

Die Zugspitze July-August 2002

BMW Car Club of America - New York Chapter

Banned in the USA?



Are *Xenon HID Lights* too bright?

People are complaining and the National Highway Traffic Safety Administration seem to think so !

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 - Detailing Dynamics: Auto Detailing
- ✓ Tri-Marques Concours: Old Westbury Gardens
- ✓ Bimmer FestEast
- ✓ NY Chapter Poconos Drivers School
- ✓ Convertible Top Car Care

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Each issue of DieZugspitze is available on-line before it is printed. Point your browser to the NY Chapter website and download the latest issues. <http://www.nybmwcca.org>

Address Change?

All changes to member addresses must be sent to the National Office: **Roundel BMW CCA, Inc.**
640 South Main Street, Suite 201
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The BMW CCA
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has changed their
mailing address and
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P.O. Box 920576
Arverne, NY 11692
516-792-2002
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Small Car, Inc.

BMW Auto Body and Repair
BMW Factory Recognized Collision
Repair Facility

154-02 41st Ave. Flushing, NY
August 24th, 2002 Time: 12:00pm - 3:00pm

Mark your calendars !

NY BMW CCA and Small Car, Inc is happy to offer it's members an informational session on BMW collision techniques, car care information and the latest in auto insurance and it's impact on BMW owners. This tech session is being held at Small Car, Inc.'s state of the art facility in Flushing, NY.

**THIS EVENT IS LIMITED TO NY BMW CCA MEMBERS ONLY !
THERE IS A MAXIMUM OF 60 MEMBERS - YOU MUST RSVP NO
LATER THAN AUGUST 10TH FIRST COME, FIRST SERVED !
You will ONLY be admitted with a RSVP and a valid NY BMW CCA
MEMBERSHIP CARD. LUNCH WILL BE PROVIDED BUT
PLEASE BRING A CHAIR !**



Please RSVP w/your member number to
the NY Chapter Hotline 516-792-2002

Directions:

Clearview Expressway to Northern
Blvd West to Murray Street. Make a left turn
onto Murray (2 Blocks south to 41st Ave.)
Make left turn on 41st Ave. Look for brown
building on right and the NY BMW CCA
banner. Parking is down the ramp under
the building.



Fisch-Tales

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

Hi, it's hard to believe summer is here already. Have you had your car out to the track or at one of our autocrosses? Not yet, don't put it off any longer sign up and come down to one of our events. You'll wonder why you hadn't tried it sooner. There's still plenty of time to come on out and play.

OK, now I'm going to do a little pushing to get you off your butts. Would you like to do a charitable deed, while driving your favorite marque? How about joining us in the Ultimate Drive for the Cure? This event is sponsored by the Susan G. Komen Breast Cancer Foundation and supported with major dollars by BMWNA. Here's how you can do your share and while doing it enjoy driving a new BMW. Come down to your local BMW center when they are hosting the Drive for the Cure. This info is available both in this newsletter and online at "www.bmw.com or call 877-4ADRIIVE. Bring a valid driver's license and pick out a 2002 BMW from the test drive fleet. BMW will provide a detailed course and hand you the keys to the car. You are then on your own. ENJOY! While you are enjoying the drive, BMWNA will be donating \$1.00 per mile to the Susan G. Komen Foundation. What could be better? How about winning a BMW M5! Go online at www.bmwfilm.com and find out how you could be driving Madonna's M5.

The Susan G. Komen Foundation is in the forefront of funding breast cancer research and providing funds for other related supportive activities. Their mission is to eradicate breast cancer as a life-threatening disease by advancing research, education, screening and treatment. Go online at www.komen.org or call 800-I'M AWARE and check out all that they are doing.

Also a "must-see" tech session will be held at Small Car, Inc. on August 24th. Small Car Inc, was previously featured on these very pages of Die Zugspitze, they are a great group of people and are great with BMW's.

I think it's great that we can come together as a club and lend a helping hand to those in need. Take time out of your life and lend a hand. You will have a good time and truly be doing something that is deeply appreciated by those receiving the benefits of this program. Come on down and join us. You will feel good doing this, I promise.
- Steve



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

- ~~May 4th (Sat)~~
- ~~May 25/26 (Sat/Sun)~~
- July 27 (Sat)
- Aug 18 (Sun)
- Sep 21 (Sat)
- Oct 5 (Sat)
- ~~Oct 27 (Sun)~~
- Nov 3 (Sun)



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

www.nybmwcca.org/autocross

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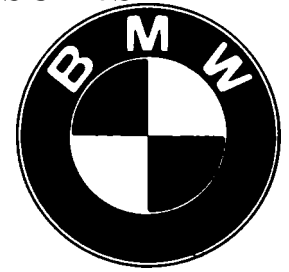
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New York Chapter BMW CCA Presents



7th Annual Great Marques at



Old Westbury Gardens

Concours D'Elegance

To Be Held On the Grounds of Old Westbury Gardens,

Old Westbury NY

Sunday September 15, 2002

Gates Open at 9:00am

Rain Date September 29, 2002

Judging At 11:00 AM



This event will feature BMW and Porsche Cars
*Owners of cars not competing in the Concours will be directed
to a special exhibit area for public viewing.
Bring the family and your camera*



Directions to Old Westbury Gardens:

From The LI Expressway: Take exit 39S (Glen Cove Rd.) follow the Service Road east for 1.2 miles, turn right on to Old Westbury Road and continue 0.4 miles to the Gardens on the left.

From The Northern State Parkway: Take exit 32N to Post Ave., go north on Post Ave., make a left on Jericho Tpke. (Rte 25) and a right at the first light onto Old Westbury Road. The Gardens entrance is on the right.

*For additional directions call 516 333-0048 or <http://www.oldwestburygardens.org/>
Concour Update Hotline 516-792-2002 or email: smf328@optonline.net*

Name _____

Address _____ City _____ State _____ Zip _____

Telephone Number _____ Make _____ Model _____

Check for \$35.00 enclosed, payable to BMW CCA New York Chapter, Inc.

Mail to: BMW CCA NY Chapter Concour PO Box 92057 Arverne, NY 11692

Check the class for the car you are entering: Concour _____ Street Class _____

Detailing Dynamics

Automotive Detailing

555 Port Washington Blvd,

Port Washington, NY

516-944-4024

August 4, 2002 10:00am - 12:00pm

Mark your calendars !

Interested in showing your car at the Great Marques Concour D'Elegance in September? Want to know what's involved in getting your car ready and how you can do it. Then you want to come to our concour prep session hosted by Matt Zakarian, principal of Detailing Dynamics. Even if you are only interested in learning how to properly maintain that new car look, come on down.

Matt will be our guest speaker. He will be sharing his extensive knowledge on car detailing. He will go thru the details on how to get your car to shine! He will be dispelling myths and letting you know the proper way to care for your car. He will be available to look over your car and make suggestions to you.

Our second guest speaker will be Demetrios Mirrisis, Director of Motorsports at Habberstad BMW and more importantly, Concour Chief Judge of the PCA. Demetri will speak on judging a car at a concour. He will go over what and where the judges are looking for and how the cars are scored.

Have a few door dings and want to eliminate them before the concour? See Brian, Detailing Dynamics door ding expert. He will be providing paintless dent removal services and will be available to remove them from your car. D.D. will be offering this service at a special 20% discount at this session. The charge will be \$120/ panel. Each additional panel will be done for \$100. The NY Chapter will be providing lunch. Why not come down and join us. Please leave your RSVP on the chapter hotline, 516-792-2002.

Directions:

Long Island Exp to Searingtown Road north. Proceed across Northern Blvd towards Flower Hill.

Searingtown Road changes name to Port Washington Blvd. Detail Dynamics is located across from the Nassau Knolls cemetery



NY Chapter Summerfest @ Habberstad BMW : Rachel Corey

Women are better drivers. That was Steve Dinan speaking at this year's very successful NY BMW CCA/Dinan/Habberstad BMW/BMWNA Summerfest. I checked with his wife Jan and she confirmed it. So there you have it, women are better drivers than



men, end of that debate. The Dinans arrived at Newark airport to meet their car and drive it to Boston and then back to New York. Jan is accustomed to long distance driving, she used to run frequently from Cleveland, Ohio to Ocean City, Maryland. Still, she pointed out they were getting kind of tired before they reached New York City and got energized. It's not fun driving in the big city, but it is fun just being here. She said they tuned in a rap station, rolled down their windows and drove through town. The Dinans are piloting their M5 to Car and Driver Magazine in Michigan after this stop in New York- look for California license plate: "DINAN" if you are headed that way.

Jan Dinan gets an autograph from Thom Montanari



Participants this year made off with a

bevy of raffle prizes, everything from a ride in Steve Dinan's passenger seat to a \$500 BMW "Street Carver"- an award-winning skateboard with BMW's actual 5 Series unique pendulum suspension.

Bryan Lane looks like he can handle the Street Carver.

Native New Yorker Tom Salkowsky, M Brand Manager for BMWNA, hinted at



a special article in the upcoming Roundel magazine on the BMW/WilliamsF1 Team, Grand Prix racing. He said only: "Look for it." Habberstad laid out 20 feet of sandwiches we happily munched while taking a sneak peek at their new Mini and Pre Owned facility next door. Erik Habberstad explained how he felt the four entities benefit from events like Summerfest. "From BMWNA through the dealer to the owners through BMW CCA with help from a tuner like Dinan."

Interspersed with talks from Steve Dinan on their new item-headers for the M5- and Tom Salkowsky on the M Brand and the BMW/WilliamsF1 Team , Thom Montanari discussed the genesis of the artwork he creates based on the Ultimate Driving Machines, Phil Danza demonstrated custom vinyl



graphics, and the raffle kept coming back for more prizes given out and more money raised for

the Susan G. Komen Breast Cancer Foundation. Tommy Chang won this famous Thom Montanari BMW caricature. One of 350 27" x 34" color limited edition BMW/Williams F1 Team



"Strike Force" lithographs signed and numbered by the artist, Thom Montanari. This lithograph was raffled off to an overjoyed new NY BMW CCA member Keith Jordan. Detailing Dynamics was on hand removing dents and selling a wide range of car care



products- as preview to the upcoming Concour Prep Tech Session on August 4th. NY BMW CCA merchandise was available- I snapped up a bargain, one of the new jet black fleeces with our logo of the New York skyline. Impressive quality on all the items. A super-charged 2002 roared off just as I was learning that any 2002 owner can contact BMW and give their details- and receive a beautiful commemorative key chain- free. A gift from BMW! Thanks to everyone for the event and all the prizes!

NY Chapter Autocross 2002 Series



New For 2002 - Series Championship Series Rules

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

The season points will be totaled as follows

First place	8 points
Second place	6 points
Third place	4 points
Fourth place	2 points
All other places	1 points



Sponsored by Haberstad BMW

Director of Motorsports: Demetrios Mirissis

(631) 418-3260

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

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

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SUSPENSION UPGRADES

Stage 1 Adjustable shocks & struts, performance springs & spring pads

Stage 2 Stage 1 pkg., plus adjustable front & rear sway bars

Stage 3 Stage 1 & 2 packages, plus front camber enhancements

To complete suspension, Dinan offers...

- Front & rear strut braces
- Wheel, tire & brake upgrades also available
- Available for most late model BMW's
- Performance & suspension packages vary with models

YEAR	CAR*	PACKAGE*	PARTS*	LABOR*
2001	325i/xi/ei & 330i/xi/ei	Stage 2 Software, Cold Air Intake, Free-Flow Exhaust	\$1697	4.5 Hours
'96-'99	M-3	Stage 4 Software, Cold Air Intake, Air Flowmeter, Throttle Body	\$2141	4.5 Hours
'98-'00	M-Roadster & Coupe	Stage 4 Software, Cold Air Intake, Air Flowmeter, Throttle Body	\$2191	4.5 Hours
'99-'00	323i/ci & 328i/ci	Stage 2 Software, Cold Air Intake, Free-Flow Exhaust	\$1597	5 Hours
'96-'01	S40i	Stage 2 Software, Cold Air Intake, Free-Flow Exhaust	\$1997	6 Hours
'00-'01	M-5	Stage 1 Software, Free-Flow Exhaust, Cold Air Intake	\$3796	7.5 Hours

*Auto Trans. Software & Labor Costs additional

Haberstad

Demetrios Mirissis, Director of Motorsports
Demetri@HaberstadBMW.com • www.HaberstadBMW.com

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Caring for your BMW Convertible

By Matt Zakarian – Detailing Dynamics
Port Washington, NY 516-944-4024

Well it's finally nice and warm and all the convertibles are coming out. So let's discuss the topic of convertible tops and their plastic windows. First let's start with the top itself; they're either made out of vinyl or fabric. Since all materials eventually fade, manufacturers don't make specific claims against fading. In case you've had your top replaced, it's also advisable not to lower it for at least 1 week after installation because the top needs time to stretch and conform to the shape of the frame.

Now let's go over some of the rules of thumb for maintaining your convertible top:

- After enjoying a day in the sun, always raise your top prior to storing your vehicle (if you're unsure whether to leave the top down or put it up, then put it up). Leaving your top down for more than 24 hours gives the material time to deform and may produce stubborn wrinkles. It's like throwing a nice Armani with crumbled up in your trunk and not expecting it not to be wrinkled the next day.
- Do not lower your top when the temperature is below 60° F (even though many car manuals say 50°). Doing so may crease or worse yet crack the vinyl window; and yes I've seen windows crack right down the middle on more than one occasion.
- To keep stubborn zippers working smoothly, try rubbing a little bit of solid hand soap or candle wax on them.
- Never wipe the vinyl rear windows dry nor use paper towels (most paper towels are made from wood and may cause scratches). There are soft disposable towels made expressly for this purpose. I am not a fan of using a soft old t-shirts or towels either because if it has even one particle of dirt in it and you wipe your window with it, OOPS! And by the way, don't ever use an ice scraper (don't laugh: I recently spent an hour machine polishing a convertible window that was "cleaned" by one).
- When folding your top down, always place a clean cotton cloth/towel or baby blanket between the folds of the vinyl window to help eliminate scratches and rub marks as well as eliminate a sharp fold in the plastic. There is a product specifically made to address this issue called the "window pillow" that I highly recommend. Remember that as you drive your BMW, it vibrates if only ever so slightly. Thus, if any part of the vinyl window contacts another part. It will result in a dulled rubbed area. You usu-

ally see a set of four these moon shaper marks on most convertible windows.

- When washing your plastic convertible window (just like washing your car) it is important to rinse the surface very thoroughly to remove as much dirt as possible. Particles left on the surface will act like an abrasive once you start to wash. I suggest using a natural wool sponge with plenty of car wash soap and using no downward pressure. The best way to dry it is with compressed air (because you're not touching the surface). If not use a synthetic chamois and pat dry (do not wipe). The remaining dried water residue can be removed with "Novus #1" or Plexus with a special disposable towel as aforementioned.

If you are going to polish your plastic window, do so after washing the window and before washing the rest of the car. This is because the good polishes are water based and in case they get on the fabric top, they can be rinsed off with a strong stream of water (my favorite brand of polishes is "Novus"). Now, BMW does you a big favor and installs a plastic border around the window. After polishing, the window should be sealed with "Plexus" (in which case you have to deal with its slight greasiness) or a quality carnauba wax (just be careful to not get the wax on the fabric).

If you're waxing your BMW convertible, take caution not to get polish/wax on the edges of the fabric top. I would suggest taping the edges with some blue 3M "Long Mask" painters tape (basically masking tape which leaves less glue residue). If you do get it on the fabric, on boy!

As you've probably noticed, brand new fabric convertible tops are coated with a water-repellant (the water beads ups on the fabric). As that coating wears away, you may find the top starts to wick (absorb water from the lining side) and thus require more cleaning. This is the time to reapply the coating (this should be down on a regular basis; just think of it as a routine like waxing your paint). The top should ideally come clean with a good stream of water. In most cases, I try not to physically touch the ragtops when I work on them. Unless there is a particular stain, do not use any kind of cleaner or rub the fabric. Every time you touch the top, it's like rubbing a sweater; you create lint and wear away the fabric.

If you have any questions or comments, please give us a call at the shop 516.944.4024. Until the next time, may the wind be always at your back.

Matt

Could Xenon HID Head lamps be banned in the USA?.

Excerpted from the National Highway Traffic Safety Administration (http://www.nhtsa.gov)

In the case of HID's, we have received numerous complaints stating that these newer lamps produce excessive glare. Even though they are required to comply with all federal lighting requirements and we have no reason to believe that they do not comply, HID's are still being singled out as being troublesome glare producers for other drivers. The reason expressed by drivers is that the HID headlamps are brighter. This may be due to the spectral content of the produced light, the generally wider and more robust beam pattern, and/or their conspicuous color relative to other headlamps, or misaim.

In an effort to create a headlamp which provides better illumination, longer life, and a unique styling appearance, vehicle lighting manufacturers developed HID's. They have been typically offered on higher end vehicles and can cost as much as \$400 to \$800 for the option. HID's are unlike conventional halogen headlamps in that they operate more like street lamps. Instead of heating a tungsten filament, an electrical arc is created between two electrodes. This excites a gas inside the headlamp (usually xenon) which in turn vaporizes metallic salts. These vaporized metallic salts sustain the arc and emit the light used for the headlamp's beam. These lamps provide more light than that produced by halogen lamps and only use two-thirds the power. As a result, they are more efficient, and because there is no

filament to burn out, these bulbs are claimed to last for as much as 100,000 miles of driving time.

Although the agency has seen advertising and received many complaints claiming that the light produced by HID's is twice or three times as bright as that which is produced by halogen lamps, laboratory measurement, made by various parties, do not support these claims. HID light sources (bulbs) typically have about two to three times the available light flux (volume) of halogen light sources, but because of such an abundance of light, the HID optical design does not necessarily need to be as efficient at collecting and distributing light as a halogen system. The HID beam pattern is certainly more robust, providing more even and wider illumination and the potential for better visibility and comfort. This performance results in more light on the road surface and more of the roadway being illuminated. However, this additional light is not supposed to be projected upward from the lamp toward other drivers' eyes. During inclement weather, when the road surface is wet, the additional volume of light can result in higher levels of light reflected off the road surface into other drivers' eyes. However, those who have complained about HID glare have not specifically reported inclement weather as the only time when there is a problem with HID glare.

Another factor that may be involved is the phenomenon that may have occurred with the introduction of halogen lamps in the early 1980's. Drivers are attracted to headlamps that are different

colors than would normally be seen. As such, the drivers may look directly at oncoming headlamps during driving to see the unfamiliar item. This is something that they do not normally do. Initial halogen headlamp introduction elicited some glare complaints, even though the first halogens used were actually very similar in performance to the standard non-halogen headlamps. The only marked difference was the color of the halogen headlamps. If this is the case now, one would expect glare complaints about HID's to stop when drivers become familiar with the HID color. NHTSA is aware of no studies or evidence to suggest that this theory is correct.

Another factor that may lead to the perception that HID's are significantly brighter than halogen lamps is that human eyes may be more sensitive to bluish-white light of HID's than to yellowish-white light of halogens. When observing some HID's, it may seem that they are not emitting white light, as required by Standard No. 108. However, when observing the beam pattern projected on a white screen, HID headlamps that comply with our lighting standard will appear to be white with color separations occurring only at the extreme edges of the pattern. Non-halogen, halogen, and HID light sources appear to be different colors to observers. Non-halogen lamps appear to be yellow when compared to halogen lamps, and halogen lamps appear to be yellow when compared to HID's.

In a recent study by the University of Michigan Transportation

Xenon HID Head lamps (cont'd)

Research Institute (Flannagan, M. J.; 1999, "Subjective and Objective Aspects of Headlamp Glare: Effects of Size and Spectral Power Distribution," Report No. UMTRI-99-36, available in Docket Number: NHTSA-2001-8885-3) the differences reported between halogen versus HID lamps caused a small but statistically significant difference in discomfort glare noted by observers. However, it had no effect on disability glare. It is not known yet whether it is the difference in spectral power density of these headlamps, but this difference in the human eye's glare response to these different lamp designs is shown in that study.

HIDs are not just more white (having less yellow content and more blue content in the emitted spectrum), but the light is generated in a different manner. HIDs achieve light by having vaporized metallic salts participate in the electrical current flow through an arc in the bulb capsule. This is contrasted to a heated metal filament which gives a relatively even level of light at all colors in the spectrum, and thus achieves smoother white light. The HIDs blend of metallic salts is designed such that the different salts, emitting different colors of light with different energy levels, will complement each other when fully heated and electricity is passed through them, because each salt contributes various frequencies of light and at different levels of energy. The result is white light, but with a few relatively



high energy spikes of light at very narrow bandwidths. These spikes are obvious in a mapping of the spectral power density of the light emitted. (See Docket Number: NHTSA-2001-8885-4, USA Today, June 7, 2001, "Bright Lights, Big Controversy" by James R. Healey, page 1, the side bar Aharsh blue light contributes to glare"). This comparison shows that the light spectrum of HIDs is not as smooth as the light from a heated filament in a halogen lamp. It is possible that our eyes are not necessarily reacting to the whiter

light, but to the high energy spikes that rise above a background energy achieving the white light. If this is a cause for the UMTRI findings, it may be that a redesign of the HID system is necessary. However, this is just a theory, with no supporting data. NHTSA is initiating research to study all potential factors that may be causing HIDs to be an annoying lighting source.



Here comes the
Summer Road Rally
by Nick Ng

Christopher Morley Park on Long Island's "Gold Coast" North Shore was the setting for the first NY BMW CCA ("Here Comes Summer") Fun Rally. Rallymaster, Jeff James took painstaking notes on preparing the course layout. Being the first one off, I found the premise simple: follow the detailed instructions and look for answers to specific questions without getting lost (easier said than done), while taking the vehicle and its occupants through the scenic back roads of Long Island's famous North Shore. Being the first car has its pros and cons. You become the leader of the pack but if you get lost, when others pass you in the opposite direction, they start to doubt themselves and chaos ensues. After following instructions and many episodes of de-ja-vu we finally made it to common ground (the Long Island Expressway service road).

Our final instructions were to meet at Papa-razzi Restaurant in Westbury. As we arrived, we were greeted to a fine selection of finger foods and plenty of time to compare notes and tell great stories of our day's adventures. The teams who answered the most questions correctly were awarded beautiful trophies. The top finishers were as follows:

1. Anthony and James Serafino 1998 Z3-silver
2. Loretta Hatten-Geraci and John Hatten
3. Tracy and George Putman :Mercedes Benz SLK230
4. Darcy and Keith Krieger : 2000 M Coupe-silver
5. Bart Savino and Nadine Pierson :2001 M3-blue

Susan G Komen Drive for a Cure !

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at participating
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Greater New York City.
For every mile test
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\$1 to the
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Friday, July 19th

Wide World of Cars -
Spring Valley, NY

Saturday, July 20th

Pace BMW -
Mamaroneck, NY

Tuesday, July 23th

BMW of Bayside -
Bayside, NY

Wednesday, July 24th

Habberstad BMW -
Huntington St, NY

Friday, July 26th

Life Quality BMW -
Brooklyn, NY

Saturday, July 27th

BMW of Manhattan -
Manhattan, NY

Courageous Women

After participating in the 1997 BMW Drive for the Cure, Alexander Berberich of New York was inspired to write this poem. Berberich admits "before the tour I had never had much exposure to breast cancer. [Through this program] I met a lot of truly strong women who I came to admire even after only meeting them for such a brief period of time."

Courageous Women

What courageous women
are these,
To have such strength, in
the face of this disease.

It can eat at their bodies,
but not at their souls, And
have the highest of spirits,
at a time that would
seems the lowest of lows.

Never to be shown pity, or
viewed upon as small,
These women should be
idolized and looked up to
by all.

Waiver not once, in their
power to overcome, A war
shown if fought, could
most certainly be won.
With the vigor of an athlete
and splendor of a dancer,
I admire these women,
who live with breast cancer.

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NY Chapter @ Poconos Raceway

by Andrea Cairone

OK, So now I know exactly how my dog feels when he's pacing back and forth: "can I go out, can I go out, can I go out?" That's what I must have asked Charles Karnati, who was patiently organizing the pit lane, at least 500 times! My first Track Event, a day I will never forget.

Let me backtrack for a moment: in early 2001 I ordered a new M Coupe and in the months leading up to the delivery as I scoured the internet looking for info I began reading about this mysterious thing called "Autocross". Interesting I thought, a place where to drive your car without getting into trouble. I attended our chapter's events regularly, participated in the Autocross school, generally had a great time and learned a lot about car control. Yup, by the end of the '01 season I was totally hooked and now have all kinds of wheels, tires and jacks I never

thought I would need crowding my garage! At the events I met other drivers who mentioned "tracking" their cars. What an exotic thing to do I thought, visions of multimillionaire playboys banging up their stunningly expensive monster cars. But wait a minute, these were the same guys that were there running at the autocross, you mean that I too could run my car on a real racetrack? Yes and it is one of the most incredible things you can experience as an enthusiast. My first laps around the Pocono north course were with an in-

structor driving in his car. This is a real racetrack, with grandstands and everything, just getting out of the pit lane was exciting! At first I must admit the speed took me by surprise, while on an autocross course the action is fast and furious, on the track your top speed is very high, the turns are long and braking is ideally at the limit of the car's capacity. The participants are divided into three groups of novice intermediate and advanced, each getting four 20-minute sessions in turn. You drive with an instructor who will show you where the braking points are, the correct line into a corner, keep you out of trouble and help you build your confidence until you develop a good rhythm around the course. On the track smooth is fast and soon enough I found myself hitting 125 mph at the big braking zone: now I know what my brake pads smell like! But as always the emphasis is on safety, the driving school is not a race, overtaking must follow strict rules and while there are some risks in driving the car at the track they pale in comparison to the risks of driving fast on public roads. So my advice to all you Bimmer drivers is to take advantage of the driving events the BMWCCA organizes, be they autocross or driving schools, you'll be amazed at the performance potential of your car and yourself. After that, the next time someone cuts you off on the L.I.E., you'll just smile!



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Find yourself, in your BMW

Somewhere in Rockefeller Center there is a mild mannered man and NY BMW CCA club member named John Moore working in finance. John grew up in many places from North Dakota to New Mexico, over there to the UK and back to Virginia. Cars were always with him. Before he could drive, he started with car models and watching Grand Prix racing on television when Wide World of Sports was the only coverage of such events. He lived a double life, as an Eli at Yale in the fall and summering working at Busch Gardens on the roller-coasters. He had his eye on an BMW M635Csi- but she was out of his grasp.

When he mentions the roller-coaster he needs to draw the tracks like a course on a napkin showing the brake points like apexes. Where have I seen that before?

STAY SEATED FOR THE ENTIRE RIDE

Being the only man on a team of women brake operators on the roller-coaster job, he was happy to find a kindred soul whom he would later marry. She was the reason he moved to New York City, as she moved here for work. They kept a road sign from their favorite necking spot in Virginia in their house in Lower Manhattan.

BE PREPARED FOR SUDDEN STOPS

1995 found John working on the 95th floor of the World Trade Center for a Japanese bank that later moved. As he left banking for real estate his name ended up as a signatory on every building surrounding the World Financial Center. John is a downtown fixture. The same year found him trading in marriage for separation, John trading in his '91 M5 for an '97 M3 as his ex-wife traded in her Jeep Cherokee for a Boston Green '97 Z3 1.9. The road sign from Virginia was left at the house as they both moved on.

It was time to take bold steps, to test oneself and to define oneself by barriers broken. John called Wayne Carenza at Park Avenue BMW and asked where he could learn to drive. Wayne pointed John to BMW CCA. John joined BMW CCA in '96. In one year he ran in half a dozen BMW CCA driving schools spanning New York, Gennessee Valley, New Jersey and Patroon while he began to take in Grand Prix racing as a spectator. His first driving school was New York BMW CCA at the much loved and missed Bridgehampton course. Describing his favorite turn there with an irrepressible grin: "...the track would fall away for 120 feet where the track kinks off camber..."

He explains the whole experience of driving fast as being "in control, of holding on and

letting go at the same time".

For his 37th birthday celebration in October of 1998 he took his nephew to see Mark Hughes run his Z3 Coupé at Road Atlanta. John is one of those who first noticed the Z3 Coupé for it's looks and loved it at first sight.

December of 98 John called Wayne at Park Avenue BMW again, this time trading his '97 M3 for a '99 M Coupé. His first driving school with the new Coupé gave him a thrill for it's responsive handling, shorter wheelbase making it easier to turn and the blessed rigidity of that car. He's sure the design of the roof was based on pragmatic basis, the aesthetic form following function. The Coupé as a Bauhaus car.

In his 30s and single again he reconnected with family, especially his father, whom he describes as "the most wonderful man on earth" and his brother. One more shot at reconciliation with his old life resulted in final separation.

Divorce reacquaints you with yourself. Time to take another risk to find out who you really are.

YOU MUST BEAT AT LEAST THIS TALL TO TAKE THIS RIDE

Atlanta, home of the Braves, and home to his father, and home to Road Atlanta. What better excuse to spend time with your Dad than to buy a race car and keep it at his house? This thinking made him grab the phone again to call TC Kline, who happened to have a track prepared M Coupé for sale.

John bought the car and TC Kline drove it to Atlanta to give it to John's dad. Delivery of the race car took place in the church parking lot where his Dad is a minister. John loves the wide rear end of these cars so he registered his racing name "BGB Motorsports" for "Baby Got Back".

KEEP YOUR HANDS INSIDE THE CAR AT ALL TIMES

Racing= organization + preparation + precision. He explains the real thrill of driving fast in terms I can understand. When your mind is focused on the moment, all senses tuned in to one thing it is a Zen-like concentration. Shutting out all the other voices and leaving you alone with only one thing- you.

Nirvana, the knowledge of oneself.

Sometimes it's good to know someone else too. John remembered seeing Mark Hughes run in his Coupé and was really happy to see him again in the paddock in Charlotte 2 years later. Mark came over to help work on John's car.

One remembers a friend like that.

The relationship between Mark Hughes and John Moore, based on their shared passion for the Coupé became a true partnership. They race their own cars in amateur Club races together while their Team Spartanburg racing Coupés are piloted by professional race car drivers to maximum effect in competition. The city boy navigating the team through the turns of the business world while the country boy makes sure the cars are ready to rumble.

Team Spartanburg is three races into the ten of the 2002 Grand-Am Cup Street Stock Series. Coming in hot from their win in Daytona are drivers Jim Hamblin and Steve Pfeffer in #72 Z3 Coupé, Ray Genoa and Stew Tetreault in the very James Bond 007 (#07) and our own BMW Club Racing drivers Reza Pourkhomami and Frank Selldorf in Reza's #78 M3. I'm going up to Watkins Glen June 22 to take Team Spartanburg up on their invitation to all for hospitality and time with the drivers and the cars, and to take in a little scenery. The team is doing well with both their Z3 Coupés and the M3. Watkins Glen is allowing spectators to lap the famous winding track during lunch time for a small fee. My car, on the track at Watkins Glen, YES! Next stop for Team Spartanburg is Virginia International Raceway (VIR), in John's boyhood home state.

STAY SAFE, HAVE FUN & ENJOY THE RIDE

Catch up with the team if you can, on the web they are www.teamspartanburg.com and definitely tell them you are from NY BMWCCA and that you are looking for John.

These are real nice people driving and running great cars, having a lot of fun and making new friends. And Zen. Definitely Zen.

June 22 update from the Watkins Glen site (www.theglen.com): "BMW showed its dominance in the Sport Touring I class... with Team Spartanburg's #72 BMW Z3 starting the race from the pole position and Villaconn's #34 BMW beside it." Villaconn (www.villaconn.com) won the event - their second straight win. Victory for BMW Z3 teams! You can see the Watkins Glen win replayed on Speedvision July 6. Follow the Grand Am at www.grandamcup.com.

Special Note: Registration for Z3 Homecoming in Spartanburg began on June 1, the event is already full. Please go to www.bmwz3homecoming.com to see if there is room on the waiting list.

More information about Z3 Homecoming on www.iZ3.org

More information on everything mentioned here on Z3ers.com or email rachel@z3ers.com

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