

DIE ZUGSPITZE



NEW YORK CHAPTER NEWSLETTER

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Drive-In Movie BBQ p6



BMW and
the Internet V2.0 p8



Another Driving Tip p14



**Bangle
Butt my
A**!**

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NEW YORK CHAPTER EVENTS CALENDAR

December 2007

1st Annual Holiday Party & President's Dinner

February 2008

16th Annual Beach Party

April 2008

TBD 1st Autocross

(sooner than you think)

TBD

New York Chapter Driving School at

Pocono Raceway

(not soon enough)

June 2008

16-17th New York/Patrol Chapters Driving
School at Watkins Glen Raceway

September 2008

23rd-28th Oktoberfest 2008 at Watkins Glen
(Watkins Glen Harbor Hotel)
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*** The New York Chapter is looking for members to contribute articles and photos to Die Zugspitze
Contact: Steven Bernstein at nybmwcca@garageboy.com**

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PRESIDENT'S PAGE

André Noël

Hello BMW Fans!

Fall is here – the leaves on your favorite roads have finally gone through their annual color change. On October 14th, we held a Wine & Shine event at Vineyard 48 in Cutchogue on the North Fork of Long Island. With excellent weather, fine wine and nice looking BMWs in attendance, a good time was had by all that came out to the winery. Special thanks to long-time chapter volunteer Steve Geraci for pulling this event together.

It is time once again to prepare our BMWs for Old Man Winter. For some of you this is a pretty simple task. Park the car in the garage, plug in the battery tender, put on the car cover, overfill the tires a bit and see you in a few months. For the rest of us that use our cars year round, there is a longer list of things to check – air pressure, belts, hoses, fluids flush, and maybe a tune-up – to name but a few. And when it comes to tires, we can debate that for hours. If you do not have to drive when it snows, don't! But if you have to, make sure your all-season tires have plenty of tread on them. Better yet, make your Bimmer the Ultimate Snow Car with a set of four snow tires. Either way, please be careful out there!

Every time I think about snow, it reminds me of the Annual Holiday Party and President's Dinner, which will be held on Saturday, December 1st. I'm looking forward to joining everybody at the event, and I promise to make a few phone calls to ensure we have good weather. We will be holding it at the luxurious Seawane Country Club in Hewlett Harbor, Long Island once again this year. Please see the advertisement in this newsletter for more details about the Holiday Party, and RSVP early this year to help us prepare for the event. Have a happy and safe holiday season!

Take care,
André Noël
President, New York Chapter BMWCCA

Announcing the 2008 New York Chapter Board of the BMW Car Club of America

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Michael Allen, Vice President
RoseAnn Burke, Treasurer
James Siegel, Secretary
GJ Dixon, Member at Large

**The Board of the New York Chapter requests members to join us to help
steer the Board and drive the direction of the Chapter in 2008**

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The Drive-In Movie BBQ Charity Event

By Matt Brod

The Drive-In Movie BBQ Charity event was freakin' awesome and 2100 of you missed out on a good time!!!!

For all of you that passed on this event, you really missed out because we had a great event – perfect weather and a nice mix of people you'd probably never meet if it weren't for the whole BMW Club thing.

First and foremost I would like to thank RPM Racing and BRM Motorsports. Without these two shops this event would not have happened. Russ provided the site, some giveaways and even a tow to a wayward member who ruptured a fuel tank on the way to the event. Special thanks go to Chris from BRM for providing the projector and a grand prize to the "People's Choice" winner. A special thanks to Eeyore, RPM's Technical Director of tables and trash cans for doing all the little stuff to make this event go so smoothly.

Also, I'd like to thank the Sunday Morning Oak Beach crew for bringing down their "show cars" and the E30 M3 guys from S14.net for coming down with some great examples of "Real M3s". Before too long we had a full parking lot with a wide mix of cars, from a sweet Bavaria (featured in this issue) to a brand spankin' new M5 and everything BMW in between. From what I saw – and by the 4th Heineken my vision was not 100% - everyone was getting along, chewing the fat and having a good time.

The parking lot just kept filling up until we were at maximum capacity of about 20-25 cars and they still kept coming. Once the lot was full I lit the BBQ. At 6pm there was plenty of food, but it went

within an hour or so. There was a mysterious second wave of hamburgers around 8pm which was a surprise, but I grabbed one and would like to thank whoever brought the phantom burgers.

The movie was Spaceballs, the first and last non-car movie that I will ever show at a BMW Club Drive-In. Most people just kept on BSing through the movie until it was over. There was also a video of some less than sane driving from the Brooklyn contingent which everyone watched and enjoyed. Next time – and I promise that there will be a next time – we'll show something like Smokey and the Bandit or Ronin.

As for charity, we collected \$125 for the BMW Foundation which sponsors the Street Survival program nationwide. This was the icing on the cake for such a well-received event. Next spring we'll have another Drive-In with a TON more food and a better movie. Look for the announcement here or online at www.nybmwcca.org/forums. ❖



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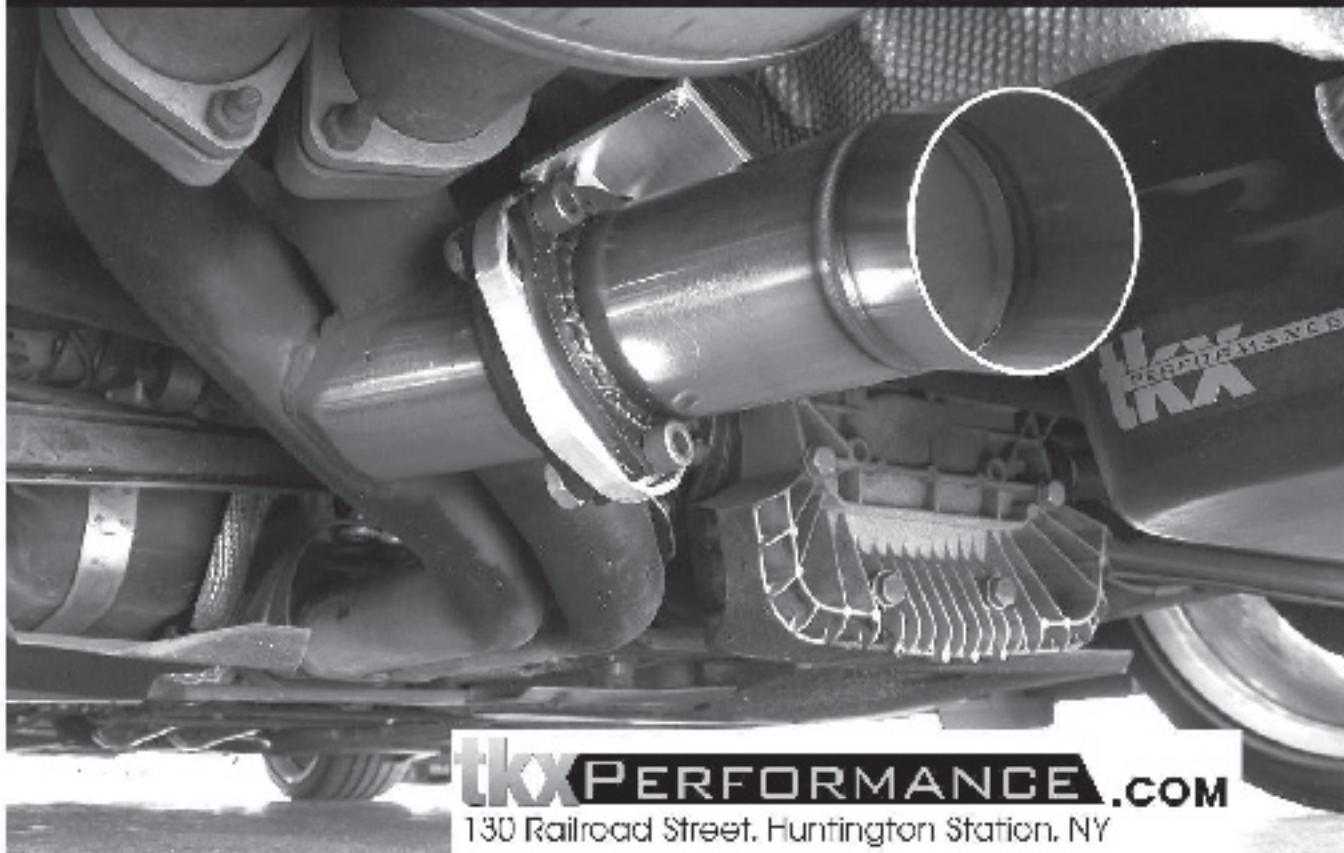


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BMW and the Internet V2.0

By Garageboy

In our Fall 2007 newsletter, we learned from Jonathan Spira how the BMW CCA National website (bmwcca.org) has undergone a major transformation thanks to the stewardship of Bill Howard and many talented individuals. In fact, much of the Internet has improved when it regards BMW content. In light of that good news, I would like to highlight some of the best sites I have found in recent times. If you have some cool new BMW links you would like to share, please contact your favorite Newsletter Editor at nybmwcca@garageboy.com.

The first website I wish to plug is our own – the New York Chapter BMW CCA, and in particular the forums for NY Chapter members. JG Dixon, our Member-at-Large, has been faithfully posting news and other BMW-related information on these forums for over a year now. But to be frank, the forums are a bit lonely and could use some more participation. The forums are a good way to exchange ideas and information with fellow New York members. But as you may realize, they are only valuable if we all participate a little bit more – that means writing and not just reading. So go to the site, create a new membership account, share your opinion, sell your wheels, ask a question, and get involved. I'll even post this article on the forums so that you can find these links more easily. We'll all benefit together by frequent visits to: <http://nybmwcca.org/forums>.

BMW AG has been hard at work to use the power of the Internet

to spread their corporate message. They launched a new site to correspond with the IAA 2007, the famous international car show in Frankfurt held in September. Their new site is akin to the youtube of BMW. It has some great videos, including a presentation on the 2002tii that Mobile Tradition built from the parts bin: <http://bmw-web.tv>.

There is also a site, entirely in German, that I recently found that has all kinds of wonderful in depth information about all models of BMW. It comes in text, pictures, and videos. If you have a favorite language translator, plug this URL into the translator for this site and have a look around: <http://www.bmwarchiv.de/>

When I need to look up a part for my E39 or E28s, I found an incredible source of information for all BMWs, new and old. Just bring the last 7 digits of your VIN number along for the ride and plug it into the Parts Catalog here, and you will find the correct factory part number: <http://bmwfans.info>

This next site is my new favorite. If you cannot get enough of the Nürburgring race track, there is a way to feel like you're waiting in line at the entrance to the Nordschleife (North Loop). It's a simple JPEG image of their webcam, refreshed once per minute, on the roof of the administrative building that overlooks the automated entrance gate to the track. I can't wait to see what I look like on a blackberry the next time I'm there: <http://nuerburgring.de/fileadmin/webcam/webcam.jpg>

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Bangle Butt my A**!

— By Alvin Baugh



Has “Bangle Butt” got you down? Does “Flame Surfacing” scare you? You are not alone. Whatever happened to classic BMW style, grace, and pace that kept a smile on your face? It seems that BMW has lost its way a bit – it’s still got the pace, but the style and grace seem to be lacking.

I remember when BMW had it all. I’ve loved BMWs since I was a child walking with my Dad back in 1972 down Beverley Road in Brooklyn when I came upon an Inka Orange BMW 2002tii. I’d never seen anything like it before. That color – that stubby shifter with its accordion boot caught my eye – with its compact size, squat stance, wrapped in a simple yet classic body style that spoke to me. From that day forward I was hooked! BMWs became my passion, much to my muscle-car-loving father’s chagrin. Dad had taken me to the NY Auto Show every year since I was a boy, and I’ve been attending ever since. The first display I’d always visit was the BMW stand. However, since the onslaught of “Bangle Butt” and “Flame Surfacing”, I still get there, but at a bit slower pace now.

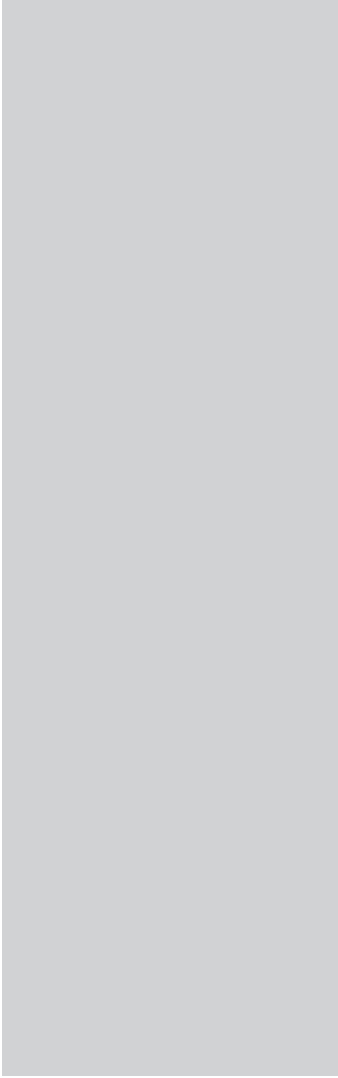
When Dad was looking for a replacement for his beloved Betsy, a 1967 Jetstar 88 with a 455 Rocket engine, we attended the 1973 New York Auto Show. The precocious little boy that I was begged Dad to buy a BMW Bavaria. It had everything I’d loved about the 2002, just more of it – more power, more interior room, more amenities, and room for our family of 5. I reminded Dad about Road and Track’s comparison test that said “The BMW’s character is decidedly sporty. Each of its 170 horses had less poundage to carry than those of the other two cars (Jaguar XJ6, Mercedes 280), and has a relatively raucous exhaust system. It’s the only one of the three cars that can be had with a manual gearbox in the U.S. It’s also the lightest of the three ... with a styling of the no-nonsense variety. Its sporty image does not detract from its transportation value – indeed, it’s as roomy as the Mercedes and the easiest of the three to get in

and out of, has a large trunk (and a particularly well finished one) and offers most of the comfort and convenience items to be found as optional or standard in the others”.

Dad smiled as we walked toward the car. He got behind the wheel, with me running around to my usual shotgun position. Dad looked over and smiled some more. I was smiling too, ear to ear, but my smile soon turned around. “I like it, it’s just a little plain, Son, and a bit too small for us.” I was crushed! Fast forward 30 years and now it’s time for me to replace my awesome 1985 Alfa GTV6 with something I’ve wanted for a long time. The search was on; I was Indiana Jones in search of my Holy Grail. Only now Indiana had a new side kick – thy name is Google.

I googled “BMW Bavaria” and up pops “The BMW Bavaria Defense Mechanism” website. I read that site like it was the word of a Higher Power. My new Bible would lead me to what I sought. Now it was on to eBay – nothing. Car Buyers Market – zero. Specialty Car Marketplace – nada. What’s going on here? No Bavarias anywhere! I had to keep googling, and I finally came upon Roadfly.com – Jackpot! A 1972 BMW Bavaria, Agave Green, 34,000 miles, 4 speed manual transmission, fully independent suspension, 4 wheel disc brakes, twin 2-barrel carbs atop a 3-litre in-line six cylinder engine, sunroof, and an Alpine AM/FM Cassette 4 speaker stereo with an ADS trunk mounted amplifier powering 4 speakers. I had to have it, so I called the owner immediately to set up a meeting. The car was beautiful, repainted 9 years ago, and garaged its whole life. The interior was straight out of 1972 – no rips or tears – all the wood was in perfect condition. In a word: awesome!

We held an exchange of monies for the title and maintenance records back to its original purchase date, and I was on my way back to Brooklyn from Connecticut. On the drive down the Saw Mill River Parkway’s long



sweeping turns, tight curves, and interspersed stop lights, the Bavaria tracked straight as a laser scope on a 44 Magnum. It had power from idle right up to the 6200rpm redline, and those obese – for 1972 – 215/60HR/14 BF Goodrich tires hugged the curves with the tenacity of Velcro. When those pesky stoplights would pop up at the end of a sweeping high speed curve, the brakes showed their mettle, figuratively and literally, hauling my 3100-pound baby down to full stop like a powerful husky obeying his master's commands. I couldn't believe that this 1972 BMW drove as well as modern cars, was so fast, and fulfilled the dreams and imaginations of my childhood. But I soon found out there were a few flies in this Bavarian's salve. With a little patience from a great mechanic, who cleaned up the cancerous gas tank, unclogged the fuel lines, cleaned the dirty carbs, added a low temp thermostat, flushed and refilled the radiator, and popped in a new distributor, the "Green Mamba" is now



as reliable as any new BMW, but with more style, grace, if not precisely the same pace. The Bavaria has carried me to Lime Rock Park for the Rolex Vintage Festival twice, to Watkins Glen for the Zippo U.S. Vintage Grand Prix/Tour de Marque, and to the Vintage at the Vineyard held at the Westbend Vineyard in Lewisville, North Carolina. The Bavaria even made it to BMW's Museum and manufacturing plant in Spartanburg, South Carolina.

I hope my experience buying, fixing, and driving my 1972 BMW Bavaria has infected you. Maybe a Bavaria lights your fire like it does mine. Could a 1971 2800CS coupe get the embers of your BMW just smoldering? I've got one of them too. Perhaps the iconic '73 2002tii, or '87 635csi, or '83 733i, or '95 325i, or 2000 BMW 540 Sport, might surely do it for you. Whatever older BMW styling speaks to you, buy it and drive it. Maybe we can all meet up and drive to BMW's US headquarters in N.J. and remind them what their cars are supposed to look like! So don't fret about Bangle Butt or Flame Surfacing – do something about it – get out there and hunt for your own Ultimate Driving Machine – one with the classic style, grace, and pace that once was, and may be the hallmark of every BMW. ❖



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BMW and the Internet V2.0


— continued from p8



Drivers line up at the entrance to the Nürburgring.

And finally, if you are lucky enough to travel to Europe this year, you will need gasoline for your rental car. With the price of gas rising, and the value of the Dollar versus the Euro plummeting, be prepared for some serious sticker shock. This site is an interesting guide to what you will expect in Germany. But this particular page on their site was quite a civics lesson on gas prices around the world. Oddly, the cheapest gas in the whole world isn't available in the good 'ol US of A, but in good 'ol Saudi Arabia whose gas prices are 1/6th of what we pay here, with their nearby neighbor Iran a very close second-place finisher: <http://gasoline-germany.com/international.phtml> ❖

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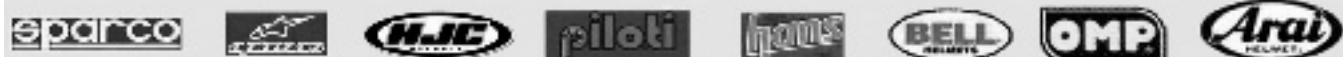
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...und wer fährt? (Translation: ...and who is driving?)

By Garageboy

This photo is from a roadside public service campaign by the German Federal Ministry of Traffic. It was launched back in 2003 to emphasize the problem of "distracted driving". This has been a plague on their roads since mobile phones ballooned in popularity in the late 1990s. The Germans had instituted a law to prohibit the use of hand-held cell phones as far back as March 2001. Their mobile phone law is very strict — hand-helds may only be used when the engine is off, and even hands-free devices may be used only when conditions allow it (i.e. not complicated traffic). But the distractions keep piling up and exacerbating the problem. On the autobahns of Germany, where speeds can regularly exceed 125mph (200kph) on non-restricted sections, it is hard to imagine that some drivers still believe it is acceptable to allow themselves to become distracted. Of course, all good Germans know that they should be concentrating on the task at hand — passing on the left, watching for the BMWs, Benzes, and Porsches in their rear-view mirror, and moving to the right after passing. In this public service campaign, they're not singling out mobile phones as the culprit. They're pointing out that distractions come in many flavors — smoking, eating, and playing with gadgets — and asks drivers to examine their priorities by asking the question: Since your attention is diverted because of these distractions, who is doing the driving?

One can easily find numerous studies over the decades to highlight the undeniable problem of distracted driving. People have

... und wer fährt?



been smoking in cars since the car was invented — yes, cigarettes were invented long before the automobile. We have been fiddling with our car radios since they were invented in the USA in 1930. We have been eating in our cars since the drive-through restaurant was invented in the USA in the 1940s. We have been engaging in risky sexual behavior while driving since it, too, was invented in the USA in the 1950s. And of course, driving with one's knee in order to

— continued on p16

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Exit M9W off Meadowbrook Pkwy.
3 lights on Merrick Road then left onto
Saint Johns Place.
We are the 1st building on the right. #16
Stop in and visit us or give us a call.

BMW-PORSCHE-AUDI-VOLKSWAGEN-VOLVO-SAAB



...und wer fährt? (Translation: ...and who is driving?)

— continued from p14


smoke from a bong was invented by Cheech and Chong in the 1970s. I believe Cheech was born in Los Angeles, while Tommy was born in Canada. But close enough. My point is: The United States of America invented distractions. The USA is the birthplace of distractions and we lead the world in finding revolutionary new ways to become distracted behind the wheel.

Mobile phones are made the scapegoat because as a telephone, they are usually in the hand of the driver that is using them - which we can plainly see. And if we can see them, we know that at least one of the driver's hands is not on the steering wheel. With one hand on the steering wheel, who knows where their attention is? Some "clever" motorists think that in order to comply with the current law, they can use their speakerphones, or push-to-talk features, and this satisfies the hands free law. Well, whether it does or doesn't, their driving is still impaired by the distraction. I've always found the "hands-free" aspect of the law in the USA to be somewhat silly. Whether hand-held or hands-free, many phone users - those who don't have integrated Bluetooth in their BMWs - must take their eyes off the road to navigate poorly designed address books on crappy phones, send SMS messages, or redial dropped calls thanks to crappy service providers. It's those few consecutive seconds of inattention to traffic conditions that can kill.

Anyone who has driven an automobile has allowed themselves to be

distracted at some point. And it is an absolute certainty that we will allow ourselves to be distracted while driving tomorrow and then again the next day. But the lesson here is about mitigating risks and understanding the consequences of ignoring risk. I will freely admit that I speed on the highway and that there is some small risk in doing that. But I never speed in residential neighborhoods, and certainly don't compound the risk by taking on additional risks while speeding. It is when we multiply risks — conversations, drinking, playing with I-Drive and the iPod — that we significantly increase the likelihood that we will experience an accident. A person who is paying close attention while exceeding the speed limit on the highway is a lesser danger on the road than someone who considers driving their 3rd or 4th priority while behind the wheel around town. Nonetheless, once we consider the risks we take, we can manage them better, and possibly become safer drivers.

The future holds many challenges, and it isn't too far off. Through voice commands that will be accepted by our car's computer and transferred to computer systems at home and at work, we will be able to control appliances remotely, read and respond to emails remotely, conduct business remotely, and perform tasks that make our current set of available distractions seem downright benign. I suppose those "Intelligent Transportation Systems" might not be such a bad idea after all — at least we'll have a honest answer to the question: "...and who is driving?" — but for the other cars, not for our BMWs. I'm not quite ready to give up The Joy of Driving! ❖



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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, 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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NY BMW CCA CHAPTER Annual Holiday Party & President's Dinner

Date: Saturday, December 1st 2007

Time: Cocktails: 7PM / Dinner: 8PM

Please RSVP no later than Nov. 15th, 2007 with check and name and age of children attending.

Cash or money order only accepted at the door. Seating is limited

Icela Fischthal 914 Hewlett Drive, North Woodmere, N.Y. 11581 / icela@optonline.net

Price: Adults \$65/person / \$25 children (by deadline)

Santa will be giving gifts to the children!

(Children must be registered in ADVANCE to assure that Santa will bring them a gift.)

Please visit the NY BMW CCA website for the exquisite menu

Location: Seawane Country Club Hewlett Harbor Long Island

Club Drive | Hewlett Harbor | NY 11557

(516) 374-1110

Directions

FROM WESTCHESTER AND CONNECTICUT

Whitestone or Throgs Neck Bridge onto Cross Island Parkway Southbound. Proceed to Southern State Parkway Eastbound to Exit 13. South on Central Avenue. Central Avenue changes to Mill Road after crossing Sunrise Highway Proceed to end of Mill Road, and then make left on West Broadway. Left on Broadway for 2 traffic lights. Then make right on East Rockaway Road. Proceed 7/10 mile and make right turn on Schenck Lane. Right turn on Club Drive directly to Seawane.

FROM NORTH SHORE, LONG ISLAND

Cross Island Parkway Southbound then follow above directions.

FROM MANHATTAN

Queens Midtown Tunnel or 59th Street Bridge to LIE Eastbound. Proceed to Van Wyck Expressway Southbound to Belt Parkway East. Exit at Sunrise Highway and proceed East past Green Acres Shopping Center to Mill Road. Right turn on Mill Road then follow Westchester directions above.

_____ Adults @ \$65.00 per person

_____ Children @ \$25.00 per person

Children _____ Number of boys

_____ Number of girls

List names, addresses, & phone numbers of all persons attending

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Photos of the 62nd International Motor Show (IAA) in Frankfurt, including the new 1-series, the new X6, a real M5 Touring, and, on the Nürburgring, the very secret 7-series. Photos by Charles Karnati and Gary Bossert.



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