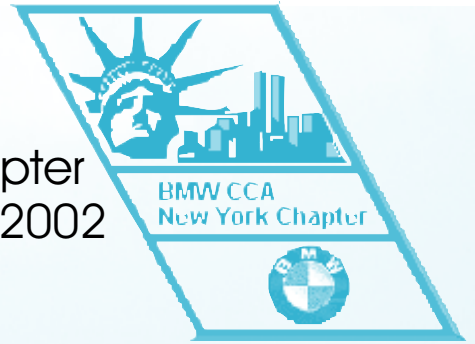


DieZugspitze

BMW Car Club of America - New York Chapter
September-October 2002



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All changes to member addresses must be sent to the National Office: **Roundel BMW CCA, Inc.**
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New York BMW Car Club Presents

7th 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. 15, 2002
Gates Open at 9:00am*

Rain Date September 29, 2002

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 New York Chapter Hotline 516-792-2002 email: smf328@optonline.net
for additional information*

Name _____

Address _____ City _____ State _____ Zip _____

Telephone Number _____ Make _____ Model _____

*Check for \$35.00 enclosed, payable to BMW CCA New York Chapter, Inc.
Mail to: BMW CCA NY Chapter Concours PO Box 92057 Arverne, NY 11692
Check the class of the car you are entering: Concours _____ Street Class _____*



Fisch-Tales

Steven Fischthal -
Chapter President
email: smf328@optonline.net

Just returned from a great vacation, a week of cruising at sea. We had stops at Key West, Cozumel, Costa Maya and the Grand Caymans. Only the Grand Caymens had an array of BMW's. Spotted several 3 and 5 series. Perhaps it's time to set up a chapter there. If you have never tried a cruise, you should consider it for your next vacation. Only thing missing aboard ship were automobiles. To be more specific, BMW's. Just a thought, it might be a good idea to plan a chapter vacation at sea. Send me your feedback if you are interested. If enough members would like to cruise and enjoy a week of BS'ing about your cars and driving abilities, I'll try to set up a trip for the chapter.

It's hard to believe that the summer is almost over and Fall is fast arriving. This of course means it is time for our annual Concours D'Elegance. It is going to be held at Old Westbury Gardens, an estate set on 88 beautiful acres. Old Westbury Gardens features the turn-of-the-century home of John S. Phipps, a magnificent Charles II style mansion named Westbury House. Its grand architecture and generous proportions are accented by fine eighteenth century furnishings and fine arts collected by the family during its fifty years of residence. Formal gardens, tree-lined walks, grand allees, ponds, and statuary surround the house. Considered the finest English Garden in the United States, Old Westbury's plantings include historic varieties, new hybrids, and experimental plants. On September 15th it will also include some of the finest examples of the BMW, Porsche and Aston-Martin marques. You will find an application for our event elsewhere in this issue. Please get it in early. Even if you are not planning on showing your car, come out for the day with your family. Old Westbury Gardens is a great place for a day trip. There will be something of interest here for everyone.

On August 4th, Detailing Dynamics of Port Washington hosted a chapter tech session. Those members fortunate to attend were prepared for our concour. Demetri Mirissis of Habberstad BMW went over scoring proceedures for the concour. Matt Zakarian, proprietor of Detailing Dynamics, provided many trade secrets and helped us understand how to prepare our cars for the concour and everyday use. Please join us at our upcoming events. They are planned for your enjoyment. Come on down and give it a try.

- Steve



2002 BMW CCA, New York Autocross Series at the Nassau Coliseum Uniondale, New York **REMAINING DATES**

~~May 4th (Sat)~~

~~May 25/26 (Sat/Sun)~~

~~July 27 (Sat)~~

~~Aug 18 (Sun)~~

Sep 21 (Sat)

Oct 5 (Sat)

~~Oct 27 (Sun)~~

Nov 3 (Sun)



All dates are subject to change without prior notice. See autocross schedule on the NY Chapter Website

www.nybmwcca.org/autocross

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NY Chapter BMW CCA Long Island North Fork Winery and Vineyard Tour Sunday Oct. 27, 2002



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New York has the best of everything and wineries are no exception. Two hours from Manhattan and your in Long Island wine country. Long Island's wine industry has gone from attempt to success. From it's beginning in the early 70's, to over twenty vineyards today, Long Island has come a long way in accomplishing world wide, award winning recognition.

The NY Chapter of the BMW CCA invite you to tour the North Fork Wine Country which winds up the tour for dinner at 4:00PM at the Seafood Barge Restaurant



**After the winery tour join us for dinner at
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For more info. on winery tours, tastings and travel instructions, see www.liwines.com

For chapter related questions call Steve Geraci, (631)758-6123 stevegeraci@hotmail.com.



Reno's O'fest Odyssey *By Paul Mah, NY, NJ member.*

6:30 a.m. Thursday - After a sleepless night in anticipation of traveling to Keystone, Colorado for Oktoberfest, I quickly washed, grabbed my luggage and headed out the door. Reno, my 1969 Nevada gray 1600 mutant was parked a block away. She's a mutant because of several transplantations: 2002 Korman Stage 1 motor, 320i 5 speed, Volvo/320i big front brake conversion, 14" wheels and track-ready suspension. The plan for me was to meet Kai Xing, who had organized the drive to Keystone, at 6:45 am and form a two-car New York caravan. We were supposed to meet other caravans from Pennsylvania, Ohio and St. Louis along I-70 at different points on the way. (I was surprised that there weren't more New



York chapter members driving to Oktoberfest.) Unfortunately, things didn't go according to plan. Reno wouldn't start. She cranked but wouldn't turn over. I decided to call Kai and enlist his help. He drove over in a beautiful bronzed 635csi. After introducing me to his mother Carole, we tried to deduce the starting problem. I asked Kai to remove a spark plug to determine its condition, thinking maybe the engine was flooded. The spark plug was soaked with fuel. At this point, I thought it was futile to try starting Reno again. We were supposed to meet a New Jersey member somewhere on the Garden State Parkway, so rather than delay our caravan, I told Kai to go ahead to the rendezvous site. I would catch up somehow. After he left, I called AAA and had Reno towed to Quality Auto Performance, Inc. in Flushing, Queens. I remembered that several forum members had recommended Quality Performance as a reliable shop for repairing 2002s. At first, the proprietor, Andreas Telemachou, told me he wouldn't be able to work on Reno until the next day, as the shop was busy. I then told him about my dilemma of trying to catch up to the various caravans heading to O'fest. Andreas relented, and he and Steve (his shop partner) went to diagnose Reno. They found two problems right away, one major and one minor. The major problem was my starter was kaput, and the minor one was that the newly installed Crane electronic ignition had caused idling and backfiring irregularities.

4:00 p.m. Thursday - The replacement starter arrived. Steve installed it and replaced the Crane with points and condenser, and I was on my way by 5:00 p.m. Surprisingly, rush hour traffic from Flushing, Queens into Manhattan flowed fairly quickly. Even Manhattan traffic wasn't too bad. Of course, my good luck

wouldn't last, or I wouldn't be writing this piece. After traveling on the New Jersey turnpike for a while, I figuratively hit a brick wall. Ahead of me, was a sea of cars, all-crawling at a snail's pace. This slow moving sea lasted about twenty miles or two hours, whichever came first. By the time I reached Hagerstown, Maryland, it was late and I was ready for bed.

Early afternoon Friday - I had gotten an early start and was driving at a relaxed pace, between 60 and 65 mph. I had packed some spare parts for the trip, but didn't want Reno to have a reason to use any of them. Just past Columbus, Ohio the coolant temperature needle suddenly climb northward. The needle hit the red zone as I pulled onto the shoulder and stopped the car. I had the hood up when a good Samaritan named Peter Boissiere pulled up. Peter introduced himself and told me that although he was not a mechanic by trade, he had taken a mechanics course in school. He checked all the hoses and then noticed that the fan belt was slightly loose. Peter suggested there were several auto repair shops a few miles down the road. After about a 40 minute cooling off period, Reno started right up and the temperature needle fell to halfway on the gauge. I decided to continue on, thanked Peter and bid him adieu. I also made a mental note to tighten the fan belt later. I had no more overheating problems that day, though I encountered another problem. Driving into Terre Haute, Indiana to spend the night, I was greeted with one no vacancy after another. After about the fourth or fifth attempt to find a room, I was told at one motel that because of an air show, county fair and several other events, it would be very difficult to find a vacancy for many miles around. He suggested I try a small town named Marshall, about 20 miles further west. By the time I reached Marshall, it was past eleven p.m. Luckily, I found a motel with the last two or three vacancies, which spared me from sleeping in the car. I slept extremely well that night from fatigue.

11:20 a.m. Saturday - About ten miles before St. Louis, Reno started to overheat again. Then I remembered about the loose fan belt, so I got off the nearest exit and found a truck stop with a repair shop in back. The mechanic (didn't get his name) on duty helped tighten Reno's fan belt and added some antifreeze/water mixture. He refused any payment, so all I could do was thank him profusely. I continued on my way and quickened the pace, covering a greater distance than the previous day. By the time I reached Hays, Kansas, it was late, so I decided to stay there for the night.

08:40 a.m. Sunday - Got an early start because I wanted to get to Second Creek Raceway by early afternoon to see some BMW Club races. Only 20 minutes into the drive, however, Reno started overheating again. I pulled into a nearby rest stop, where I saw a caravan of newer bimmers, including a new mini. They had caravanned from Chicago and took pity on Reno and me, but no one in the group knew anything about 02s. So once again I popped the hood up, and started touching the radiator hoses when

another 02 (covered with decals), pulled into the rest stop. Apparently they had seen Reno and circled back. It turns out that Matt Jeffrey and Austin Bader from Chicago had participated in this year's Tire Rack One Lap of America race, under the Double 02 Racing



banner (see September issue of *Grassroots Motorsports*). The decals were from their various sponsors. Austin diagnosed the problem as a faulty thermostat, and luckily, I had one in my spares kit. They helped me change the thermostat, and we were soon on our way again. For a while, I was driving between 85 and 90 mph and was no longer experiencing overheating again. But, as the altitude changed, as we climbed nearer to Denver, I started losing power, so I pulled onto the shoulder once more. Austin and Matt stopped to assist, and determined that the problem this time was vapor lock, caused by improper ignition timing because of the high altitude. They rotated the distributor a minute degree to adjust the timing, and we were off again. Reno seemed satisfied with the adjustment and was humming along at a brisk rate. Several hundred miles later, past Denver and within 20 miles of Keystone, Reno started to complain again by losing power as we were climbing up another mountain. I drove onto the shoulder and took out my service manual. By this time, the One Lap car had gone ahead, but I was determined to get to Keystone come hell or high water. As I was searching for the ignition and fuel section in the manual, along comes a white 02 Baur cabriolet targa. The two occupants of the Baur, Chris Isaacson (owner) and Neal Friedant, came over to Reno to help. Chris is from Philadelphia and has owned an independent BMW repair business (Stone Racing Co.) for a number of years. He adjusted the timing again, and Reno started right up again. Chris and Neal were returning to Keystone from watching the club races that day, so came along at just the right time. They followed me to Keystone and Reno no longer complained, though she lacked power in the high altitude of the Rockies. I finally pulled into the parking lot at the Keystone Lodge (site of Oktoberfest) at around 4 p.m., noticed there were about two dozen or so 02s parked in the lot, and then went to registration to check in. Afterwards, I went to the welcoming happy hour...and proceeded to get happy.

Monday - I was staying at a motel west of Denver, and traveled the 140-mile round trip from the motel to Keystone on a scenic portion of I-70 each day. The route is a driver's and nature lover's delight, with impressive elevation changes and sweeping turns, coupled with the Rockies as a backdrop. Reno and I thoroughly enjoyed the drive each day (hee, hee). One of the special 02 events for the day was a caravan to the summit of Mount Evans, organized



by Vince Strazzabosco from Chicago (2002ti). I hitched a ride with Dan Erwin (staff writer for Roundel, Bimmer and European Car) in "Crusty," his 1968 02, the first sunroof 02 imported into the U.S. Dan did some interesting patchwork on Crusty, to rid it of rust. There is a parking area near the summit of Mt Evans, with an observatory. It must be a good place to see the stars at night! We hiked the last hundred and fifty feet or so up to the summit, which presented nice views for miles. On the way down, I drove Crusty as Dan stood up backwards, poking his head and shoulders out of the sunroof to photograph the 02 caravan traveling behind us. Needless to say, I drove very slowly and carefully around the switchbacks and elevation drops. Did I mention that I'm also afraid of heights? When we returned to the O'fest parking lot, there were many more 02s and variants there than the day before. That evening, I visited the various vendors that produce and supply items to keep



our beloved 02s from the junkyard.

Tuesday - I went over to the Mountain House parking lot where the 02 autocross was held. There were many heavily moded 02s, as well as completely stock 02s competing in several classes. Some interesting bimmers parked at the autocross site, but not participating was

an M1, 700, 2000CS and a factory 02 convertible. I took a few photos, but mostly chatted with 02 owners about their cars. That afternoon past club president Phil Marx put a notice in each 02, announcing an 02 group drive up Loveland Pass for a photo opportunity at 8 a.m. the next day.

8:05 a.m. Wednesday - Of the more than 100 02s registered at O'fest, 78 cars showed up for the photo op. I was near the front of the line; what a sight to behold! The single line of 02s must have stretched for miles as we drove slowly up Loveland Pass. The caravan parked at a plateau parking area and the cars bunched up for pictures. The Roundel photographer climbed above the plateau, and he and many others started clicking away on their shutter buttons. I hope the photo is included in a future Roundel issue.



Return trip to New York City - I decided to drive on I-80 for the trip home, and saved about 150 miles in the process. Reno mostly behaved except for one time outside Lincoln, Nebraska. She started to lose power again, so I pulled into a gas station. I checked the fuel filter and found there was no gas in the filter. I was puzzled as to why it was vapor locked again, when I noticed one of the fuel lines by the filter was wet. I checked the hose clamps and they were loose. After I tightened the clamps, Reno ran fine all the way home. I stopped for lunch in Elk Horn, Iowa because the town had an authentic Old Danish windmill. I was eating an open-faced sandwich at the Danish Inn when I noticed that two fellows outside were looking at Reno. I approached them and asked if they had any questions. Joseph Meccia, a New Jersey club member, said that he has several 02s and was surprised to see another 02 in Elk Horn, of all places. He and his future brother-in-law were driving cross-country from California to New Jersey and stopped in Elk Horn for lunch because his brother-in-law had lived there before. Joseph indicated that they were in business together and were planning to move to Vermont in a few months. He didn't want to move all his 02 stuff and asked if I would be interested in buying stuff in bulk. Wow, talk about cosmic 02 karma! After a 4,400-mile round trip, Reno and I finally made it back to my garage in Queens. What an adventure! It was worth doing, though, to drive a 2002 (model) to Oktoberfest in the year, 2002. And being mechanically challenged and an 02 neophyte, I even learned some basic 02 skills on the trip, which will probably serve me well in

the future.

Some observations about the trip:

1. I noticed that there were a lot of disabled vehicles on the shoulder each day during my round trip from Denver west to Keystone. I wonder if this is a normal situation for the Rockies.
2. I must be following Buffalo Bill's footsteps. I saw an exit for B. Bill's grave west of Denver. There was an exit sign for B. Bill's ranch along I-80 somewhere in Nebraska. Finally, there was a sign announcing B. Bill's museum in Le Claire, Iowa.
3. Along a stretch of I-80 in Indiana, there are deer detectors on each side of the highway. If a deer approaches the detector, it will trigger off a set of flashing lights to warn motorists. Pretty neat, huh!

Autocross Series Banquet

Come celebrate with winners and fellow cone killers at the 1st Annual NY BMW CCA Autocross Banquet

Jan. 11th, 2003

Location will be announced in the Nov.-Dec. issue of Die Zugspitze



Doing Hard Time What are you in for?

Rachel Corey Co-Editor - Die Zugspitze : rachel@z3ers.com

Ah, it's another gorgeous day, I have to run down the NJ turnpike- no problem in my smart little BMW. In fact, any excuse to drive her would be a good one. Call for the garage to bring up my car, open the trunk and notice a mildew smell, again. I noticed that mildew smell before I think, it must be something wet like a bathing suit I forgot to take out last time I went swimming. It can't be anything in the trunk itself, as I am an obsessive BMW owner, my trunk is as pristine as it was new. I use a heavy duty plastic trunk liner. I've carried a leaking bag of peat moss in there, no problem. I'll deal with it later today when I wash my car.

Hit the road, crank up the tunes what's that? No right channel? What? It can't be. Maybe it's a loose speaker wire, that's all. Annoying, but every time I go over a bump, the speaker comes back. I'll deal with that later too. Check Engine light comes on. What? Now I'm ticked off. My car was perfect only 3 weeks ago, I had been at the big Z3 Fixit Day event and I didn't even need anything done. I had stuff done that doesn't even have to be done to my car, she was not just perfect, she was uber-perfect. How can all these things be going wrong all of the sudden to MY car? What else is going to go wrong? Is there a TV camera here? This must be a joke. Gremlins in my machine, oh no!

You know what that means, taking the car for service. No matter what you drive, it's going to need service. AUGH! Service. Service is utterly maddening when the car is new. It's like a feeling of betrayal, sort of like losing at gambling. HOW can there POSSIBLY be anything wrong with my NEW car? SOMEONE GET ME THE HEAD OF BMW ENGINEERING THERE IS SOMETHING WRONG WITH MY NEW CAR! If the car has only 4 miles on it- as some owners have been known to show up at the dealership to pick their cars up straight off the carrier- it's a challenge to see if you can be the only person to drive it since it came off the truck. No service person gets to log more miles in my car than me! Even though you're not paying for it, as the money aspect is covered by warranty, that doesn't give you back the time it takes to go to the dealership and let them work on your car. On the other hand, service is not really better when the car is not new, because not only are you now paying for it, wondering if you aren't being a schmuck for not fixing your self, and you are losing the time for taking it in any way you slice it, but also you just got all the kinks out and had it running perfectly. Worse for me, this problem started with my seat within days of changing my working-like-a-charm-after-7-fixes-for-the-airbag-light-coming-on standard seats for oh so silly and expensive sport seats. The airbag light came on the day after I got the new seats, the first time my friend sat in the passenger seat. YOU BROKE IT! "If it ain't broke don't fix it. THUD. If it ain't broke don't fix it. THUD" Mean little "I told you so's running around my brain, followed by the sound of me banging my head against the wall. Perfection. The Ultimate Driving Machine you just washed and gave new brake shoes, took it to school, now it has a runny nose. It's like the world is one great big kindergarten and your car-child is there picking up whatever bug is going around. By the time I got to the dealership I had picked up a dent in my door. At least it happened on the way to the dealer instead of the way home, and only the speaker problem was that dreaded word, "intermittent".

Five words separate otherwise rational people from their common sense: "Can you reproduce the problem?"

No, of course not.

-It wouldn't start, then it did, that's how I got here.

-It stalled out in the middle of an intersection. Not going to try that again.

-It always makes an "ackackackwecomeinpeace" noise as I round this one bend by my house. I went back there with a video camera and \$3000 worth of recording equipment and rounded the bend a couple times, dropped the microphone in between the seats, now it's impossibly wedged in there, could you get that out too? Oh and I need you to testify for me in court, the neighbors called the police, they thought I was a peeping tom. Right. All of this is assuming that your favorite dealer or repair shop is in your area code, that there is some way you can get to the dealership and leave your car, either taking the day off to spend it reading magazines in the waiting room or having someone ferry you to work and back at the end of the day. If the dealership you like is 100 miles away like mine is then you get ready to camp out. I bring my work, my sewing, sometimes they let me take over an empty office to make phone calls. In the waiting room, I get more and more curious about the people incarcerated with me and what cars they might drive. It's the same thing as checking out what the person in front of you at the grocery store is buying. What are they going to do with shaving cream and Cheez-its? What is that computer nerd driving, a CPO 3 series or maybe an SAV?

"What are you in for?" I ask like a hooker in a holding cell. "Just an oil change on my 5 series" my cellmate says, looking at her watch. BMW dealerships are unusual in their policy of letting customers roam the service areas. By now I have gotten to know all the techs, and some things they don't normally mention. There is a sort of BMW Olympics in Munich. They test all the service people and all the staff on BMW knowledge and the

winners move on to represent the United States in competition as a team against all the other countries with BMW dealerships. My dealer's personnel are on their way this October as the best the US has to offer. Go get OEM Yanks! It's good to be friends with the service people, they already know all my dirty little secrets, all the things that fall between cracks and live under the seats, everything I ever left in the ashtray. Once I when I was particularly embarrassed, they made me feel better by telling stories of wild things found in cars left for service. Guns. Wads of cash. Condoms. I felt better. (You think I am going to tell you what they found in my car? Fugetaboutit!) In a time when we finally have no time to spare, the time we spend waiting for our cars costs more than ever. It's worth it all when the car comes back to you and you are driving home in your perfect car again. Getting it fixed right is empowering, now I feel like a winner. Maybe the fellow who drove for 3 hours a few years back in the freezing cold with his windows locked in the down position to get to the dealer in his new car to find out why the windows wouldn't go up, steam coming out of his ears until the tech showed him the "unlock" button for the child safety feature, or the fellow who complained about the AC not working until someone pointed out the snowflake button, may have less of a feeling of overcoming the odds. Hey, these cars didn't even have AC for a long time. Relax, enjoy the road. Until the next time.

-Rachel

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'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
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NY Chapter Autocross 2002 Series

New For 2002 - Series Championship Series Rules

- All drivers must hold a valid drivers license
- You need a Snell 95 or later helmet.
- If you are buying a new helmet, get a 2000 model.
- Convertibles are allowed.
- The registration is \$20 for BMW CCA members and \$25 for non BMW CCA members.
- Only registered drivers are allowed to ride as passengers.
- The autocross will run rain, shine or snow. Participants of previous events can attest to this. We have great fun in a torrential downpours.
- Registration and tech inspection is from 8am - 9:30am on the day of the event.
- **First car off at 10:15am. Everyone gets six runs and we hope to finish by 3pm.**



The season points will be totaled as follows

First place 8 points

Second place 6 points

Third place 4 points

Fourth place 2 points

All other places 1 points

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Director of Motorsports: Demetrios Mirassis

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Points from the top five events will be added to determine the top three performers in every car class. All Series Championship award winners will be awarded with special trophies and gifts.

All of the autocross series results can be found at
www.nybmwcca.org/autocross

BimmerFestEast

2002

By Sherwin DeShong
srde28@hotmail.com



each generation had more intense modifications than the late model cars. The e46's were very clean with simple changes such as wheel / tire and software programming. The e36's added to the modifications list with more under hood changes (i.e. suspension, track and structural). The e30 models were you started to see serious engine mods.

And a good time was had by all.

Bimmerfesteast 2002 was held at Floyd Bennett field on July 20 against picturesque blue skies. This was the perfect day for any and every BMW enthusiast to come out and see how they envisioned BMW should have built their car.

Bimmerfesteast ia what happens when people are excited about their cars. To your average driver on the road ,this would be seen as a waste of time, money, and energy, but to the followers of the blue and white, we see and instantly understand, though not always agree, but we understand.

What the factory does not offer as an option, no problem. With sufficient time, money, and a little ingenuity (and of course, not letting go of reality) almost any modification you can think of can be found at Bimmerfesteast 2002. Between the show cars and the ones in the parking lot, it was difficult to decide which were more impressive. I enjoy a cleaned, fully detailed BMW's but some guys said perfect looks are secondary, you have got to drive this car and that's were we split.

Overall in the judging categories, the BMW were predominately three series BMW's with an even spread of e30, e36, and e46. However, I observed

In the parking lot, the assortment of cars were just as impressive as the cars that were being judged. Everything from a 2002 to an X5 and even a Z8 were present and accounted for. And the folks who came to watch were just as hard core as the competitors. Witness the e30 m3 with the six cylinder s38 motor(from an 1988 m5) to the X5 with an entertainment system that would rival a home theater system.

To say that these cars were out of the ordinary is to state the obvious, but some were really unique. An e30 m3 with no door handles(the owner modified the doors to open via remote control) to an e36 m3 with all body panels fully replaced with carbon fiber panels. I say a picture is worth a thousand words and there are plenty of pictures at the websites:

www.bimmerfest.com
www.germancarfans.com

If that does not sway you, then turnout of fans and the variety of license plates from everywhere up and down the east coast and inland should tell you that this has the makings of a new tradition. To answer the question, was Bimmerfesteast 2002 east a success?. Yes !

Informal Meeting: GTS Motors

New York Chapter invites all members to attend our series of informal meetings at GTS Motors. We will discuss upcoming chapter events scheduled and tentative. We would also like to take this opportunity to meet our fellow chapter members.

Sergio Albrea of GTS Motors will do a question and answer session for those who have questions on the Ultimate Driving Machine.

Date: Saturday October 19th, 2002
Saturday November 9th, 2002

Time: 1:00pm-3:00pm

Location:
250-50 Jericho Tpke Bellrose, NY 516-355-5500

Directions:
Cross Island Pky to Jamaica Ave/Jericho Tpke East

GTS MOTORS

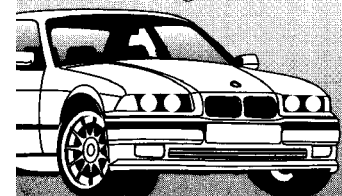
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Car of the Month

Welcome to the new featured car of the month section of the newsletter. This will be a place to showcase your modified BMW. I will pick 1-3 BMW's per issue to show it off to your fellow CCA members. Requirements are that you have at least 1 modification to each of the following; engine, exterior, interior, and custom wheels 17" or bigger. Some of you CCA members might take offense to modified BMW street cars as a desecration to the marque. But in my many trips to Munich it was hard to find any stock BMW's. Majority of the BMW's in Germany have aftermarket bumpers and wings, wheels and engine and interior upgrades. So for the first featured vehicle we will start with my own 1996 Artic Silver M3.

It started life as a stock M3 that I purchased from Habberstad BMW. Over the past 2 years I have modified the engine, suspension, exterior body parts and interior. Despite what I told my future wife, I am far from done. The heart of any BMW M car is the engine. My European sibling got 321 hp while my US version received 240. I evened out the playing field with the help of Steve Dinan. The key to increasing HP on naturally aspirated motor is to make it breath better. So I did just that. I added the Dinan Carbon Fiber Cold air intake, larger air flow meter, big bore throttle body, and a B&B Tri-flow Exhaust. Also added, a larger fuel pressure regulator and Dinan Stage 4 Software.

The motor now has a very aggressive "don't mess with me" snarl that fits the car perfect. Driving pleasure is far more increased over stock. Just blip the throttle and you know that the mods were worth every penny. The low, mid, and high-end torque all have been clearly increased. I did some comparison testing on the performance from 55-85mph against some stock M3's. And lets just say there is a difference.

Next we go into the suspension and wheels. I added Koni Sport shocks and H&R Race springs. The springs lowered the car 2.2" in the front, and 1.3" in the rear. Other upgrades include Dinan strut tower braces. For the wheels I went with Mille Miglie Evo sport wheels 18x8 front and 18x9 rear. The wheels are shod with TOYO Proxes T1s sized 225/40 front and 245/35 rear. I did not have to roll the fend-

ers with this setup and it does not rub the fenders anywhere even with the aggressive drop. The wheels, I had custom powder coated a charcoal metallic.

For the interior. I added Racing Dynamics Pedals, and a Platinum Carbon Fiber Dash kit installed by my company GrafikDezine.com. Next I had the leather door panels and shifter boot custom dyed a light silver. My factory wood center console and inside door pulls was painted artic silver along with the factory wood shift knob. Future plans include a silver roll cage and Sparco race seats with custom two-tone leather.

Finally, my favorite part of the car, the exterior. I had all the black moldings along with the door handles body colored. The kidney grill was painted charcoal metallic to match the wheels. I installed a roof spoiler by Reiger that I got in Germany. The wing is the short version class 2 wing. It sits nice 2" off the trunklid. I replaced the factory roundels with custom carbon fiber ones. The chrome M3 badge was body colored. Opposite that is a custom charcoal Dinan Badge. All the factory lighting was replaced with smoked taillights, side markers, and corner lights from my friends at Bavarian Autosport. The factory headlights were replaced with European headlights with "Angel Eyes". The front and rear bumpers were also replaced. They were purchased in Germany by Lumma Tuning and shipped to the US. I added the optional DTM lip spoiler and projector fog lights. On the rear bumper I added the optional rear diffuser. The mesh grills for the front and rear bumper were powder coated the color of the wheels and kidney grill. The bumpers were painted and installed by fellow CCA member Phil Parlato of Phil's Auto body. Platinum tints and vinyl graphics were by my company Grafik Dezine.



Stay tuned for what I have in store for my Cooper "S" that I will get this fall! If you would like to be featured in the newsletter e-mail pics and a description of your ride to M3PHILD@aol.com. Due to the limited space in the newsletter we can't feature everyone, but I will make a section on my website to post the cars that doesn't make it in the newsletter. If anyone has questions or needs advice about hooking up their BMW don't hesitate to e-mail me.

Phil Danza

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• 1971 2800 CS coupe: parts car, restoration started several years ago, many new parts. Rebuilt 3.0 motor and gearbox. Selling entire car. Best offer. Steve Geraci, (631)567-8777, stevegeraci@hotmail.com

• 1988 325iX 5-speed coupe. Diamondblack/grey leather. 140k All the goodies - sportseats/m-technic suspension/spoiler ground exf. New exhaust/control arms/tierods/shifter/recent dunlops pix available / eastern long island 631-287-4210 Contact Raymond Quaranto (ray40@optonline.net). Posted on 8/22/02

• WANTED: Trailer for E36 race car I am interested in finding a trailer for my E36. Nothing too fancy, i just need something that can get the car to events. If anyone has one for sale or knows of another who has one for sale please let me know! Contact Jason Lane (lane190597@aol.com). Posted on 8/14/02

• FS: 4 BMW Motorsport wheels 17x8. 2 are brand new, Michelin Pilot mxxx3 tires on them with less than 300 miles on them. These wheels came off my M3 that i currently use to race and auto-x. \$1000. Also have brand new 16" Mille Miglia wheels w/ snow tires for sale \$600, M3 rear seat and interior parts Contact Jason Lane (lane190597@aol.com) Posted on 8/14/02

• 1995 540ia Sport Cosmos Black/Lt.Grey, M Sport Package (wheels, seats, steering wheel, mirrors) front/rear spoilers, ASC+T, EDC, recaro heated memory seats, 5 speed auto, adaptive transmission control, alarm, CD, BMW phone, dealer serviced, excellent condition, 54,000 miles, snows with custom wheels, \$32,000 or best offer 845-359-3338- Ira Kleinberger nan27@att.net Posted on 8/12/2002

• 1984 745i Executive/735i VIN WBAFJ910108482258 Maroon/Chocolate. 68K on 3.5L. 3k on rebuilt trans. Conversion from 745i by top area mechanic. Best E23 on Long Island. No rust. New paint, chrome. Perfect wood. A/C converted. Leather very good but needs color restoration. \$6500 firm. 631 476-1431 jmlynch@optonline.net (NY) Contact Jim Lynch Posted on 8/8/2002

• USGP Formula 1 Grand Prix Tickets at Indy I've got four tickets for the USGP in J Stand, Sec S15, Row FF, seats 5-6-7-8 on September 27-28-29. These seats are awesome. I've gone to the last two USGPs (since they started having it here) and these are "my seats" - I have the first right of refusal to renew them after each race. Contact Jeff Tarr (jeff@tarr.com). Posted on 8/5/2002

• Supercharged BMW M3 - the cars been setup for road racing, while at the same time its still very streetable. It's VERY fast

and in VERY good condition! Before we get into the performance specs, here are the basics; 82k miles, 5 speed, dakar yellow with black leather interior, power everything, premium sound system with 6 disc changer. Now for the good stuff, under the hood rests a stock M3 engine thats been enhanced with an RMS Stage One supercharger only 200 miles(\$6000), cranking out well over 340 ponies. Please serious buyers only, e-mail for pics. Contact Jimmy (mtaxiny@yahoo.com). Posted on 8/1/2002

• 2000 328i - Ultra clean E46 328i loaded with the following options. Premium Package (SR, Leather, Heated Seats-mirrors, Rain sensing wipers, wood trim) and Sport package (17x 8 7 spoke rims, sport springs, sport shocks, sport seats, 3 spoke steering wheel). Extras inc. Colgan two piece bra, WeatherTech rubber mats (front & rear). Mobil 1 every 5k, washed and cared for religiously, never even seen a snowflake...still under warranty till 8/03. nedimaruz@hotmail.com or (917) 257-9774 Contact Alex Aruz Posted on 7/31/2002

• E30 M3 Parts - Rear trunk lid (no wing) white - \$200; Complete interior side panels (front and rear)cinnabar red - \$150 Contact Edward Spergl (sspergl@hotmail.com). Posted on 7/28/2002

• FS: BMW Taillights - 320i, 530i, 733i Just clearing out a few items and have some taillights for the above. Check out <http://www.veeparts.com> and click on Clearance items. Maybe I have something you need. Call Gerry at 619.477.8422. Thank you. (veeparts@aol.com). Posted on 7/24/2002

• 1978, BMW 530i, E12, 96,000 miles solid body, new alternator, new front shocks, new rear brakes and rotors, new tires, thermal reactors replaced with bavaria headers, clean interior. Asking \$2000 us. Located in Toronto. 416-769-3530 Contact Roman Lysiak roman@ksarc.com. Posted on 7/19/2002

• Clutch Pedal Bushings for Z3/MZ3 and E/36 BMW's High quality machined bushings for the clutch pedal in all Z3's (including M variants) and E/36 BMW's (including M). \$45 for a set and shipping is included in price. If you clutch pedal squeeks, these are a one-time fix. email me - nealzimmers@hotmail.com - Neal Zimmers (nealzimmers@hotmail.com). Posted 7/18/2002

• 1972 BMW 2002 drivers seat Wanted saddle colored drivers seat 1972 BMW 2002. Contact Frank Campione (frank.campione@thyssenkruppelevator.com). Posted on 7/18/02

• E21 Parts -Front fenders hood,doors, all glass, interior items dash etc. a/c compressor headlights, no rust on sheetmetal. ..too much to list, cleaning my garage make me an offer just want to get rid of the parts. Leo Abatangelo (classiguy3@aol.com). Posted on 7/11/2002

• E28 Parts - Nice tan glove box, no latch \$40, rear window motors & gear \$60 @, radiator \$35, condenser \$20 Jim VanLenten (jvanlen831@aol.com).Posted on 7/3/2002

• 1600/2002 parts - 4 new KYB shocks in boxes \$100 all. 2 bbl intake manifold for Weber \$35. Sunroof crank/handle, exc. condition \$15. 5 320i 13 inch wheels, 2 cleaned & repainted, 3 need cleaning \$100 all. Will ship everything except wheel, shipping extra. - Paul Mah (paulmah@hotmail.com). 6/28/2002

• 1983 320i VIN WBAAG3307D8388510, blue, blue cloth interior, 5-speed, a/c, 172K miles, New: Recaro driver seat, valve job, catalytic converter, Anza exhaust, water pump, belts, Pioneer CD/radio player & front/rear (Polk) speakers, bilsteins shocks in front. Reconditioned differential. Will include extras. Over \$5,000 invested, will settle for \$3,000. Harry: (718)361-3877;

All classifieds can be placed on our website (free to members) www.nybmwcca.org or mailed to: NY BMW CCA Classifieds: PO Box 607 Westbury, NY 11590

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Bavarian Auto Show and Shine 2002

Bavarian Autosport's Show & Shine 2002 is scheduled for Sunday, October 6, from 10 am to 2 pm (rain or shine) at the company's facilities in Portsmouth, New Hampshire.

The event is 100% free--there is no charge for admission, food or refreshments. You can enter your BMW in the friendly Peoples Choice competition or simply be a spectator and check out a vast array of BMWs from old to new, from 100% original to super-modified.

(Last year, about 1,000 people came and there were more than 200 BMWs on display.)

You'll also have a chance to chat with representatives from Pirelli, AC Schnitzer, Sachs and many others.

There is also a complimentary BBQ for all in atten-

dance and a free raffle for thousands of dollars in BMW gear. (Plus, it's foliage time in New England!) For more information, including driving directions, log on to www.bavauto.com and click on the "show & shine" link at the bottom of the page. Call 1-800-535-2002

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