

Die Zugspitze

New York Chapter Newsletter | Winter 2014

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New York Chapter
Events Calendar

2014-2015

December	6	Holiday Party & President's Dinner
March	7	22nd Annual Beach Party
April	4	New York International Auto Show
	13	Driving School: NJ Motorsports Park: Lightning Autocross
	~	Autocross
May	~	Autocross
	~	Kart Racing
June	~	Driving School: Watkins Glen Autocross
	~	Autocross
July	~	Teen Street Survival Autocross
	~	Autocross
August	~	Autocross
September	~	Wine & Shine
	~	Concours d'Elegance
	~	Autocross
October	~	Autocross
	~	Kart Racing
December	~	Holiday Party & President's Dinner

For the latest information, see www.nybmwcca.org

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On the Cover: *Three generations of iconic BMWs at the 8th Annual Wine & Shine at Pindar Vineyards. Left to right: Bob Wolfman with his 1975 2002 Baur cabriolet, Pablo Rosario and Liani, with his 1991 M5, and Rich Rausser with his 2014 M235i. ~ Photo by Jerry Goldstein*

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President's Page | Jim Siegel



I think I said this last year... Holiday season is here already... How many more months until driving season starts again? For some reason I feel the need to repeat myself.

2014 was a good year for the BMW club. We had many successful events and a great season of Autocross, and, with a little luck Autocross will continue to be held at the Nassau Coliseum in 2015.

Next year we'll have a full schedule of events kicking off with our 22nd Annual Beach Party at Euromeccanica in March, Auto show in April, and two driving schools – NJMP in April and Watkins Glen in June. As always, we'll support Street Survival over the summer, the always popular Wine & Shine and the ever expanding Westbury Concours in September, and potentially a series of Karting events our board member Mike Sussman held for the first time this past year, which were very successful.

As I mentioned in the last issue, this will be my last year as President. It's been a pleasure serving you, our club members, for the past three years and I look forward to continue supporting the club as a board member in my other roles as Advertising Manager and Risk Manager.

Recently our Treasurer RoseAnn Burke decided to step down from her position after twelve years of service. In fact RoseAnn was Treasurer when I first joined the New York Chapter board. She will be missed.

Luckily, our current Secretary Megan Yavel has agreed to run for Treasurer. She has the experience necessary to fill Rose's large shoes both from a club perspective and finance perspective. I fully support Megan for Treasurer, Mike Bizzarro for President, incumbent Mike Allen for Vice President, and Darby Moses who has decided to run for Secretary. Please read their candidacy statements located in this newsletter and on our website (www.nybmwcca.org) and don't forget to vote!

Also, this year electronic voting has been added to our website – look for the voting link at www.nybmwcca.org. You can still mail in your vote as always; however, we hope the new electronic voting option will result in an increase in member voting.

Once again it's been a pleasure serving you and I wish everyone success in the New Year.

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New York Chapter**



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2014

Autocross Winners

C Class

David Stalzer
Oskar Zinger
Mike Sweeney

D Class

Austin Don
Heidi Ellison
Ron Feinman

E Class

Paul Sandys
Peter Cope

G Class

Joseph Ottofaro
Christopher Butera
Jacob Sherman

H Class

Oleksiy Krichkek
Daniel Gomes
Edwin Cord-Curz

I Class

Jared Morrison
Joseph Maniscalco
Ken Bertan

L Class

Heidi Ellison
Megan Yavel
Caitlin Brown

R Class

Christopher Vedrin
Andrew Peng
Ahmad Alkaysey

MS Class

Ahmad Alkaysey
Darby Moses

M Class

Alex Kang

S Class

Victor Yim

X Class

Keith Sturm
Christopher Vedrin
Andrew Peng

CR Class

Mike Allen
Arvin Sahagun
André Noël

DR Class

David Flores

GR Class

Charles Sudano



Austin Don – Class D 1st Place



David Flores – DR Class 1st Place



Paul Sandys – E Class 1st Place



Oskar Zinger – C Class 2nd Place



Arvin Sahagun – CR Class 2nd Place



Joseph Maniscalco – I Class 2nd Place



Megan Yavel – Ladies 2nd Place



Andre Noel – CR Class 3rd Place



Caitlin Brown – Ladies Class 3rd Place



Ken Bertan – I Class 3rd Place



Mike Sweeney – C Class 3rd Place



Ron Feinman – D Class 3rd Place

Autocross Corner

2014 Autocross Season

Hello Autocross Fans!

The 2014 season has come to an end. First, let me thank all of the Autocross volunteers who came out to set up and run the events. Without their help we would not have had such a great season.

This year we had to deal with some unexpected changes at Nassau Coliseum. Even though there was less space in Lot 8, we were able to make some fun and challenging courses, and we also met our goal of giving at least ten runs per event.

Next year will be challenging for us too, as we do not know if we will be able to run the autocross at the Coliseum. We should have more information by the end of the year and we are also looking for alternative locations for next year. If you see a location that might be suitable please let us know.

So once again, thanks to staff and volunteers for all their hard work before, during and after the event.

Happy holidays to everyone – hope to see you next year.

Congratulations to 2014 Autocross winners for a job well done!

André

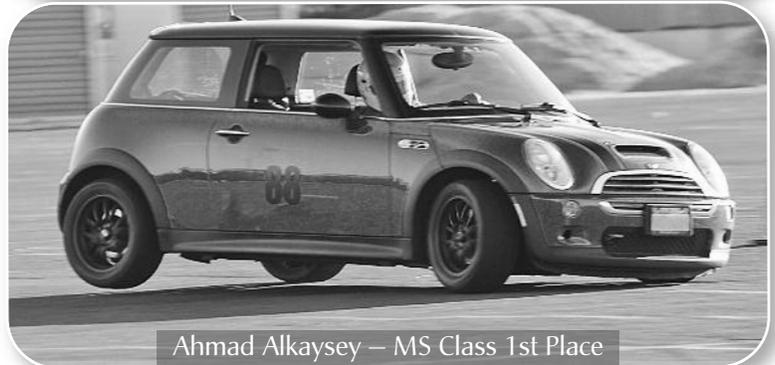
with photos by Mike Allen



Alex Kang – Class M 1st Place



Mike Allen
CR Class
1st Place



Ahmad Alkaysey – MS Class 1st Place



Peter Cope – E Class 2nd Place and
Danny Gomes H Class 2nd Place
doing timing duties



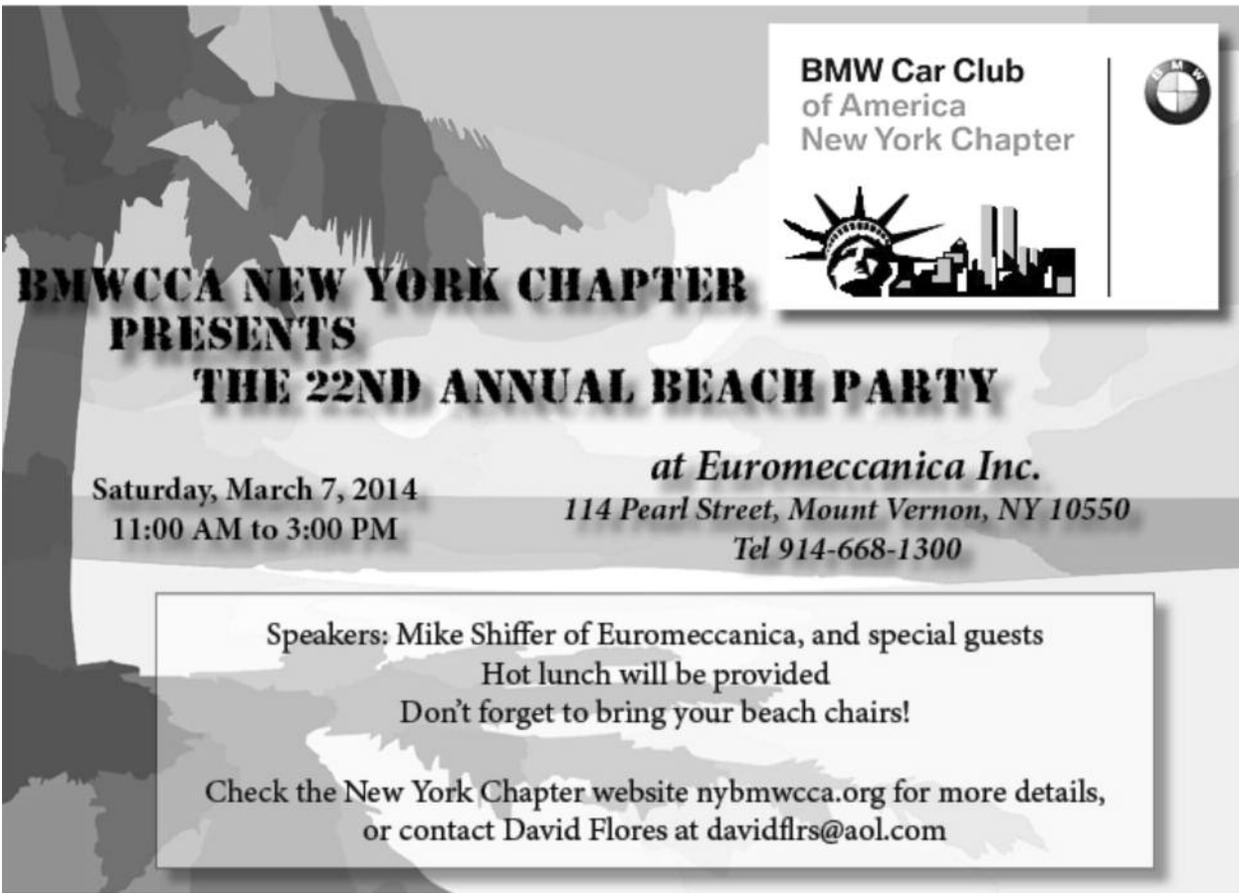
Charles Sudano – GR Class 1st Place



Darby Moses – MS Class 2nd Place



Heidi Ellison – Ladies Class 1st Place, Class D 2nd Place



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Attention Chapter Members

Vote on-line at www.nybmwcca.org or by mail with ballot below

New Officers for the 2015 Board of the New York Chapter BMW CCA must be elected. President Jim Siegel and Treasurer RoseAnn Burke are stepping down and Secretary Megan Yavel is

stepping down to run for Treasurer. Incumbent Vice President Mike Allen is running unopposed. Although the candidates for President, Treasurer and Secretary are running unopposed, each

must be voted into office. Cast your vote for or against the candidates by going to our website www.nybmwcca.org to cast your ballot on our voting page, or by completing ballot below.

President's Statement

Chapter Members,

My name is Mike Bizzarro and I'm running for Chapter President. Over the last seven years I have held key roles both on and off our voting board. Always seeking to expand our chapter and the club, I've maintained the positions of Webmaster, Member-at-Large, and Chapter Secretary. Additionally I've developed initiatives like the event update e-mail blasts you have all been receiving in an attempt to reach every chapter member and get them involved.

This past year I was given the unique privilege to wear many hats granting a greater perspective of the chapter and the club as a whole, as well as preparing me for a role of even greater responsibility. At the regional chapter conference and driving event committee in Albany, I represented our Vice President and driving event chair. At the national club congress in Dallas, I had the honor of being chosen to represent our chapter President and all of you. I have also made it a point to attend events of other chapters in order to begin forging relationships that lead us towards more joint ventures for the benefit of all our club families.

As President I will open more avenues of communication with our membership. A better forum will be built so that all of your ideas and interests can be expressed and more opportunities for you to get

involved will be offered. I will also strive to bring about more events that will allow you to meet and socialize with your fellow chapter members and elected board.

Additionally, I would like to endorse our candidates for both Treasurer and Secretary, both of whom have been an integral part of the club for several years.

– Mike Bizzarro

Treasurer's Statement

Hello Club Members,

Thank you for your vote in last year's election! It has been an honor to serve the New York Chapter as your Secretary. This year I have attended all board meetings, taken our clubs minutes, attended our national congress, attended driving meetings and schools, and continued to serve as our Social Media Chairperson. I continue to assist at most of our events and have had the honor to be appointed by our Regional Vice President to serve as a committee member for the Leadership Summit meetings run by our national parent organization. Due to my diligence and striving desire to make the club even better, I am honored that the Board has again recognized my efforts and nominated me for the position of Treasurer for 2015.

As an active member in the BMW car club for more than seven years in New York and California with more than four years of accounting experience, as well as a

bachelors degree in mathematics, I am confident that I am up to the challenge. My background, education, and experience as Secretary have prepared me for the role and I'm very excited to serve as Chapter Treasurer.

Since I will have to leave the secretary position to fill the role as treasurer, I would like to endorse Darby Moses and ask that you support him in the role as Chapter Secretary. Over the last year, he has worked diligently behind the scenes to bring you the newsletter, ensure our autocross courses are set up and has stepped up to every challenge that has been put before him. His experience and involvement with our chapter and with the MINI Club have more than prepared him for this role.

Thank you again for your vote and support. See you in 2015!

– Megan Yavel

Secretary's Statement

Hello Chapter,

I'd like to start by thanking our board for the nomination of secretary. It's been one heck of a ride these past few years. The New York Chapter of the BMWCCA organization includes highly dedicated and talented individuals I'm happy to call my friends. They challenge each other and myself to find new ways to run the club and bring improvements to the region. These challenges include implementing exciting new events and also realizing when to modify existing ones.

As I've become more familiar with these individuals, it becomes more apparent what drives them. It's a passion for BMW and a desire to share that passion with the club. New York is unique in sheer depth of activities managed by this team. Whether it's driving focused events like track days, autocross and karting or social activities like the "Wine & Shine" or Concours, this group works as a team to serve the chapter.

This club moves quickly, makes decisions decisively but always with the chapter's best interest. When I was nominated by Matt Brod to take on the newsletter the motion passed immediately. The faith they had in me was unanimous and unwavering. I've had the best time living up to the challenge – if any of you are interested I've got stories to tell.

The current voting board has decided it's time for a change in leadership. The New York Chapter wouldn't enjoy the programs currently in place without them. Now I've been asked to fill the role of secretary. The current voting members will advise and guide the new voting members as we try to live up to the high standards expected in our region. I'm happy to say thanks for the nomination and I accept. I'll also say thanks to Mike Bizzarro for accepting his nomination as President and Megan Yavel for accepting her nomination as Treasurer.

– Darby Moses

2015 Election Ballot ~ Don't delay: Cast your vote today!

Mark your ballot for or against each candidate, and include your membership number (required). Then mail this page (or a copy of the page), postmarked no later than January 11, 2015 to: BMW CCA New York Chapter, PO Box 920576, Arverne NY 11692

President Mike Bizzarro : Yes No
 Treasurer Megan Yavel : Yes No
 Secretary Darby Moses : Yes No

Member ID: _____

Whine? & Shine

Well this year's New York Chapter Eighth Annual Wine & Shine at Pindar Vineyards and Winery, out here in Peconic on Long Island's

North Fork, was one of the best events ever, but you wouldn't believe it for all the complaining I heard. The weather was absolutely beautiful for a late summer day, as people strolled around listening to live music and viewing a collection of about fifty new and old BMW's while taking in the sunny day. Most members spent the afternoon chatting, wine-tasting, mulling over their choices of which cars to vote for, and seemingly having a good time. But lurking in the shadows were some members with unhappy looks. How could this be I thought, what more could I have done?! It seems there was no category for some of their cars in the People's Choice Clean Car Show; how could I have left them out, they sniveled.

And now comes the lesson for everyone who didn't pre-register (and you know who you are). Much planning goes into this event; I start in January, when I am first on line to reserve a sunny day for the Sunday in mid-September. After that there are a trunk load of other details that need attention. Then as the event draws nearer, goes public and pre-registration opens online, I expect to see a steady stream of pre-registered cars in my inbox – but not this year. Pre-registration has several important aspects, most important is...wait for it...what model and year BMW, and how many cars will be attending the show. With this information I can create meaningful categories for all the cars that are there. Now, I always allow for last minute members who decide the day of the event to attend, but those folks usually, as a rule, don't notice if their car doesn't have a Class for them.

Remember, pre-registration doesn't commit you to anything except to provide me with the information I need to make Classes and provide easier voting for everyone. I'd rather have you pre-register and not show up then the other way around, ok?

Anyway, back to the event, notable attendees this year included BMWCCA NE Zone Governor John Sullivan, back again, along with Bob Wolfman who returned with his 1973 Inka Orange 2002 Baur Cabriolet. Also at the event this year was Phil Danza, one of the New York Chapters' past newsletter editors, with his wife's new 2014 740, just to name a few.

Once again, I'd like to thank Joann Orlando, Tasting Room Manager at Pindar for all her help and hospitality, and my family, friends, chapter members and fellow board members who, with their assistance, made this event another success.

Next year will see a few changes in registration with "incentives" for those who pre-register. So enough of this whining and let's all make a resolution this New Year's Eve to remember to pre-register for the Wine & Shine; trust me you'll feel better about it come September.

8th Annual Wine & Shine at Pindar Vineyards

by Steve Geraci ~ photos by Jerry Goldstein



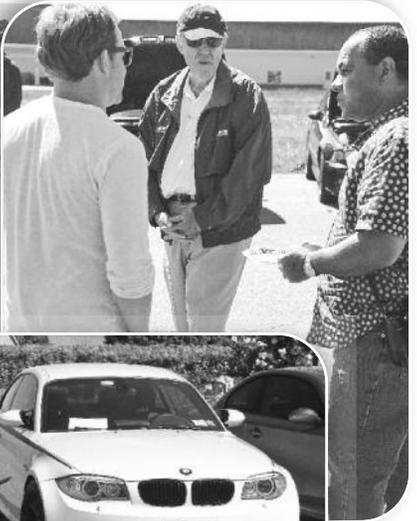
Clean Car Show Winners ~ Photos below, right to left

- Best in Show – Leonard Edwards, 1995 M3
- Best M Car – B. Howell* (R. Burke), 2011 M1
- Best 1 Series – A. Howell* (R. Burke), 2011 M1
- Best 3 Series – John Sinon, 1989 325ic (not pictured)
- Best 5 Series – Martin Velerga, 2003 540
- Best 6 Series – John Sullivan, 1988 635 Csi
- Best 7 Series – Phil Danza, 2014 740i (not pictured)
- Best X Car – Carlos Ospina, 2014 X5
- Best Vintage (up to 1983) – Andrew Geraci, 1973 2002
- Best Optional/Misc – Jose Marcol, 1991 850i (not pictured)

*RoseAnn Burke accepting for Anthony & Barry Howell



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MINI Hoarding aka MINI Collecting

by Peter Burke

I have never collected much of anything in life. The minute I ever did, I'd either quickly lose interest or actually lose the item I was aspiring to collect. Of course, growing up I had my Matchbox collection, back when Matchbox cars

were made in England. What I wouldn't do to have those today! I tried every now and then to collect automobile literature aka brochures.

When I bought my first MINI back in July 2002, who thought I would finally stumble upon collector's gold? No, not collecting actual full size MINIs, though that would be nice. What I began to collect about a year after being initiated into the MINI life were the advertisements cleverly inserted into magazines, automotive as well as non-automotive. These inserts were groundbreaking from an advertising standpoint. One was an auto air freshener in the shape of a MINI hardtop, while another was a small air sickness bag, which was to be used by those who couldn't handle how fast the car could take turns.

After I began my MINI print collection, I discovered that the MINI was becoming very popular with scale model producers, not just Hot Wheels and Matchbox. I was in an electronics shop in Chinatown back in 2003, and there it was: a remote-controlled original MINI, that, when not in use, was stored in a



convenient tube! Of course this couldn't be passed up.

Over the years, thanks to trips to many stores (including Toys'R'Us), I have built up a

healthy collection of scale models. I was also able to collect brochures from the first few model years the MINI went on sale here. To make matters worse, MINI is one of the only manufacturers that encourages this hoarding mentality! Several years back, a range of MINI quasi-transformers was sold through MINI dealers and through MINI's website. Of course I had to buy one in each color (three in total). And then there is the special edition Hot Wheels for the London Olympics Hot Wheels...the list goes on.

I have since tried to go cold turkey with my MINI collecting, though if I see the odd Matchbox or Hot Wheels in a store I'll scoop it up. But the point I am driving at, now pun intended, is what is it about the MINI culture that would make someone collect MINI paraphernalia? It all goes back to the culture, one which BMW helped save when it bought the MINI marque from Rover. This is unique to MINI. I've owned several cars in my life, and it seems MINI has one of the most loyal owner base I've encountered. There aren't many auto manufacturers out there whose dealerships actually host car club meetings. Now, pardon me, I have to sign off. I have to check eBay; I hear there's a set of MINI salt and pepper shakers up for bidding!

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EuroMeccanica, Inc. was started by Michael Shiffer in 1991. Michael is a tech advisor for NYBMWCCA and EuroMeccanica hosts their annual Beach Party, where dozens of BMW owners and enthusiasts converge to learn more about their cars. The shop's atmosphere is warm and open. Questions and input from our customers are welcome, and we make every effort to explain what we are doing to your car, and why.



Race car preparation:

- Installation of roll bars, harnesses, racing seats, fire systems and other safety devices
- Suspension modification, such as coil-over conversions, larger sway bars and urethane bushings
- Chassis stiffening and reinforcement: Bolt-on engine modifications, such as cams, cold-air boxes, exhaust systems and larger radiators
- Fuel cell installation
- Two-way radio installation

Legends of the Euro Motorways III

by Sherwin de Shong
with photos by Mike Allen



Primary sponsor Rallye BMW display

With the 2014 Concours in the books, it would be fair to say that while we decided to go ahead on the planned date, turnout for judged cars was light based on the continuous threat of rain – which never came. Okay, maybe just a few sprinkles in the early morning, but there was NO RAIN after the cars to be judged started to arrive.

With that out of the way, I can now say that BMWCCA members who showed up had a good time, even if their car was not being judged. Just ask Oneil Henry who did not even bring his car this year, but came to admire other CCA member rides and left with the winning ticket for a set of Continental tires. And even if you did not buy the winning ticket, spending the afternoon with friends, looking at the cleanest example

of the marque as well as the non-judged cars in the BMW corral is always fun. First to arrive was a group of 2002s, the sports sedans that started it all, with a lone 320i Baur. Next came a group of tuner cars. First in was John Paul Simish-taj with his e36M3, which took first place in the tricked-out Tuner Class, besting Kash Prashad and his e30 M3 for bragging rights. Competition in the full Concours Class saw regulars Richard Davis with his 8 Series (this year he brought the 850csi) get by previous People's Choice and M Class winner Carlos Bal-maceda with his e30 M3. And while Martin Valerga's 2003 540i sport had seen a lot of miles and was very clean, Brian Godek's 2013 M3 was deemed just a little cleaner by the judges and took first in their division. The MINI class this

year was really mini as Alex Sequeira took first and Darby Moses placed, representing MINI as force to be reckoned with. But this year's sleeper was in the Street Class. And no, I'm not talking about Tony Howell's 2011 1M coupe with 11K miles.

One David Millman shows up with a 1988 e24 M6 that was so immaculate,



My buddy O'neil won the Continental tire raffle! "I did? Really?"

TECH-SAVVY SAVINGS



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2002s in the mist

there was talk that he should have entered it in the full Concours section. With over 160K miles, a paint job that looked almost too perfect, AND coming from Pennsylvania, this was the judging committee's car on a mission. Taking first honors in the M Class was David Millman over Jose Santiago, who he also edged out in the Street Class. Finishing in

third place was Brian Godek from full Concours with his 2013 M3 evaluated against Millman's 1988 M6. There is clean and there is M Class CLEAN. Well done Mr. Millman

Walking through the corral after the judging is done, I always end up admiring so many cars that were not judged for reasons I will never understand; but

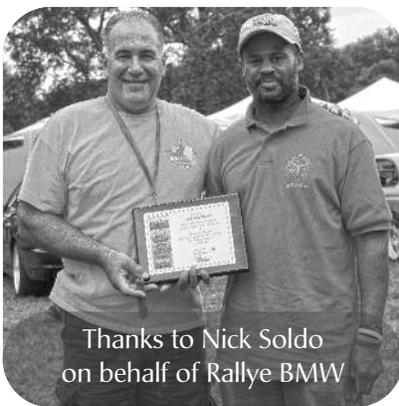
somehow it is still just as much fun admiring judged cars as it is non-judged cars, or is it the other way around?

I would like to thank our title sponsor Rallye BMW, as well as our co-sponsor Giptone, for their support. And I look forward to seeing more cars on the lawn next year, old and new.

Rags down, time to be judged!



Z8 double vision or Z8



Thanks to Nick Soldo on behalf of Rallye BMW

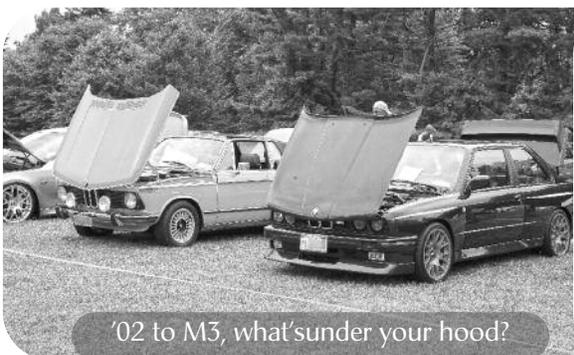


10K mile car, past chapter president, first place? I need a recount



Mr. Millman aka 'MSIX'

Above: Richard Davis and his 850csi, a rare car indeed. First Place, full Concours 1984 to 1999 (What? Me worried? And yes, it is a V12 with a 6-speed manual)



'02 to M3, what'sunder your hood?



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to our New Members!

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Michael Alberts	Brian DiBiase	Bromley Ijeme	Alex Murenko	Stefan Satoo
Oleg Aleshko	Joe Donaggio	George Jacobi	Jake Namer	Elvin Sawney
Brian Amato	Stephen Drgon	Ralph Jean-Pierre	Wayne Nathan	Evan Schickel
John Annunziata	Adam El Sharkawi	Arthur Johnn	Michael Natilli	Joshua Schoen
Ned Argonza	Anthony Esmilla	Raymond Juliano	Reggie Nau	Rawle Sealy
Joseph Augello	Jason Fachner	Laurie Juliano	Grzegorz Niewiadomski	Valon Sharaxhija
Kieran Aylward	Steeve Faustn	Nikolaos Katehis	Harry Nikel	Donna Sherwood
Josette Baker	Alan Fishman	Andre Kirpan	Brian Oakley	Richard Shiu
Peter Baker	Howard Fitzpatrick	Matt Klein	Stewart Oldfield	Serge Shiyannoff
John Bannayan	Terry Flood	Danforth Knapp	Alexandra Omelchenko	Mario Smith
Nick Barone	Fritz Flores	Ioannis Kouzilos	Joseph Ottofarò	Mandeep Sohal
Alan Berdan	Robert Franciamore	David Lackey	Thomas Palazzolo	Maria Spanos
Steven Bernardini	Daniel Frank	Philip Legun	James Panepinto	Courtney Stewart
Octavian Bishop	Keith Frazier	De Lei	Lynn Panepinto	Jackie Stewart
Milton Biswas	John Friedrich	Jordan Levitt	Niko Petrou	Charles Sudano
James Breen	James Fudge	Tom Loreto	Orlin Petrov	Robert Tantillo
Michael Bretholz	William Fudge	Barry Malter	Randolph Petschauer	James Tatad
Caitlin Brown	Peter Furci	Austin Marola	James Pfail	Jose Tatad
Stephen Buda	Constantinos	Christian Matarese	Stuart Phillips	Denis Tatarenko
Mark Camaj	Georghiou	Russell Matthews	Mark Polla	Neil Tawil
Cesar Caraballo	Noah Gilbert	Richard McCullough	Clarence Pryor	Adam True
Chris Carpentieri	Dmitry Gluzman	Sean McElgun	Jesse Pulitano	Konstantin Tsoukanov
Juancarlos Casas	Artem Golyngin	Hector McKenzie	Brian Quit	Jorge Urrea-Vallejo
Andy Chen	Victor Gonzalez	Marcia McKenzie	Jermyn Rafael	Nickolas Vakkas
Mark Cohen	Mark Goodstein	Samuel McMillan	Justin Rafael	Jeffrey Valino
Peter Cope	Brian Greck	Paul Mertens	Eddie Reagan	Louis Varone
Ryan Corbett	Siddharth Gyaltsen	Michael Miccio	Vincent Reale	Shobhit Varshney
Gabrielle Cord-Cruz	Andrew Halter	David Miranda	David J Rock	Scott Verni
Frank Cruz	Laura Henriquez	Joseph Mocniak	Fred Rondina	Claude Vieira
Erina Danilevskaia	Max Ho	Nelson Morel	Randall Rosen	Alex Vladimир
Anil Datta	Donald Hochheiser	Jared Morrison	Anthony Rossano	Larry Watson
			William Ryan	Lukas Wheeler
			Autri Sajedeem	Sheldon Wong
			Vincent Saladino	Sam Yu
			Robert Salamon	Karl Yung
			Damion Sammarco	Chris Zydel

And a salute to our long standing members!

Anniversary milestones for members who joined between July and September

5th Anniversary

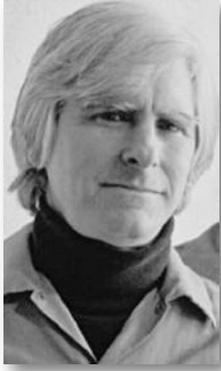
Daniel Antolino
Jeff Batch
Leroy Boison
Russell Cadiz
Tom Dietrich
Chris Fusaro
Robert Ganz
Jo Ann Ganz
Michael Glanzberg
Herman Goldsmith
Karen Hambright-Glover
Daniel Hecht
Ogu Idakwoji
Maxine Katzman

Lubomir Kmec
Todd Krizelman
Anabella Lopez
Gene Marr
James McCullagh
Marco Piscitelli
Alexander Racanelli
Pablo Restrepo
Anderson Rosario
Philip Roth
Jeff Rothstein
Jeffrey Sherwin
Ranee Stypulkowski
Brandon Tang
Wouterus Van Middendorp

Wai Wong
Scott Zimmermann
10th Anniversary
Kevin Beard
Steve Brenner
Brandon Carney
Feride Kecici
Andrew Laoutas
Sephron Mair
Nazar Massouh
Tracey Tanner
15th Anniversary
Marie Arrigo
Ronald Blatt
Linda Blatt

Raymond Campion
Geoffrey Gaertner
Steven Kimmel
Maizel Mathew
Richard Micillo
Burnett Satchell
Leo Stoeberl
20th Anniversary
Herb Alter
Thomas Butler
Stanley Cohen
Herbert Cohen
Don Coppola
Bruce Edwards
John Giordano

Andrew Gutstein
Garth Harris
Michael Lowengrub
Larry Richards
David Saville
25th Anniversary
Joseph Degregoria
Rick Michel
Bruce Richter
Jose Roman
Neville Thomas
30th Anniversary
Joshua Brewer



Tech Talk with Mike Shiffer

There is a great deal of confusion about electricity and electronics which I will now clear up for everybody. Impress your family, friends, colleagues and enemies with this simple stunning statement: Electricity is about work; electronics is about information.

Next, you need to know how to explain and defend this. If you prefer to practice

Gertrude Stein's dictum, "Never apologize, never explain" and feel you can pull this off without cracking, ignore what follows. If not, read on.

Electricity is the movement of electrons. It is a form of energy. Both electrical and electronic systems use it. Work is energy doing something physical that we want it to do. E.g., if your wipers are working they are wiping your windshield. If they fail to wipe your windshield, they aren't working.

This should be all you need to know to make sense of the following.

Cars have had electrical systems almost as long as there have been cars. Ignition systems, lights, horns, wipers, fans and starters are just some of the electrically operated components found on virtually every car on the road today. The electricity is provided by a battery which is kept charged by an alternator. Each part that uses electricity converts it into work. A light bulb turns it into light (and heat); a motor turns it into rotary motion that can run a pump, windshield wipers, fan, starter, etc. A solenoid is an electromagnet which pulls or pushes a rod when energized. The rod can be attached to a valve and called a fuel injector, or it can throw a switch to get a much larger amount of electricity to the starter. Relays also use electromagnets to complete or break circuits by moving little plates which act as switches. Rear window defoggers turn electricity into heat. In every case, the source of power is electricity and the device converts the electricity to motion, light and/or heat: all different forms of work.

Electronics are also a part of virtually every car made in the last 35 years (longer if you count radios) and became vital with the move from carburetors to fuel injection in the 1980s.

Nowadays, every BMW has literally dozens of electronic devices, and several discrete networks for them to talk to each other. Each device, control module, computer, sensor, switch, etc. has a specific job or set of jobs to do. What they all have in common is information: collecting it, passing it on in a form that can be understood by a microprocessor, taking the decision the microprocessor makes and converting it into a signal that can be read by the devices that need to know it, turning that signal into an electrical pulse which will run the motor, lamp, solenoid, etc. whose need has been determined by the microprocessor based on inputs and programming.

Got that?

Here's a simple example. When you step on the brake, a switch on the brake pedal closes, which sends a message to the lamp module. The module reads the message, then turns on the brake lights. When the brake pedal is released, the switch opens and the module responds by shutting off the brake lights. So why use electronics? What's wrong with powering up the brake lights directly from the switch like in the good old days? Well here's what else goes on electronically when you step on the brakes. The lamp module is measuring the power use of the brake light circuit. If the current draw is out of range, the module will turn a warning light on to let the driver know there is a bulb failure in the brake circuit. It can also substitute another bulb for the burnt out one (usually does this with turn signals). The cruise control module is receiving the brake pedal signal too. It will disengage cruise control the moment it senses brake application. The transmission control module is also in the loop, along with the starter inhibit module. The transmission control will alter its shift strategy if you are on the brakes and won't allow you to shift out of park if you aren't, and the starter will not be allowed to engage on some cars if the brake pedal isn't pressed. The anti-lock/skid control module is also in the loop, for obvious reasons.

There is only one set of skinny wires from the brake switch to the wiring harness. It talks directly to only one of the control modules. That module is networked to all the others and shares this information with everybody who needs to know it. One of the arguments for using electronics is, ironically, simplicity. Sensors and switches can pass their information on thin wires, saving weight by shortening the runs of the heavier wires needed to carry the electricity that does the actual work. The switches and sensors themselves are smaller and lighter than old-fashioned ones that switched the components directly.

To recap, electrical components are the ones that do the actual work. Electronic components gather information, convey the info to microprocessors, then take the decisions made and convert those signals into electrical power to get the

appropriate electrical components to work.

As a reward for getting this far, here's a shot of a BMW with no electronics at all.



Michael Shiffer

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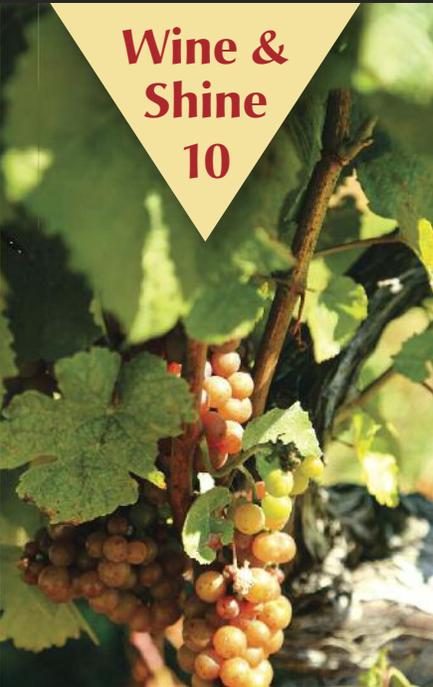
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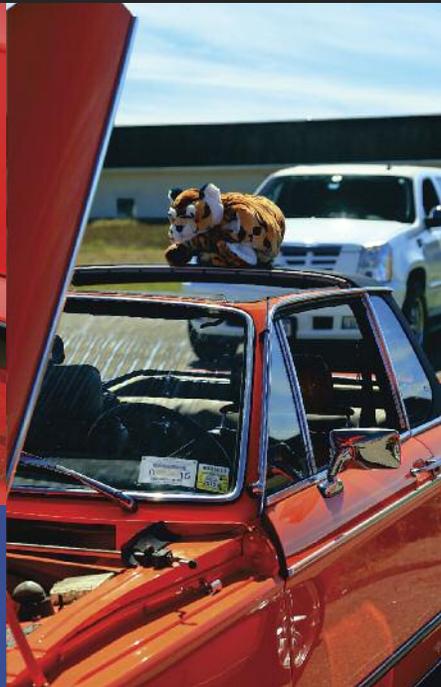
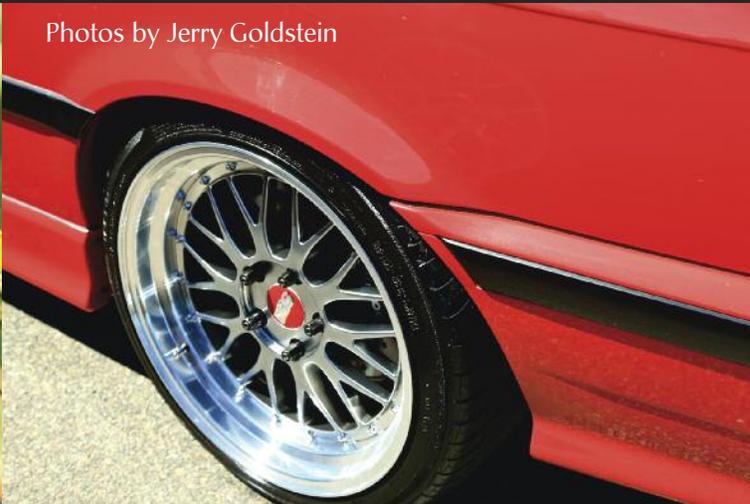
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**Concours
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