

Summer 2008

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# DIE ZUGSPITZE

NEW YORK CHAPTER NEWSLETTER



## PONDERING POCONO

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We are here Monday through Friday 8AM-5PM and on Saturdays 8AM-3PM





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# 2008 NEW YORK CHAPTER EVENTS CALENDAR

## July

13th Street Survival at Nassau Coliseum  
19th Annual Family BBQ  
20th Autocross#3 Nassau Colliseum

## August

3rd Autocross#4 Nassau Colliseum  
30th Autocross#5 Nassau Colliseum

## September

6th Autocross#6 Nassau Colliseum  
23rd-28th Oktoberfest 2008 at Watkins Glen  
(Watkins Glen Harbor Hotel)  
Sponsored by Genesee Chapter

## October

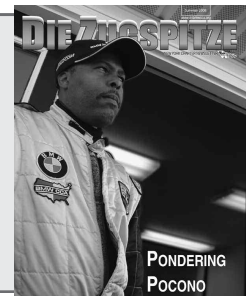
5th 2nd Annual Wine & Shine  
25th Autocross#7 Nassau Colliseum

## December

20th Annual President's Dinner and Holiday Party

**On The Cover:** The usually jovial Anthony Howell, Driver's School Coordinator for the New York Chapter, seriously prepares to address the student and instructor drivers at Pocono Raceway early on the morning of Friday, April 18th 2008.

Photo by Mike Allen



## Oktoberfest 2008 Raffle

By Garageboy

If you haven't noticed already, this year's Oktoberfest Raffle is very different from the raffles of the past. If you have not purchased a raffle ticket, it's worth a second look. Specifically, rather than the same prize for everyone as in years past, there is a Grand Prize which is quite grand.

You can enter online at <http://www.bmwccaofest.org/> or by filling out the mailer sent to Club members in mid May.

**There will be three prize levels:**

**One Grand Prize.** A BMW of your dreams up to an MSRP of \$100,075.

**One First Prize.** A BMW up to \$60,000 (MSRP).

**Main Prizes.** BMWs up to \$42,000 (MSRP).

### The Drawing

On Tuesday, September 2, 2008, a drawing will be held in Greenville, SC, to determine the winning tickets. Winners will be notified shortly thereafter. The actual prize drawing will take place at Oktoberfest 2008 in Watkins Glen, NY. BMW CCA members holding winning tickets may attend Oktoberfest to witness the final drawing, but attendance is not required. ❖



# PRESIDENT'S PAGE

**André Noël**

Hello NY Chapter Members,

Unless you've been on an expedition to Mars or vacationing deep in the rain forests of South America, there is no way you could not know about the rising price of gasoline. With fuel prices so high, many of us are rethinking the way we drive around town. Now it is even more important to make sure our cars are tuned up properly. We have to practice Car Care 101. Not sure what that is? Please allow me to explain.

First, we must keep a watchful eye on tire pressure. If the pressure is off by even a few PSI (pounds per square inch) it could make a big difference in average gas mileage. If you happen to have one of the newer BMWs in your collection you might have a tire pressure monitor on the dashboard that constantly tells you the pressure. On the driver's side door jam there is a chart with the recommend tire pressures for your car. The chart shows different settings depending on how many passengers and how much luggage you are carrying. Try setting the tire pressure for maximum passengers, the car will ride a little firmer but you might discover you've increased your gas mileage by one to two miles per gallon.

Second, change that air filter at least as frequently as indicated in the manufacturer's schedule in your owner's manual and even sooner if you drive in a very dusty area. [does he mean New York City? - ed.] A clean air filter means your car can breathe more easily, which translates to better gas mileage.

Third, think about changing your driving style. By this I mean when you are driving down the block, ease off the gas way before you get to the corner. [does he really mean New York City? - ed.] You will save gas and also some wear on the brakes. On the highway, once you achieve your cruising speed, if you ease up off the gas pedal just a hair you can increase your gas mileage.

These are just a few things you can do to improve your gas mileage in your BMW. You also might want to consider riding a bike (BMW, of course) for the short trips around your neighborhood.

The Annual Family BBQ in Eisenhower Park is coming up in a few weeks. We're looking forward to seeing everyone at the event. Do not forget to RSVP – that way we will have enough food for everybody. Come on out, see old friends, meet new ones and check out all the cool cars.

Regards,  
André Noël  
President, New York Chapter BMWCCA

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# 5th Annual BMW Family Barbecue

**Saturday, July 19th, 2008**

*Eisenhower Park, East Meadow, NY*



*North Linden Field*

*Parking Lot 6A*

*BBQ starts at 1:00 PM*

**Children up to 5 yrs old eat free!**  
**Registration closes July 16<sup>th</sup>, 2008**  
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**Special Notice:** Nassau County Dept. of Parks requires a County Leisure Pass or a license with a Nassau County address of any occupant in the vehicle entering the park; otherwise a \$10 fee applies. NYBMWCCA will refund the \$10 fee to non-Nassau County members coming to the event. One rebate per car/family with proof.

-----Please R.S.V.P. by July 14, 2008-----

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**Member#** \_\_\_\_\_ **Mail to:**  
NY BMW CCA, PO BOX 920576  
Arverne, NY 11692

**Cost prior to 7/14/08:**  
\$25 Adults \$8 Children  
**After 7/14/08:**  
\$30 Adults \$10 Children  
**Additional Information:**  
Rose Burke  
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## Autocross Corner

By André Noël, Autocross Chairman  
Photos by Mike Allen

The 2008 Autocross Season is moving along at a nice pace. To start off the season, on April 26th, we held a Test & Tune for members to come out and shake down their cars. Sixty-five members showed up for a cool but fun day. The event also enabled the autocross team to test out the equipment after the long winter hibernation.

In May we held two autocross competitions and there was a very good turn out for both events. There were lots of familiar faces ready to show off their skills, as well as some autocrossers out for the first time. Some of the cars might be different and horsepower might have increased, but the rules are still the same: drive around the course as smoothly and as swiftly as possible. Stay on course and DO NOT hit the nice shiny new safety cones. As always, though, the Number One rule is to have fun out there and become one with your car.



Tony DeGrasse skillfully pilots his 93 525i around the cones.




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Until the next newsletter: be safe, have fun and DO NOT HIT THE CONES! ❖



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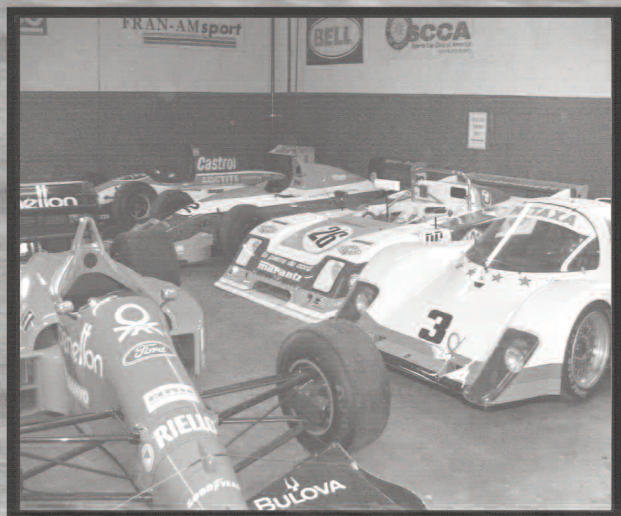


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# Confessions of a Car Chick

By Meg Vanderliest

Let me introduce myself. My name is Meg and I live in Kansas City, Missouri. Right about now, you're probably wondering how this column ended up in your chapter newsletter. Well, I met Steven....Stevie....Steve-O [Garageboy to you - ed.] in Salt Lake City at the BMW Newsletter/Webmaster Conference. We shared a few editing stories, a few car stories, had a few laughs at his expense (or was it mine?), and I promised I would write him a column.



Photo by Josh Ramsey

The Car Chick fearlessly replaces her rear brakes.

I would like to say I'm your typical chick but Steven assures me I am not. I like girly things such as shopping, purses, and high heels but I also have a secret. I like cars and I love getting my hands greasy working on them.

My sickness of BMW began early in life. Growing up, my parents owned a 1972 Bavaria and a 1976 530i. Even now, if I shut my eyes I still can hear the sound of the engine as the car turned down our street and I can still remember the feeling of sticky leather in the summer sun. I was never able to drive those cars but the desire to own a bimmer

never left me. I purchased my first BMW, a silver 2001 330i in 2003 and picked up a 1967 1600 in 2006. I knew when I purchased both of these cars, money and maintenance were going to be a factor but I had no real idea of what was to come.

Before I learned to drive, my Dad sat me down and told me that I was not going to become one of those flailing woman by the side of the road with a flat tire. So before he would allow me to get behind the wheel, he taught me how to change a tire, check the oil level, and change the oil

on our car. One topic we did not discuss was staggered, directional, high performance tires. In fact these words meant nothing to someone who used to take her Camry to Goodyear and spend \$200 for the

“ I would like to say I'm your typical chick but Steven assures me I am not. ”

— continued on p12



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# PONDERING POCONO

By Henry Broggi

On April 18th the New York Chapter of the BMW CCA sponsored a Driver's School at Pocono Raceway in Pennsylvania. Most people believe that Pocono is strictly for NASCAR, but this is not true. They offer several different courses including a very exciting technical road course which incorporates a section of the banked NASCAR track. As you enter the Raceway, you are struck by its enormity – the grandstands and endless areas of track in different fields – it is a giant coliseum or campus for racing.

Mike Masiello, my most trusted friend and mechanic, was recruited by Barrington Howell, the New York Chapter Driver's School Chief of Technical Inspection to help out. Mike jumped right in and I am confident no one passed inspection until he made sure there were no safety issues. As Mike walked around, he was very impressed – everyone he met was friendly and very eager to talk about their cars and experiences.

My run group started the day with classroom instruction. Our classroom instructor, Richmond Shreve, was both interesting and professional. I looked forward to his lessons which were supported by a very dramatic PowerPoint presentation. Finally, we were ready to go out onto the track.

This was my first time at Pocono which for me becomes a double edge sword. A new track means facing the unknown. However the excitement of facing something new is a great challenge – it's another hurdle to conquer. I met my instructor, Matthew Russell, who fit me and my car perfectly. He was positive, constructive and very encouraging. Most of all he drove an E30 spec car and understood the techniques of momentum driving. As we who own early Ms know, it's the handling not the horsepower which makes this car a legend.

The first lap was somewhat of a surveillance mission trying to get the layout and pick out some reference points. Pocono is flat, where turns seem to blend into the vast landscape. It took me a few laps to put it together. The course is very demanding and exciting. You start on the banked NASCAR track which leads onto the infield road course. This is a wheel-

A new track means facing the unknown.



Photo by Mike Allen

These beautiful E30 M3's are too clean to drive on the track... but they do!



Photo by Mike Allen

Our Chapter President, giddy with excitement to be back on the track.



Photo by Mike Allen

An E46 tears up the track.



turning workout which reminded me of a Kart track or what drivers experience in an autocross. As I developed more confidence in the afternoon, my instructor passed on a few secret track techniques. I felt like I really got it together and was having a great event. The banked section lets you turn up the heat and we whittled away at the brake zones.

As the day was winding down one of our members experienced some serious engine problems – enter my new trailer. Two years ago, I experienced a problem at the Glen which required my wife, Isette, and one of our staff to rent a U-Haul trailer, drive up and rescue me and my car. At the time, I told Tony Howell, the New York Chapter Driver’s School Chairman, this situation would never happen again. It’s a very lonely and helpless feeling – wondering how you and your car are getting home. So I told Tony I would volunteer to help out other members who lived on Long Island if this situation should ever arise. So my trailer embarked on its maiden voyage, christened with a recovery mission distributing much good karma for everyone.



Students and Instructors attend the mandatory Drivers Meeting in the morning.



E30 M3s hang out together in the paddocks just like their owners.



GT3 by Porsche. Kiran by Chet and Sangeeta Marfatia.

“As we who own early Ms know, it’s the handling, not the horsepower which makes this car a legend.”

See you at the track,  
Henry



# Confessions of a Car Chick

— continued from p8  
whole tire deal. I still pity the sales guy who took my first phone call to Tire Rack.



Photo by Chuck Vossler

The Car Chick brings out the big tools.

Finding out your 1600 is really a 6-volt car was a surprise as well. It was in the process of being converted when the original owner died and his kids thought he had finished. He didn't. Then I found out the only place to buy a 6-volt battery was a tractor store.

Ever pump gas on a '67? It's not the same as a 2001, that's for sure. Standing at the pump trying to figure out the black hole on the side of my car

was really funny to anyone watching me.

Ever work on a car with a single carburetor and have it belch fire at you as you try to time it? Yea, neither had I until that moment. I just wish I had a picture.

“Ever work on a car with a single carburetor and have it belch fire at you as you try to time it?”

— continued on p14



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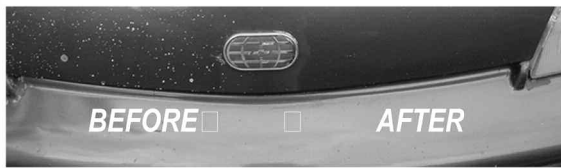
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## Technology Insights [www.bimmernav.com](http://www.bimmernav.com)

The audio system of a six-year-old BMW seems archaic, especially when compared to the Logic 7 digital audio system in the new BMW body style. The new BMWs also offer features such as auxiliary audio input (AUX), MP3 playback, and Sirius Satellite Radio. If you spend much time driving a car, you might wonder how you ever lived without these great features. Armed with the right information, you can correctly upgrade AUX, MP3, and Sirius support in your older BMW and have it operate exactly as it would in a new BMW.

To demonstrate these technology upgrades, we will focus on a 2001 5 Series E39 with navigation. The 2001 model was selected because it was manufactured just prior to when BMW switched from the Alpine trunk-mounted navigation radio to the Becker version, which has a slightly different radio connector. Despite this difference, it is still quite simple to retrofit a 2001 E39 with AUX, MP3 support, and BMW Sirius Satellite Radio. Initially, it requires upgrading the trunk-mounted radio for the AUX and Sirius Satellite support as well as upgrading the trunk-mounted navigation computer to the DVD MKIV for proper display of the MP3 and Sirius audio text on the navigation screen.

You can address the connector difference between the older Alpine and newer Becker radio by purchasing adapter harnesses from your BMW dealer. There are a few tricks for getting the wiring correct that are detailed on [www.bimmernav.com/sirius.html](http://www.bimmernav.com/sirius.html), but overall, it is a simple and quick task in the E39. The navigation radio model year is the crucial component, with the newer radios supporting the most features. Look for a 2006 X5 or E46 replacement radio for the most features. Once you upgrade the radio, you can easily add the other components to your E39 just by plugging them in. Now that your radio has additional modes, displaying this information properly requires upgrading the navigation computer.

Upgrading the navigation computer is a simple plug and play. In the 2001 E39 equipped with the CD navigation computer, you can simply remove the older and slower CD-based system and replace it with the newer and faster DVD-based MKIV navigation computer. Upgrading the navigation computer provides you with a new 3D Map viewing, DVD map of all US and Canada, and it will also display the information on your navigation screen correctly for Sirius, MP3, and AUX.

Starting in 2006, BMW introduced a new CD changer that plays MP3s and can support MP3 ID3 Audiotext on the navigation display. Upgrading to the new CD changer with MP3 support is a simple plug and play. The CD Changer will play MP3s correctly using the old radio and navigation computer, but in order to display ID3 Audiotext, you need the upgraded radio and nav components.

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# Confessions of a Car Chick

— continued from p12



Photo by Meg Vanderliest

The Beautiful 1967 BMW 1600.

I do take my ignorance in stride. I like to learn and don't mind laughing at myself in the process. I am truly indebted to several club members who have taken the time to teach me because now I prefer to do the work myself. Some of the repair and maintenance jobs I've completed on both cars are oil changes, spark plugs and filters replacement, brake jobs (pads and rotors), transmission oil, differential oil, and coolant flushes, and control arm bushings, water pump and thermostat housing replacement.

This might sound nutty but despite the obvious age and technological differences between the 1967 1600 and the 2001 330i, they both have the same core spirit and longing for the road. While frustrating at times due to my limited knowledge of cars, I love to tinker and find great appreciation in simply getting my hands dirty.

So until my next confession...safe and happy driving! ❖

## Basic Specification for the BMW 1600:

Engine Type: Inline, water cooled 4-cylinder  
 Displacement: 1573 cc  
 Valve Operation: Single Overhead Cam (SOHC)  
 Carburetion: 1 Solex 36-40 PDSI  
 Horsepower: 83@5500  
 4-Speed Transmission  
 6-Volt Electrical System

[Your Editor encourages all women to enjoy their BMWs as much as we guys do. We welcome more articles from women on their BMW experiences. Remember, women purchase 65% of all new cars and 53% of used cars, and they influence 95% of all auto purchases. Women BMW owners are a force to be reckoned with. - ed.]



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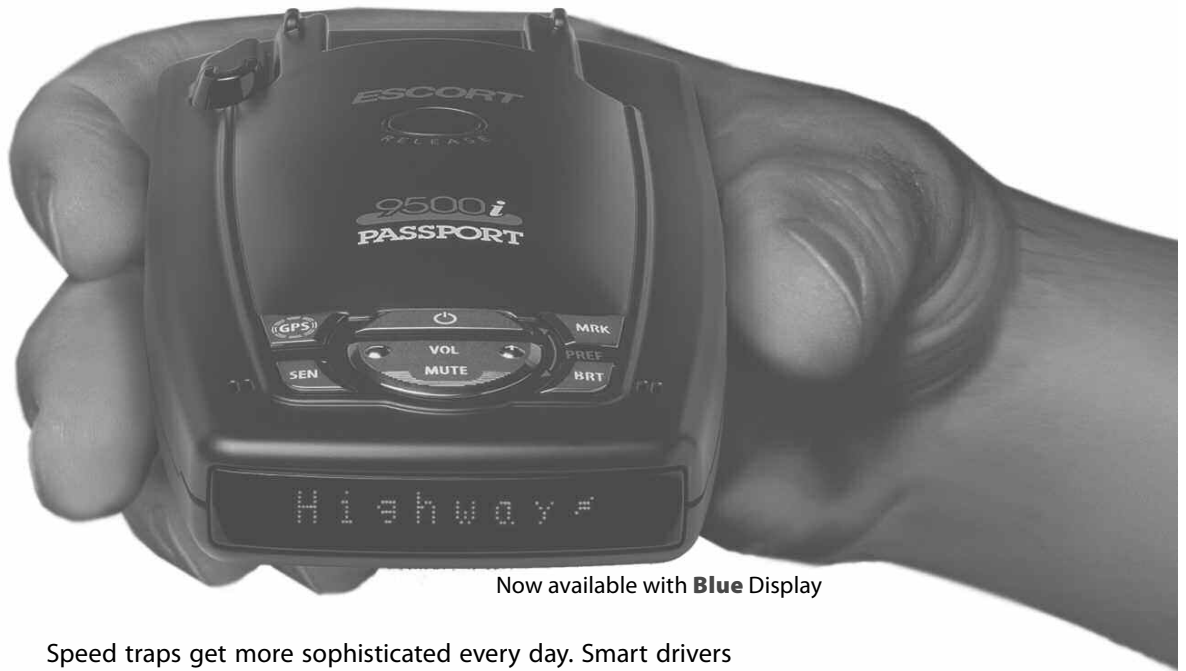


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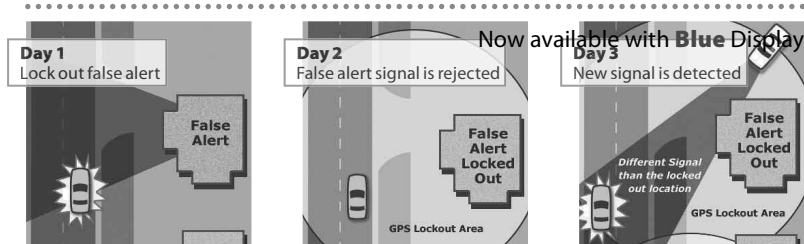
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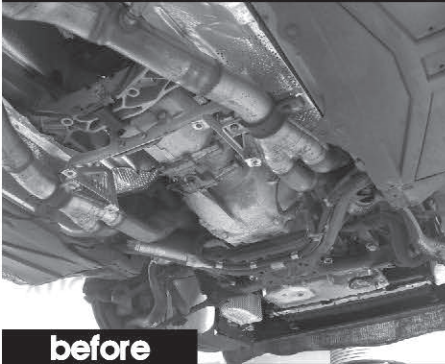


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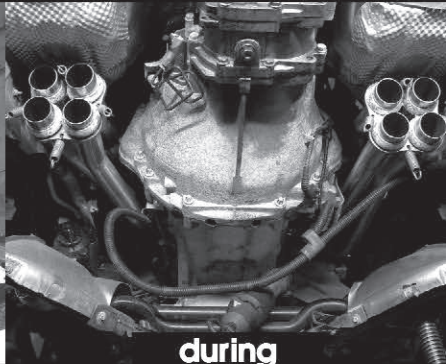
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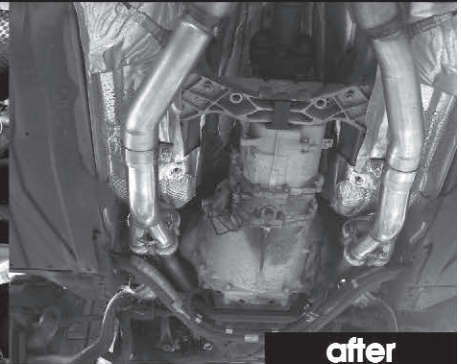
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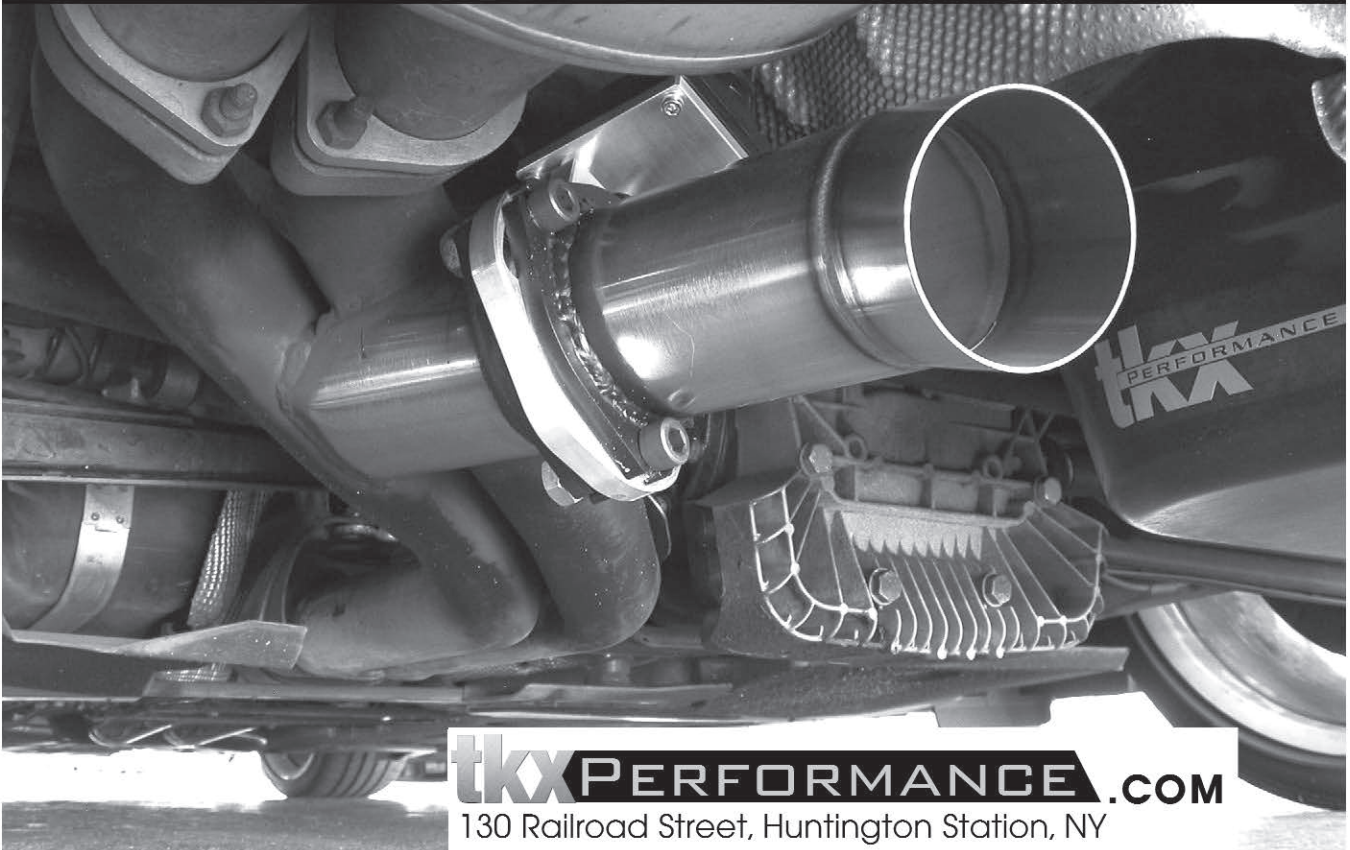


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# What Was Your First Car?

## By Garageboy

At a recent Board Meeting, some of us started drinking too much and that is always dangerous. Philosophical discussions ensue, and that usually leads to political debates or attempts to answer profound questions after the dessert has come and gone. We lucked out this time



Photo by: Unknown.

Former Board Member and Great Friend of the Chapter Frantz Lilavois in the 70s with his Datsun 510.

when this philosophical belly-button-pondering question was posed to the gruppe: "hey, what was your first car you owned?" We all could remember with instant recall our first BMW. Not surprisingly, we all knew a significant level of detail

about our first BMW – the paint code, the engine size, the E model designation, and precisely which aftermarket options it had. But recalling the first car we owned before we discovered BMW was a different exercise. This caused a lively discussion of a variety of non BMW iron that we all experienced over the years. Some of us had fond memories of our first rides, while others suffered flashbacks from traumatic first-

car experiences. It required putting down our drinks long enough to access some terribly dormant brain cells. Some of these cars were so old, it simply reminded us of how old we are. Yet there was one thing in common - we all had pretty eclectic taste and all roads eventually led to BMW.

- Anthony Howell – AMC Gremlin [please save your laughter for the end. - ed.]
- André Noël - Chrysler Simca
- Mike Allen - Ford Capri
- Jim Siegel - 1971 Datsun 1200
- RoseAnn Burke - Datsun 510
- Matt Brod - Volvo 240
- Sherwin DeShong -Toyota Corolla
- Steve Bernstein (Garageboy) - 1974 Opel Manta 1900
- Steve Geraci - a bright blue 1952 4 door Chevy sedan, 3-speed on the column

Do you have a good First Car Story? Or do you remember the first car on which you learned to drive a clutch? Do you have any fond memories of break-down adventures, speeding tickets, road trips, do-it-yourself repairs, or any driving stories when you were young and managed to cheat death? Photos are helpful, too, and you don't have to be a literary master to see your name in lights! Send me an email at [nybmwcca@garageboy.com](mailto:nybmwcca@garageboy.com) and we will be happy to consider publishing it! ❖

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