

Summer 2007

# DIE ZUGSPITZE



NEW YORK CHAPTER NEWSLETTER

INSIDE:

## ALUMINUM

THE SHAPE OF THINGS TO COME



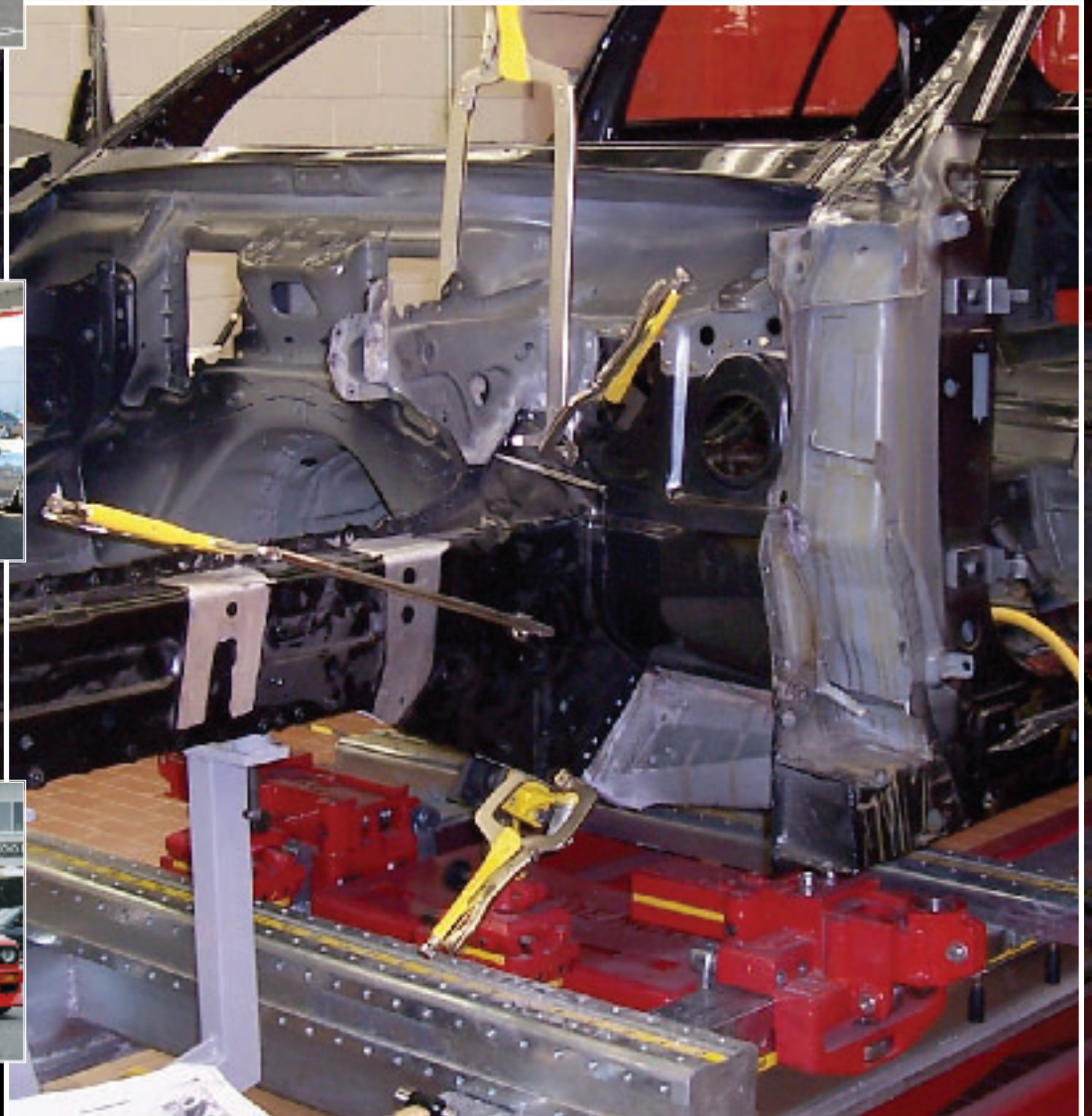
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On the Cover: Factory Aluminum Frame Repair Course showing a fully disassembled E60 5-series at the BMW facility in Spartanburg, SC. (photo by Andy Petaludis)

# NEW YORK CHAPTER 2007 EVENTS CALENDAR

## July

- 14th Autocross/Nassau Coliseum
- 21st 4th Annual NY Chapter Family BBQ
- 28th Autocross/Nassau Coliseum

## August

- 11th NY Chapter Autocross Street Survival School
- 25th Autocross/Nassau Coliseum

## September

- 22nd Autocross/Nassau Coliseum

## October

- 20th Autocross/Nassau Coliseum

The New York Chapter has new Club Merchandise for sale. Just log on to the chapter web site and go to the link [www.cafepress.com/bmwnychapter](http://www.cafepress.com/bmwnychapter). From there you will have over twenty different items to choose from. Just place your order, and it will be sent directly to you in about six days. Go check it out and pick something up for yourself or family member.

Let us know what you think of the new merchandise. Send comments to [noelsm3@verizon.net](mailto:noelsm3@verizon.net)

\* The New York Chapter is looking for members to contribute articles and photos to Die Zugspitze  
Contact: Andre Noel at [noelsm3@verizon.net](mailto:noelsm3@verizon.net)



**Andre Noel**

Hello BMW Fans!

It's hard to believe that half the year has passed by already. Summer is here and maybe you're planning a road trip with the family or friends. If so, take a little time out before your trip to check out your BMW.

Of course, check the oil, coolant, and the air pressure in the tires. But don't forget to check the belts, hoses, and the one thing that 85% of us never check - the spare tire. For the owners of the new E90's (the 328, 330, or 335) with run-flat tires, you might want to check for the location of nearest BMW dealers along your route just in case you have a tire problem. This can be found at the [bmwusa.com](http://bmwusa.com) website. For BMW-friendly people throughout the country, you can contact the BMW CCA directly to order the handy *Friends of BMW* booklet for your glovebox. So please drive safely and enjoy the summer.

The annual New York Chapter Family BBQ will be held on July 21st 2007 at Eisenhower Park in Field # 6. You can find more info about it in the newsletter on Page 18. I'm looking forward to seeing everybody there. Please be sure to RSVP so we can get the proper head count. Come on out and have some fun and show off your car!

Regards,  
Andre Noel  
President  
New York Chapter BMWCCA

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## Autocross Corner

### Test & Tune – April 1st 2007 (yes, really, April 1st)

The 2007 Autocross season started off with a Test & Tune at the Robert Plan facility in Bethpage. Thirty-seven cars showed up for the event. The E30 models came out in force. All three generations of the M3 – E30, E36, and E46 – were on hand to show their stuff. Mr. Convertible, Victor Yim, was there with his M6. I was amazed to see how graceful the M6 looked going around the course and even more impressed (shocked?) when I saw the times it was setting. There was also a nice turnout of first-timers who had a chance to test their own driving skills and their cars' handling. By the end of the day everybody was smiling and talking about the great time they had.



Many thanks to all the Support Staff and other volunteers who came out early to make this such a great event!

### Event 1 – April 28th 2007

The 2007 Autocross season is off and running! The first event was held at Nassau Coliseum. Sixty-five entrants showed up for the first event. A lot of the regular hot shoes were out in force ready to give it a try to win the gold this season. A few of the regulars showed up either in new cars or different classes. As I look over the results, I predict we are going to see some very close battles for first place in quite a few of the car classes. Good luck to all and we hope to see some new faces out there.

### Event 2 – May 20th 2007

Our second Autocross of the season took place at the Robert Plan facility in Bethpage on a beautiful Sunday in May. Fifty entrants showed up to try their skills and luck on the course designed by yours truly. The course was quick but with just enough challenging parts to make it interesting. If you were not on the proper line for some parts of the course you would find yourself sliding past the cones on the wrong side. As some evidence of the fact that the designing the course doesn't give me any special privileges, I was among the number who found that out very quickly on the first or second run. Mother Nature was nice to us for a change. Although we got a few drops of rain when Charles Karnati (a.k.a. Rain Man) decided to take a few laps, our pleas to the rain gods reminding them that Charles was not running the event worked! We finished the day with nothing but sunny skies. All in all it was a good event and we're looking forward to seeing everybody at the next event.



— Andre Noel  
NYBMWCCA President

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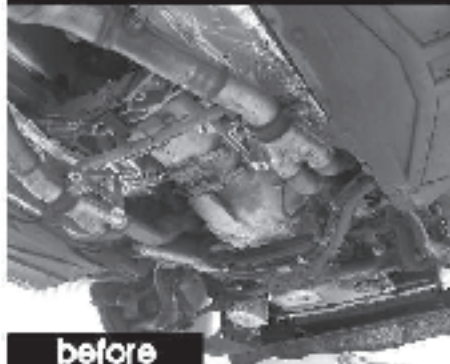


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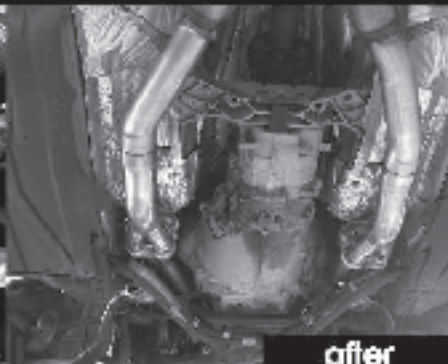
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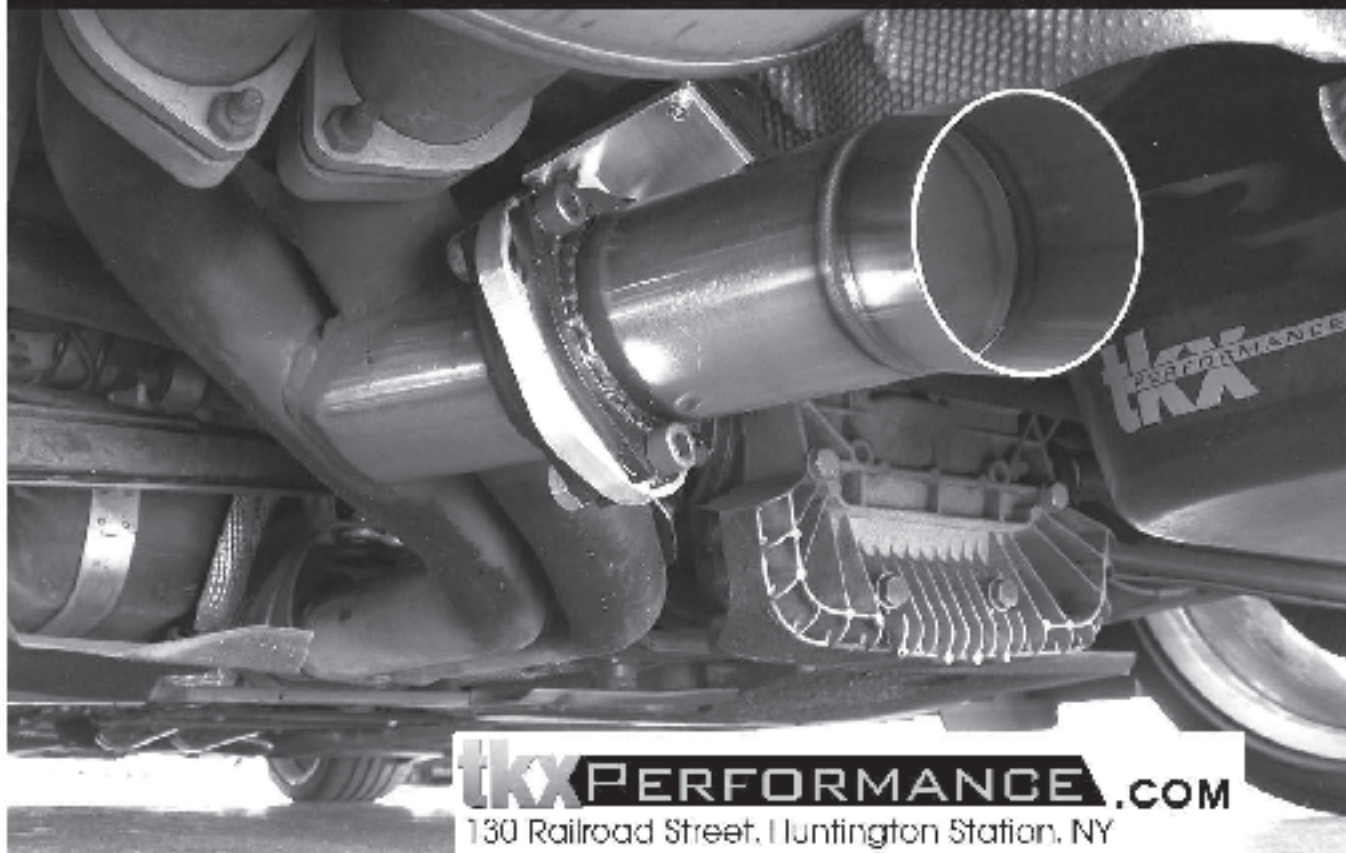


during



after

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## One Day M Performance School at Spartanburg, South Carolina

I flew down to South Carolina at the end of December to attend the complimentary One Day M School which is included with a purchase or lease of a new M5, M6, or M6 Cabrio. BMW NA also has corresponding complementary driving sessions for purchase or lease of other model BMWs although the driving time is more limited. On arrival to the Spartanburg/Greenville airport, I was picked up in a new 530xi Touring. Unlike my M6, it was very nice and comfortable on the road. I checked in at the Marriott which is 10 minutes from the BMW headquarters. When I arrived, I realized that I had actually arrived a day early. So I took a side trip to the famous Vanderbilt-family Biltmore Estate in North Carolina, the largest home in the United States. Some of the BMW driving schools actually take drives up to the estate. I also took a side trip to the new Atlanta Aquarium in Georgia to see the largest aquarium in the world which houses 4 whale sharks – the largest fish in the world – each about 25 feet long.

The Greenville Marriott hotel is the host hotel for all the BMW driving events. The night before the track event, a dinner was held that gave us a chance to meet up with other new BMW owners. The vast majority of drivers had M5s purchased at least 6 months ago. I was a more recent owner, having not yet completed the 1200 mile break in period in my M6.

The next morning, we had breakfast at the hotel and then proceeded by charter bus to the BMW Delivery Center. None of the participants were



getting delivery of their cars. I picked up a 3 series BMW in 2001 at the Delivery Center but apparently, it is more difficult to coordinate delivery of a car with a driving school now because of the large demand these days. We had a chalk talk with the instructors and introduced ourselves. We then broke up into groups and were given time at different skill courses. There were many different models of BMW used at the event, but not convertibles.

The drivers were not wearing helmets during any of the exercises and we were not allowed to disengage the DSC, except for the wet skidpan.

My first event was a braking maneuver exercise in a fleet of red M roadsters – the only manual transmission car of the day. It was exciting to drive this compact car, as it has a completely different feel compared to the M5 or M6. Since Eileen does not drive a manual, I ended up taking her turn in line, and got a double helping for myself! The instructor had us start down a straight and perform a panic stop after an evasive maneuver away from cones that simulate an obstacle.

The next event was an autocross-like course with a timer. This event was conducted with M6 coupes. The instructor would watch your performance from his car and give you feedback by walkie-talkie.

The wet skid pad event used M5s with the DSC turned off. The instructor sat with us in the car and gave us feedback on our car control under

— continue on p12



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# THE SHAPE OF THINGS TO COME

“Glue?”, he asked. “Rivets and glue? You’re telling me I just spent over \$50,000 for a new BMW and the front of my car is held together with @#\$(\*&@ rivets and glue?” My friend was upset. I was excited to share what I had learned about the newest generation of BMWs, but I probably should have found a smarter approach to enlighten him about his space-age new car. He was aware that BMWs built in this century were constructed very differently from our older cars, but he didn’t know enough about cars to know which ideas were not-so-good and which technological advances in our BMWs are to be embraced. Admittedly, the sound of “rivets and glue” in the front end of your car doesn’t sound particularly inspiring.

I probably should have started by explaining all the positive aspects of replacing steel with aluminum in the frame design of modern BMWs. So I pointed out that using aluminum saved 110 pounds on the front axle of his E60 5er. I described how his new 5-series handles better than all previous generations because of lower unsprung weight on the front suspension. In fact, in the new 6er Cabrio, BMW achieved the nearly perfect 50/50 front-to-rear weight distribution that other carmakers simply dream about. I explained how the use of high-strength glue and rivets contributed to the crashworthiness of the BMW, and that the use of lightweight aluminum impacts favorably upon his car’s fuel efficiency. I told him how much easier it is to manufacture a 5er or 6er than all previous models and generations. But my friend is smart — after listening intently to my diatribe, his first question was, “OK, but what if I get into an accident? Does anybody know how to fix these cars?”

He had a point. BMW was happy to sell him a new car with modern technology, but few collision repair facilities in the United States or anywhere else in the world were prepared for the complexity of these changes when these models were introduced back in 2004. The collision repair business, already under significant pressure, wouldn’t just need to learn the process of repairing aluminum frame cars, a huge task in itself. They also would have to invest in expensive materials and equipment to work with aluminum.

Enter the BMW technicians at Kos-Tom Collision. The BMW experts at this collision repair facility in Queens have not only gone to school but also done their homework! They are one of very few collision repair facilities with the capabilities to repair these cars, and they’ve attended BMW NA’s training classes on the topic. In addition, they’ve made the ultimate decision to invest in manpower, materials, and equipment that is required to repair BMWs now and into the future.

I recently had the opportunity to sit down with Andy Petaludis, one of the owners of Kos-Tom Collision in Queens. He knows how the new BMWs are changing the automotive industry. Andy has been at



this business for decades, having sharpened his teeth and honed his skills working as the Chief Painter at Small Car, Inc., before running his own business.

When we spoke, Andy had just returned from a GRAV Repair refresher course he had completed at the BMW Performance Center in Spartanburg, South Carolina. GRAV stands for "Gewichts Reduzierte Aluminium Vorderbau", which translates to "Weight Reduced Aluminum Front Section". Andy and his BMW technicians taught me about the new materials that are required for performing these complex repairs. Kos-Tom made a huge investment in tools and equipment, including a Celette frame machine — the same one used at the factories in Germany, rivet insertion/extraction tools, a flame-coating primer kit specifically for aluminum, and an aluminum stud welder. For safety reasons, he had to purchase an additional set of bodywork hand tools since you cannot mix tools used on steel with tools used on aluminum.



The training class was an update to the original GRAV Repair course developed when these cars were introduced in 2004. BMW had initially declared that firewall damage could not be repaired on these cars. As a result, BMW had discovered that certain accidents had caused some new vehicles to be deemed not repairable with less than significant firewall damage. Therefore, they had to develop new methods for performing firewall repairs and this new information was part of the updated training curriculum.

Many of his fellow students were somewhat shy about picking up tools and taking part in the hands-on portion of the training, but not Andy. Perhaps it's because Andy is a New Yorker, but I know it was due to his experience with BMWs that gave him the confidence to dive right in. Since he has performed the process many times, he was able to pick up the tools and get to work. When the instructor demonstrated the flame-coating primer kit designed for aluminum repairs, one of the other students remarked, "Gee, we never used that thing on any of the repairs we've done at our dealership". See, kids? It pays to read the instructions!

Life used to be so simple. BMWs from yesteryear only had a couple types of metal in them — by weight, virgin steel was the primary component and iron was a close second. Other than certain limited production vehicles, like the 3.0 CSL or the classic 507, aluminum was the exception, not the rule. Eventually the use of

aluminum for engine heads was introduced, and in the past decade, aluminum began to show up in suspension components.

In 2004, BMW began using extrusion-pressed aluminum to create engine carriers. These are the front frame rail sections that attach to the firewall and support the engine and suspension in the E60/61 5-series and E63/64 6-series. Using extruded aluminum, complex shapes can be achieved allowing innovative lightweight designs. And it doesn't stop there. In the new 6er, we find over 20 different types of metals, including magnesium and manganese, not to mention a number of types of aluminums and aluminum alloys, including stamped, rolled, extruded, and cast. The GRAV components are also being used in the next generation 7er, as well as the recently released X5.

From an environmental standpoint, there are many new rules that bodyshops must follow when handling aluminum. For example, unlike steel which has magnetic properties and whose particles will stick to the metal, aluminum particles can become airborne. As a result, technicians have to take great care when grinding or sanding aluminum. Instead of using compressed air to remove excess particles, a special vacuum cleaner for capturing aluminum must be used, and of course, proper breathing apparatus must be worn at all times. Aluminum is a neurotoxin, which means it is a toxin that can act directly on nerve cells if you inhale it. This is some serious stuff!

As our conversation came to a close, I asked Andy how he thought the use of these materials would impact the collision repair business in the years to come, and Kos-Tom Collision in particular. Andy has a vested interest in making sure his business continues to keep up with the technology in every respect concerning the construction and reconstruction of our BMWs. Andy just smiled and replied, "I'm never afraid of new technology. For me, the good news is that anyone who owns these newer cars has to come to a facility like mine that specializes in BMWs and knows how to handle aluminum frame repair. Some insurance companies try to bully their customers into using their 'approved' shops which don't have the technology to properly repair them. New York State law is clear that customers are allowed to make the choice. If these cars are improperly repaired, it's not just a question of resale value, it's about your ability to survive a crash. As long as the customer understands this new technology requires expertise that cannot be found just anywhere, I'll be around to help them."

Maybe I will trade in my E39 for an E60 5-series after all...



## One Day M Performance School

— continue from p8

severe oversteer conditions. We were instructed to drive about 30-40 mph on a circular, concrete pad that has been wet down. Then we were instructed to apply a surge of throttle to break the rear end loose. We were critiqued on our ability to bring the car under control. Obviously, this was not enjoyable for the back seat passenger that might be inclined towards motion sickness as this process was repeated 6 or 7 times with the majority of the results being at least a 360-degree spin.

There was a break for a quick lunch in the Performance Center Cafeteria, with some feedback from the instructors and students. In the afternoon, they had more skill courses to complete. There was a larger, wet circular skid pad in which there was an elimination round between 8 drivers using the red M coupes again. Two cars would start at opposite ends of the skid pad and start moving at the same time. After 3 laps around the oval, the driver who had gotten closer to other driver was declared the winner. This was done in an elimination fashion until there was only one driver left out of the group. This session was a lot of fun and brought out the competitiveness of the BMW owners.

The last exercise involved taking an M6 through an abbreviated track-style course following an instructor. There was an open straight and several turns including a "Chicago box" and "the skid pad". On the straight, you could reach about 100 mph before braking to enter the skid pad area.

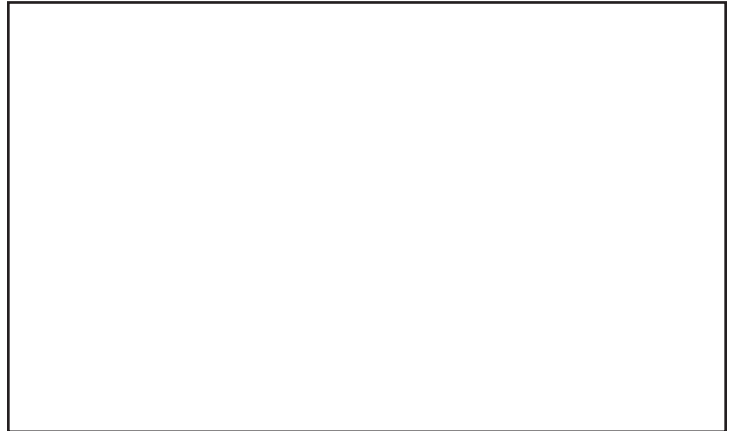
After finishing our exercises, the instructors told us they wanted to have some fun too. They took 3 passengers at a time in an M5 and drove all out with the DSC off in a drift/race/stunt-car maniacal way. It was a blast! It's amazing to experience the level of car control these professional drivers have. They could spin the car 360 degrees and



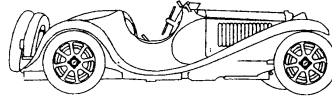
manage to exit the spin in complete control with tires screaming and cars rotating in every which direction. Eileen was in the front seat telling me how the front seat is grabbing her with the active side bolsters. My M6 did not come with the active seats. I've never experienced this so I suppose it's a little startling when you are in a car being thrown around and suddenly your seat comes alive! This part of the event was definitely the highlight of the day.

The instructors were very friendly and the event was well done. There was a lot more driving time and at higher speeds than with the other complementary driving events. I'm sure you get a lot more driving time with the paid 1-day or 2-day M driving schools, which are quite expensive. I also received a collared shirt with an M-logo as a souvenir. Unlike my previous visit there, there were no factory tours or museum tickets included in this event. They informed us that we could have set this up on our own but the factory was closed at the time for production line changes. I highly recommend anybody taking lease or purchase of any new BMW to take advantage of these complementary car events at the BMW Performance Center in South Carolina.

— Victor Yim



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## Pocono Raceway 2007

### *"But Baby it's Cold Outside"!*

I guess no one listened to the words from that old Bing Crosby song as 104 stalwart Drivers and Instructors braved the cold at Pocono Raceway's North Course this past April 13th to start the 2007 Driving School season.

### *"Neither Wind nor Snow nor an ominous Friday The 13th shall keep us away from a track event"*

Early morning temperatures in the mid thirties made coffee or hot chocolate a mandatory supplement at the local WaWa (Pennsylvanian for "7 Eleven"). Upon our arrival at the track, snow flurries were there to greet us. We started our day's adventure by unloading our cars in preparation for Technical Inspection and subsequent Event Registration. Judging from the



high energy, no one seemed to really care about the temperature although snippets from conversations overheard included "do we really have to keep our windows down?", "my car doesn't have a heater core", "anyone have an extra fleece jacket?" and "at least its sunny and the snow isn't sticking".

It's always amazing to see the diversity in spare parts and car preparation for these events. Apart from the all-common spare set of track wheels, we diehard gearheads generally bring along with us a full compliment of what we view as "track necessities". A wide assortment of tools, spare electrical parts (fuel pump relays, spark plugs, ignition wires, distributor cap and rotors), brake pads and brake fluid, radiator hoses, a variety of different size nuts and bolts, hydraulic floor jacks and jack stands all somehow fit into our cars for the track pilgrimage. Cars in general range from showroom quality "are you really going to drive that beauty on the track?" to track-prepared monsters that are hauled from event to event on trailers.

### *"A Car's a Car's a Car"*



This year's display of automotive machinery yet again included BMWs and non-BMWs. Within the BMW family, as is common, the majority of students brought along their daily drivers: 7 series sedans, 5 series M and non-M sedans and coupes, a wide range of 3 series spanning

in genre from late 80s E30s thru E46 M3s, as well as the obligatory Mini Coopers. The "other branded vehicles" included VWs, Audis (made by VW), and a fair number of Porsche GT3s and 911s (also made



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# Pocono Raceway 2007

by VW). The “super car” category was adequately represented by a Porsche Carrera GT and a Ferrari F430. Being somewhat myopic, my favorites were the classic E30 M3s in various stages of tune.

Overall, fantastic assortments of cars were in attendance with drivers bubbling with pride and enthusiasm.

## ***“We are here to Learn, not to Race”***

The school provides an instructed and controlled venue for drivers to experience their car’s high-speed capabilities in a closed supervised environment. Not only is there one on one “hands-on” instructional track training, but classroom sessions exist to solidify the practical aspect of the school. Terms such as “trail braking”, “heel and toeing”, “double clutching” and “track out” take on new meaning.

After each car underwent a comprehensive technical inspection, the event kicked off with a Drivers’ Meeting. We had a discussion outlining the rules of the track, safety procedures, passing zones, flagging stations and the meaning


of the various flags. The remainder of the day’s activity was comprised of four 20-minute instructional in-car track sessions where focus was directed towards track safety, driving style, high-speed vehicle dynamics and overall awareness of one’s surroundings. Between these practical sessions there were mandatory classroom meetings to review safety procedures, discuss individuals’ experiences and focus on advanced driving techniques. These breaks from the track also provided valuable time to go over the mechanicals of your car (tire condition, fluids, etc.). Safety is always the number one priority; both on and off the track. It was no surprise to see classroom attendance at a record high since, as you might have guessed, ***the classroom was heated!***



I am happy to report that once again, we had a very successful event with no major off-track excursions. Judging from the smiles on the faces of each driver at the end of the day, all indications are that fun was had by all!

A special thanks to the New York Chapter Driver School Committee for putting together a safe and educational event and kudos and accolades go out to members of the Patroon Chapter for coming down and helping us put together this school.

— Michael W. Allen



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

What is Bluetooth and how does it relate to your BMW? Bluetooth is a short-range wireless technology named after the King of Denmark c. 985. King Bluetooth was famous for bringing together a fragmented nation and was consequently honored by a team of Swedish engineers working on a new technology project at Ericsson. This team of 30 engineers, headed by Jaap Haarlens in Stockholm, Sweden, was tasked to invent a technology that would replace cables in devices such as cell phones and computers. Today, Bluetooth technology is being used by auto manufacturers to wirelessly connect the driver's cellular phone into the vehicle's operation.

In relation to your BMW, Bluetooth is viewed as a "safety feature" for using your cellular phone hands-free while driving. Many states across the US have recognized this safety feature and have implemented new laws banning the use of cell phones without the use of a hands-free device while driving. As a result, Bluetooth is now a standard feature in most BMW models built since 2006. BMW's Bluetooth system puts all of the phone controls on the steering wheel, making the use of cellular phones safer, while offering the additional functionality of voice control of your cellular phone and navigation system (if equipped). The Bluetooth system also displays your cellular phone book information on the instrument cluster or on the radio display for easy operation of your calling features.

Starting with the mid-2002 production, all North American BMWs were prewired for Bluetooth hands-free communication (in European BMWs, prewiring is an option). Because of the prewiring, retrofitting any BMW built since this date is quick and simple. In addition, companies such as Bimmernav.com produce specialty adapter wiring harnesses that will perfectly adapt the telephone prewiring of earlier BMWs to the latest BMW Bluetooth technology. Beginning with the previous body style BMWs (1995 and up), telephone prewiring was included in all new North American BMWs, so adding Bluetooth in an older BMW is a simple plug and play as long as you purchase a kit that includes all the specific parts based on your exact make and model.

BMW's Bluetooth technology has gone through many revisions since 2002, with the best versions being the most recent. When purchasing a Bluetooth system, make sure that you get the newest BMW Bluetooth modules available, such as the latest 2007 versions. This will ensure support for most phones, better hands-free voice quality, and all of the latest functionality.

Remember, Bluetooth can be retrofitted in ANY year BMW; however, the last two generations of BMWs provide the best functionality and integration due to the addition of multi-functional steering wheel controls, the BMW computer bus system, and telephone prewiring.

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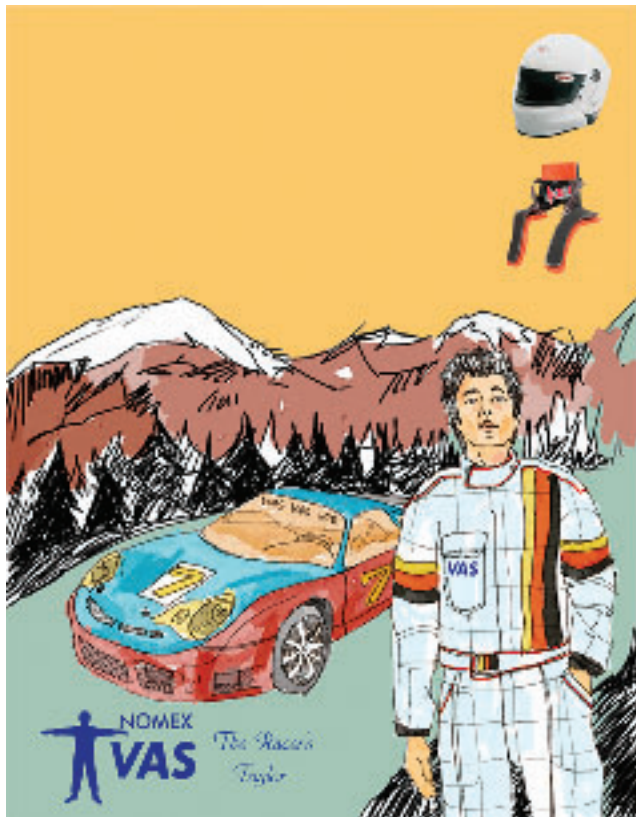


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