

Fall 2009

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DIE ZUGSPITZE

NEW YORK CHAPTER NEWSLETTER



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2009 NEW YORK CHAPTER EVENTS CALENDAR

September

20th New York Chapter Autocross Event #5
20th The Vineyard Series
The Third Annual Wine & Shine at Pindar
Raindate: Oct 18

October

11th New York Chapter Autocross Event #6
31st New York Chapter Autocross Event #7

December

5th Annual President's Dinner and Holiday Party

On The Cover:



The fuel-sipping twin-turbo BMW engine that is gracing the latest 7 series. This car was the Guest of Honor at this year's Family BBQ.

BMW Courtesy of Hassel BMW.

Photo by Mike Allen

The MINI E is here! Customers are soon taking delivery on the all-electric version of the MINI in select cities, including New York. Our chapter is proud to cover the introduction of this ground-breaking car to our region. Are you one of the lucky MINI E fans leasing this great automobile? Contact editor@nybmwcca.org for exclusive information about this project and for a chance to be interviewed for Die Zugspitze.



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PRESIDENT'S PAGE

André Noël

The summer season has come to a close and we are entering the season of orange and red hues along with cool crisp breezes. Take a drive in the Bimmer to your favorite apple orchard to pick some apples. Then take the scenic route to see the changing colors of the trees and maybe take a picture or two. Happy fall season everybody. May the winding roads bring a smile to you.

Over the last couple of months I've driven in quite a few different cars between work, family and friends. This has made me realize that I have been spoiled by driving a BMW over the last twenty years. My daily driver is an E30 3 Series. It might not be the fastest BMW out there but when you have driven one long enough you become one with the car. One of the most interesting things about driving a BMW is one we take for granted: the way the car handles. That is the key along with the steering and the brakes. The next time you are riding in something other than a BMW notice how the car rides. If you are on the highway, pay attention to how much effort the driver has to put into steering the car on an exit ramp. Also look at the entrance speed and exit speed and then take your car out and take the same entrance and exit ramp. Try to be at the same speed as you enter the exit ramp and steer the car as you normally would through the exit. Now compare the way your car feels to the non-BMW. That's what BMW is all about and why when you find a road with a few twists and turns a smile magically appears.

One final thought - this is the time of year for anybody who wants to run for office to submit their name and candidate statement to the Board. Our Board always welcomes members with new ideas and energy. Please contact any Board Member if you have any questions. Also, please do not forget the Holiday Party will be held in early December. I look forward to see everybody there.

Regards,
André Noël

2009 Call for Nominations

For the BMW CCA New York Chapter Board

Open Positions: President, Vice President, Treasurer, and Secretary

Members interested in running need to be nominated by a member in good standing. Include a short statement supporting the nomination to:

New York BMW CCA, PO BOX 920576, Arverne NY 11692

Candidates for President and Treasurer must have prior service as a member of the Board of Directors in order to be eligible to serve.

Nominations must be received no later than October 9th 2009.

NY Chapter BMW CCA Bylaws can be downloaded here:
http://www.nybmwcca.org/oldsite/new_bylaws.html

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NY Chapter BMW CCA Presents

The Vineyard Series

Third Annual Wine & Shine at Pindar Winery



Sunday September 20th 2009 12:00 noon - 3:00 P.M.

(Rain date Oct. 18th. 2009) - see nybmwcca.org website for updates

37645 Main Rd. (RT. 25) Peconic, NY 11958

Take a leisurely drive east to Long Island's Wine Country and join us at one of the North Fork's most highly rated vineyards, Pindar Vineyards Winery and Pavilion, for an afternoon in the fall sun. Bring a picnic lunch and relax on the pavilion overlooking the vineyards 550 acres. By popular demand, we are returning to Pindar for our third in an annual series of tours through the wine region of Eastern Long Island.

Sample some of Pindar's award winning vintages in their beautiful tasting room, tour the vineyard and facilities, and enjoy complimentary wine tasting, open to all BMW members.

All vintages are available for purchase at a 30% discount for Chapter members.

All those who attend will be eligible to enter their BMW in a clean car "Show & Shine" on the grounds of the vineyard in a separate parking area adjacent to the pavilion. Winners in each category will receive bottles of select Pindar vintage wines.

While here, visit Briemere's Farm on Sound Ave. for home baked pies, The Jamesport Country Store on The Main Rd.(Rt.25), Pepi's Ristorante in Southold, check out the many antique stores or one of the many fresh fruit and vegetable stands selling Long Island grown produce.

**Additional LI North Fork info. & maps at:
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**For additional information and to register:
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**ALL WHO WISH TO ATTEND MUST REGISTER BY E-MAIL
Please provide your BMW or MINI model and year.**





Gears Garage: Don't Brake It

By Nik Veler, NY BMW CCA Member

Hello to all of you here in the New York area! I will be writing occasionally with some automotive tips and ideas. Today I would like to talk to you about your brakes. Do you feel you need more stopping power?

Here is a good place to start.

#1 Buy the correct PADS. This sounds very simple, but most of you may have the wrong pads for your needs.

#2 Make sure you have adequate cooling to your brakes. Again, this is a very simple idea that is overlooked by most of us and is much more important than BIG BRAKE KITS! The correct pads with good cooling will do much more for you, dollar for dollar than anything else. For most people, and this includes you track-rats like me, you are under cooled. With the wrong pads, it will make you wish for those BIG BRAKES that you see all over the place. All you need is the correct set-up – pads and cooling. For anyone short of a full out race car set-up, this may be the best answer. You could run much better pads without any real down side – for most, a bit of noise is NOT a down side. Cooling ducts installed by the right shop are very easy to live with. An option to consider is to set them up so that you can very quickly remove the flex tubing, preventing them from cooling too much in cooler weather or in the winter. Yes, BIG BRAKE KITS are very “cool” and have their place, but they are not needed for most track day cars. Re-evaluate your needs and you may see that you could fix your braking issues in a quick, easy and cost-effective way.

#3 ALWAYS have fresh brake fluid in your brake system! If you have a newer car, say 2000 and up with ABS, in many cases there is a need to have the system “power flushed” every 2-3 brake fluid changes to get the best out of your cars’ brakes. Thanks to the design of the modern ABS system, it is very hard to do a true flush every time. Your basic “push the pedal down” method does an adequate job, but not a complete job in some cases.

ENJOY YOUR RIDE EVERY TIME!

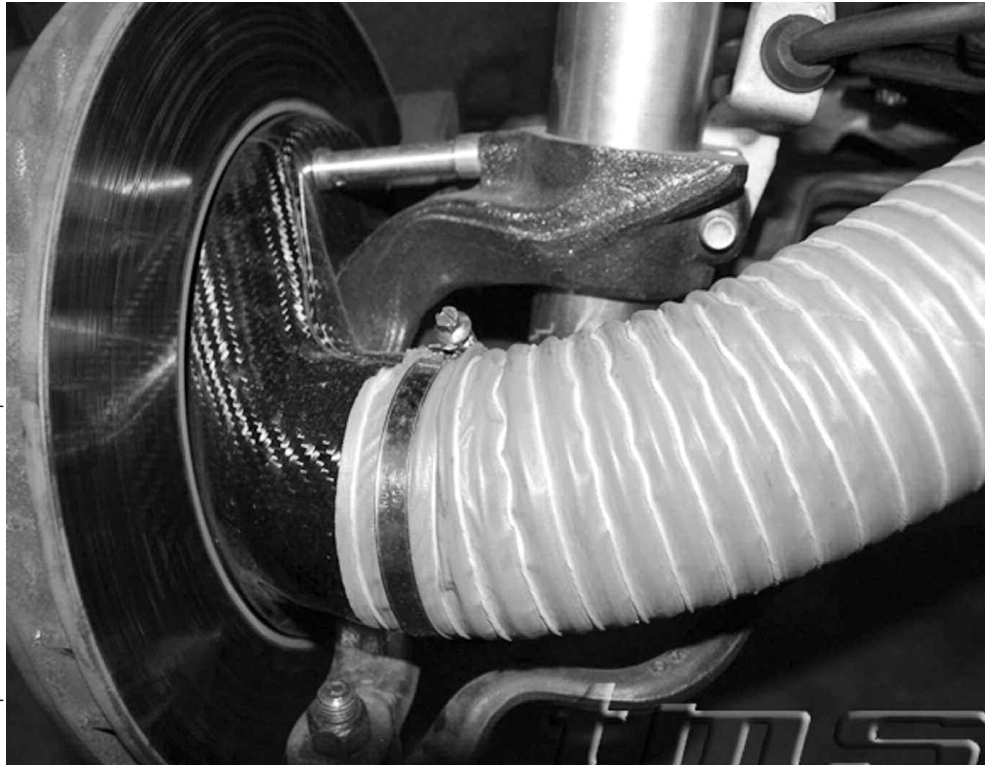


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Example of Turner Motorsport E46 Racing Brake Duct Kit.

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Barbecue Tender – Family BBQ 2009

by Garageboy

Once again, the members of the New York Chapter of the BMW CCA came out en masse to celebrate summer at the Annual Family BBQ in Eisenhower Park, Long Island. We enjoyed some of the most temperate weather ever for this event – there were no scorching moments in the sun or gale force winds blowing away our lunch and our door prizes as in the past. Members played volleyball, tossed footballs and Frisbees, and demonstrated their accuracy with a variety of water pistols and items resembling water pistols. One of the highlights of the day's event was a beautiful new 750li with the 4.8-liter Twin Turbo engine featured on the cover, that members could ogle and consider buying for themselves. We were fortunate that John Ryder, Hassel BMW Collision Center Manager, brought this enticing vehicle to our BBQ for our members to enjoy. As you can see from the smiles, it was another huge New York Chapter success!



Photo by Mike Allen

The Women of BMW.



Photo by Mike Allen

Member Jackie Brod Displays her New Tattoo.



Photo by Mike Allen

Young Men Preparing for the Water Fight with Adults.



Photo by Mike Allen

Raffle Prizes for Everyone!



Photo by Mike Allen

Members Congregate Around the E30 M3s in the Parking Lot.



Photo by Mike Allen

John Ryder from Hassel BMW and Sons with Former President Steve Fischthal enjoying the 750li.



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The Monsters Under My Car

By Meg Vanderliest,
Kansas City BMW CCA

I was not one of those kids who grew up with monsters under my bed. Most of the time if there was trouble my brother and I were in the middle of it. I find it ironic now after so many years of being monster free, I have recently located several. They don't hang out in my house or harass my pets but they reside in my BMWs. These little monsters just sit and wait to rear their ugly heads as I turn my back or put away my tools.

A few years ago, I purchased a 1967 1600 from the original owner's family and learned the hard way of what happens to a car when you let it sit for decades. Twenty years will spoil fluids, dry rot hoses, tires, and trim, drain electrical systems, seize brakes, and cake up dirt. All in all, it's just plain nasty!

I put on a brave face and worked through most of it under the instruction of friend, Keith Kreeger. First on the list was a good exterior and interior scrub. Then all fluids had to be changed, new calipers and brake lines installed, new spark plugs, bearings repacked, filters

Photo by Keith Kreeger



Real Women Work on Cars.

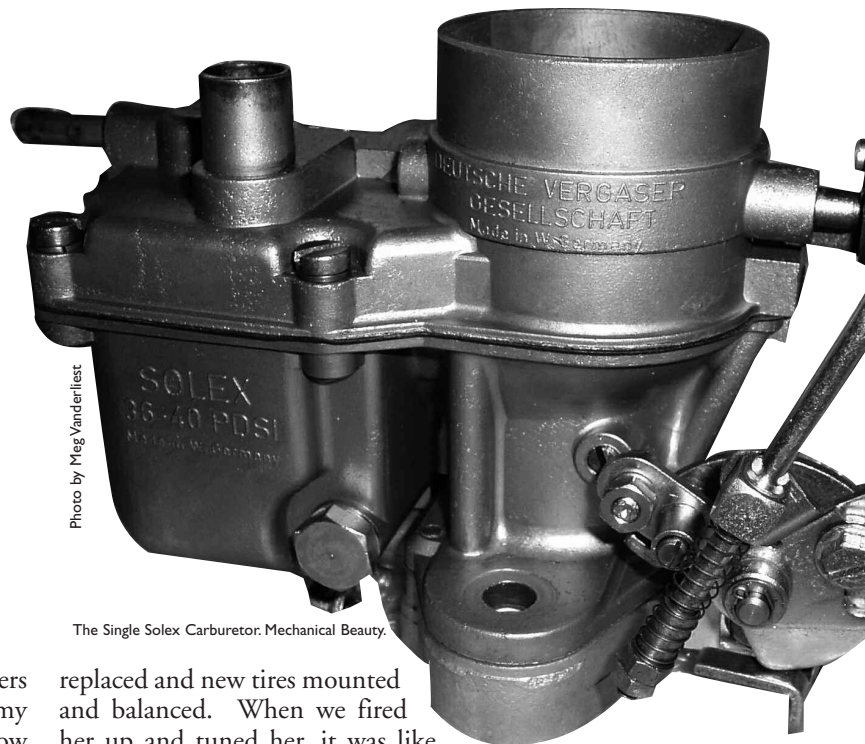


Photo by Meg Vanderliest

The Single Solex Carburetor: Mechanical Beauty.

replaced and new tires mounted and balanced. When we fired her up and tuned her, it was like music to my ears. At 40 years old, Sabine's engine was solid and running smoothly.

At first Sabine and I made little trips around town. As I got more confident, I decided to make a three hour trip to our local BMW Chapter's Oktoberfest. It was on this trip that one of the first monsters made an appearance. A faint squealing noise at idle turned into a very large squealing and grinding noise that drowned out the sound of the engine. Then the dreaded red electrical light that flickered sometimes, shone bright. I had a little luck on my side that day – the event was held at an import shop that worked on 02s.

The owner of the shop diagnosed the issue....my 6-volt generator was dying. I suppose I should tell you, I'm new to this old car stuff. I didn't understand what that really meant [I bet few men do either .editor.]. I just nodded and took some mental notes. It wasn't until Ron Rinke, who asks every time I see him whether I have converted my car yet, dumbed it down for me, did I

Photo by Caitlyn Gould



realize I might be in over my head. I had a lot to think about as I drove home: complete a 12-volt conversion or work with what I had.

I barely made it home. Looking back on what may have been a bad decision; I chose to leave Sabine in her original 6-volt state and started searching for generator options. I visited a few local armature shops, which only crushed my naïve optimism about finding a generator. I was looking at a total refabrication job. Armature shops just don't carry new generators in stock.

Next stop the Internet. I found a used generator from a 2002 restoration shop but after installing it, discovered it also had flat spots. In the end, I went back to the import shop where it all started and they fabricated a new generator using the good parts from the two I owned and creating the other parts I needed. There is

only one word to describe the experience: expensive.

Sabine fired up quite nicely with her new generator and the red light was extinguished. It was time to hit the road again. All was well for a few months but then Sabine started to feel a little fuel starved. At first I chalked it up to operator error. Maybe I wasn't giving the car ample time to warm up? Before I could pinpoint a problem, Sabine just stopped running. I had another monster in the midst. The lights came on and it would turn over, but it would not start. Keith and I formulated a checklist of possibilities: there was enough fuel, the generator was running, the fuel pump was functioning, the battery had enough juice, the coil had enough juice, and then we found it.....no spark.

Sabine missed out on the MidAmerica '02 Fest that year but I decided to take my E46, Brigitte, and go anyway. While in Eureka Springs, Arkansas for the '02 Fest, the issue was discussed with 2002 and 1600 enthusiast, Mike Pugh. His solution was to replace the coil. The old coil probably had just enough voltage to register properly but not enough to provide spark. When I got home, I located a Volkswagen repair shop in town that carried old Beetle parts and they had one in stock. We installed the new 6-volt coil and presto, like magic, monster number three arrived! The car still would



Sabine on Display at the 2008 Art of the Car Show.

not start. Keith and I looked things over and found the carburetor was stuck open. At this point, I honestly wanted to throw a temper tantrum.

Pressed for time for the Kansas City Art Institute's *Art of the Car Show* the following weekend, I made many trips over my lunch hours trying to locate another carburetor. Each shop would recommend me to the next shop and by the end of the week, I realized that locating a Single Solex carburetor locally was like trying to find a needle in a haystack. Running out of time, I tore apart the old carburetor, gave it another cleaning and crossed my fingers it would work long enough to make it to the show.

About 8pm on the night before the show, Keith and I reinstalled the carburetor; I turned the key and Sabine roared to life! Hell Yes! Sabine was making her debut!

A week later the evil red electrical light flickered on again. It was like a sick joke. Where were these monsters coming from!?!? Distressed and out of funds for the year, I decided to winterize Sabine early and as I pulled her into storage, she died.

I find that bitter memories fade with time. By this spring, I was ready to conquer monster number three with a newly remanufactured Single Solex carburetor from Jaymic. Oh yeah, baby! Shiny and new!

I'm still working on electrical monster number four but I think I've narrowed it down...the generator, battery and coil are new but the red light still flickers on and off. The last piece to the puzzle is the voltage regulator so I'm on the hunt again. It's an important part but not enough to keep us off the road. Sabine and I have had quite the journey together so far and I hope as we find new roads to drive, we leave the monsters at home. They are definitely some unwanted passengers.



Meg and her BMW, Sabine, are in Perfect Harmony after the Repair is Complete.

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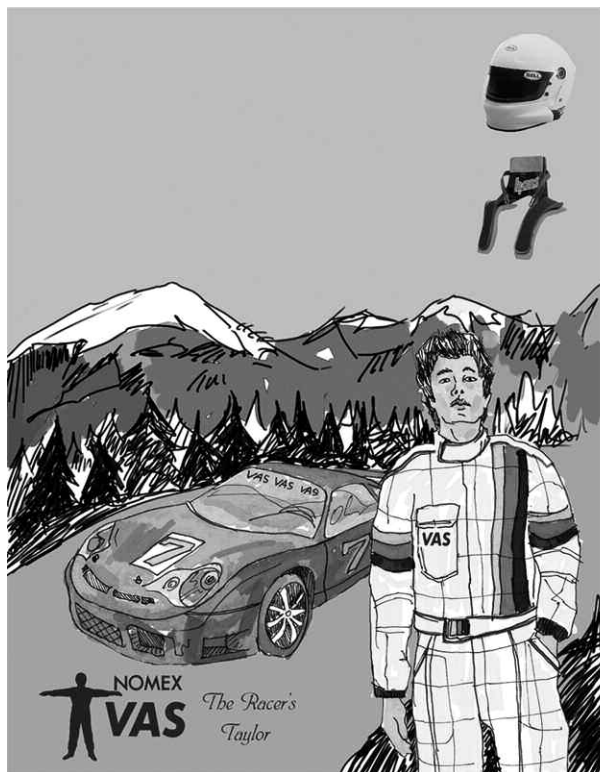
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Street Survival 2009

By Matt Brod

This year's Street Survival class brought 34 students to the Nassau Coliseum. Our 20 instructors were busy throughout the event to impart their knowledge to these new drivers in a variety of real-world maneuvers. This year, our most challenging exercise was the lane-change avoidance test, where students approached a

— continued on p16



Photo by Mike Allen

Matt Brod, Instructing with Gusto to Keep the Students Awake and Engaged in the Morning.



Photo by Mike Allen

How Not to Hit a Cone.



Photo by Mike Allen

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Street Survival 2009

— continued from p14

barrier and were forced to drive left or right around it. The point of the exercise was to avoid the obstruction, return to one's lane, and come to a safe stop. By the end of the day, the students were all smiles. We regret that our friends at



Parking Maneuvers - Where to Look, Where to Drive.

Photo by Mike Allen



Photo by Mike Allen

Decreasing Radius Turn - Where to Look, How to Hold the Steering Wheel.

the Uniondale Fire Department could not join us this year to wet down our skidpad, but they were out doing what they do best – responding to a local fire and restoring public safety. We thank our Guest Speaker, Kevin Hart, as well as all our instructors and volunteers, that helped us to make a difference in these new drivers' lives.

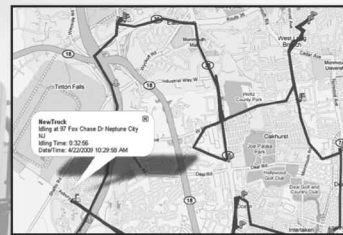
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Odometer Gear's 1980 E12 528i with 315,015 miles on the track during the 2008 Oktoberfest in Watkins Glen, NY. Photo by Kollins, TrackTimePhotos.com

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