

# Die Zugspitze

New York Chapter Newsletter | Fall 2015

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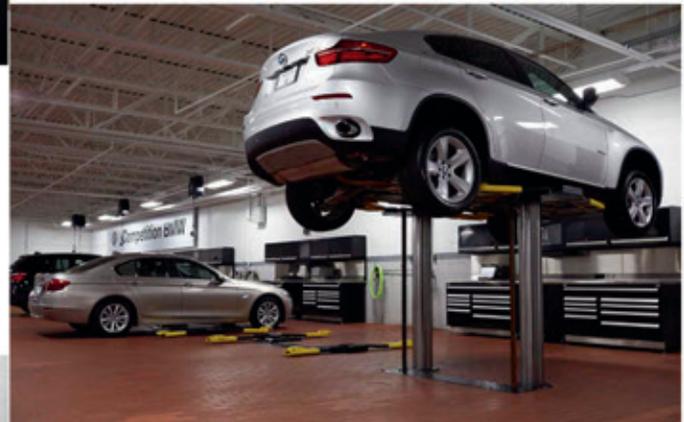
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## New York Chapter 2015 Events Calendar

March	7	22nd Annual Beach Party
	21	Dyno Day
April	4	New York International Auto Show
	25	Teen Street Survival
May	2	Autocross
	16	Autocross
	24	Autocross
June	8~9	Driving School: Watkins Glen, NY
July/August	~	Kart Racing
September	13	Wine & Shine
	21~27	46th Annual Oktoberfest
	27	Concours d'Elegance
October	4	Wine & Shine (Rain Date)
	~	Kart Racing
December	5	Holiday Party & President's Dinner

For the latest information, see [www.nybmwcca.org](http://www.nybmwcca.org)

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**On the Cover** : *A pro driver joins us at the legendary Watkins Glen track*  
~ Photo by Darby Moses

To join the BMW Car Club of America, call 1-800-878-9292 or visit [www.bmwcca.org](http://www.bmwcca.org). BMW CCA national dues are \$48 per year, \$15 of which is for Roundel.

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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.



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# President's Page | Mike Bizzarro



They've been called the lazy days of summer. School's out, beaches are open, family vacations are underway. It's a perfect time to enjoy some fun in the sun and that's exactly what BMW car club members have been doing the last few months.

With repaving on the horizon for the world famous Watkins Glen International racetrack, the New York and Patroon Chapters teamed up for one of the last full-track high performance driver education events at the facility until construction is complete in 2016. Mother Nature treated us to a mix of both beautiful skies and a few passing showers (ok, maybe a deluge or two). This gave students the opportunity to drive both dry and wet lines as well as learn to handle changing surface and visibility conditions. This issue's articles have more coverage of the event.

Anthony Rescigno, a new member taking an active role in the chapter, kicked off our first ever Karts & Coffee at Pole Position Raceway in Farmingdale. Many new faces came by to show off their Sunday best, bringing out everything from a supercharged E46 M3 to a Lime Rock Park Edition and even a few BMW motorcycles. After a small meet and greet in the lot to admire the vehicles and fuel up with some Dunkin' Donuts provided by the club, we took to the tracks where the competition was fierce. In one race, of eight drivers, first through fifth place were separated by a mere six tenths of a second. Another race saw first and second split by .070... yes, seven hundredths of a second! We play hard. Enthusiasts of all ages attended. With video games and junior karts, Pole Position had something for everyone. The event was such a success that we will be adding it as a regular monthly gathering.

Continuing the expansion of our social events programs, August saw chapter Treasurer Megan Yavel's Bimmers & Bagels, our first Cars & Coffee style event at Corner Bakery Cafe in Westbury. Eisenhower Park was the backdrop to a morning of great friends, beautiful German machinery, and delicious breakfast. Events like these are a great way to meet fellow enthusiasts and have a relaxing end to the weekend. With the success of this event, it will also be added into a monthly schedule. We would also like try different locations to keep things fresh. If you know of any other venues that could host, please let us know.

Our first online survey has also gone out to all of you. Many have responded already. We urge you to participate and we'll share the results in the next issue. Not only will this give you a voice to help shape the chapter for tomorrow, it will also give you some insight into your fellow chapter member's interests as well as perhaps sparking something in you to explore other offerings from the club.

Looking to the future, Autocross will be making a return! Thanks to the hard work of board members André Noël and Darby Moses, combining efforts with the SCCA and PCA, we were able to secure more dates at Nassau Coliseum through October for the 2015 season. While we still need to find alternate venues for next year, this season will end on a high note, complete with a full championship points series!

Of course I couldn't close out without one final reminder (I promise), Oktoberfest is fast approaching. While events are rapidly filling up, there are still spaces available. Here is your chance to participate with and get to know some of the almost 70,000 members of the BMW CCA from across the continent. Hosted by the New Jersey chapter, this year's festivities are right in our own back yard. Don't miss out on your chance to attend as next year it will be hosted on the other coast. See the ad in this issue or visit <http://www.njbmwcca.org/oktoberfest> for more details.

**BMW Car Club  
of America  
New York Chapter**



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# A Blast from the Past

by Steve Geraci

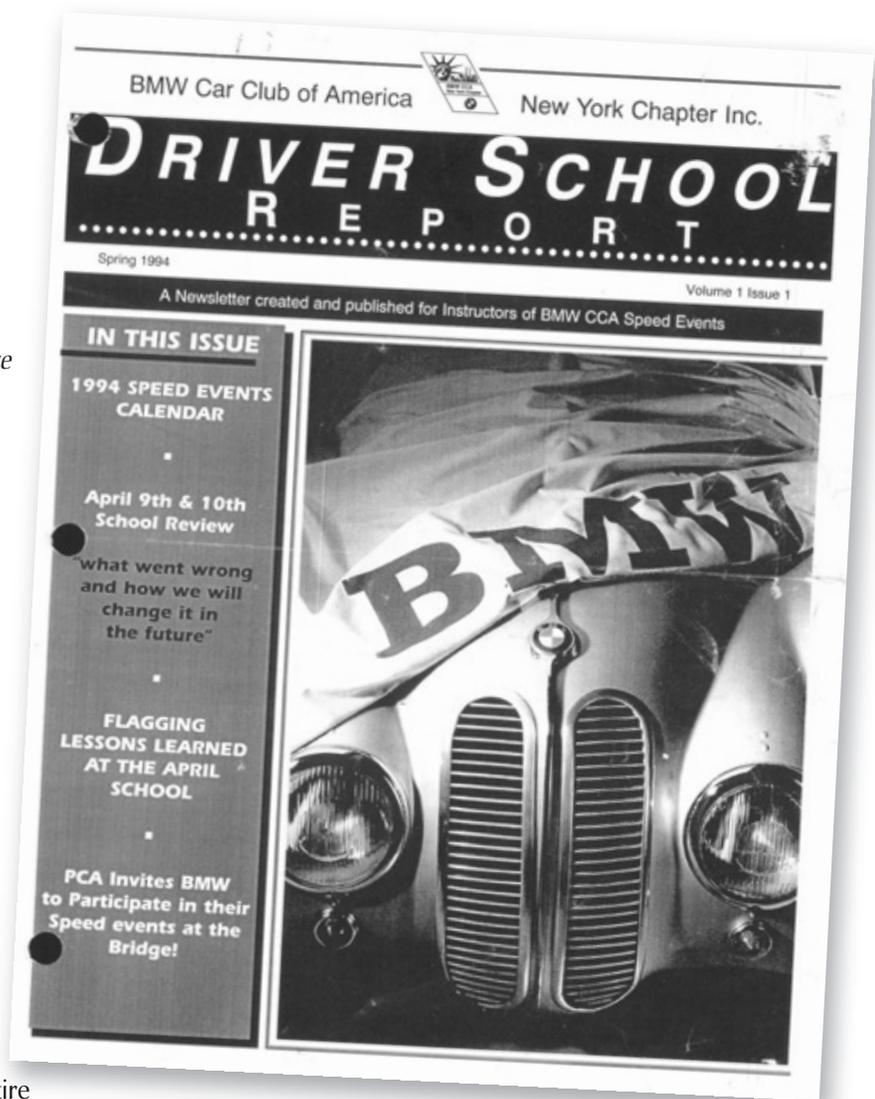
Searching through my older back issues of *Die Zugspitze* for something interesting for this installment of "Blast from the Past", I came across this rare Drivers School Report from 1994, a newsletter "created and published for Instructors of BMW CCA Speed Events". It's Volume 1, Number 1, and though there were sporadic later issues, this first one is the most interesting. It provides a glimpse into just how different things were when there were only a few tracks available, and New York had the best one...Bridgehampton Race Circuit.

Here are a few highlights from this 4-page gem.

From a review of the April Driver School at Bridgehampton (the first of three scheduled for the 1994 season) written by Steve Musolino, a former chapter president:

- For the first time, implementation of the written evaluations by both students and instructors
- The "two spin" rule, you spin out twice in one day and your done for that day
- Assigning one instructor to each student for the entire weekend
- Also, a review of the chapter board meeting held at the track after the event

Another very interesting article appeared on the topic of flagging, a required task of all participants at every Chapter Driver School. Back then everyone took a training course either before or during the event on how to properly man a flagging station and also provide radio communication with the pits. Those days are long gone but one of the topics discussed in the article was the possibility of hiring SCCA flaggers for the



next event, with the result being more track time for the students...what a concept!

Lastly, a column entitled "Hot News You Should Know" featured information about the New York Chapter participating with PCA at their next Bridgehampton school and an "Instructors Only Day" event at Bridgehampton in cooperation with the Patroon Chapter, as well as comments on the Instructor/Student Evaluation Forms.

To read the entire New York Chapter Driver School Report from 1994, look for it on the chapter website.

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Save the date!  
**Saturday December 5**  
New York Chapter BMW CCA  
Annual Holiday Party and  
President's Dinner



# Confessions of a Driving Instructor

By Danny Ilioi

What is it like to be a Tire Rack Street Survival Instructor? A few years ago, when I was first asked to join the group of instructors, I remembered that

as a teenager I learned the limits of traction by bending sheet metal and occasionally getting bruised up. Furthermore, I became an experienced driver, but not a good or safe one by any means. Specialized courses like this one were needed to shed bad habits and hone good skills instead of continuing to practice bad ones while discovering my limits or the car's, by trial and error.

One thing that has not changed in life is the occasional visit to the hospital or funeral due to a friend whose skills were not on par with the existing conditions: too much speed for that ramp, following too closely, losing situational awareness and so on.

What did change is the availability of great programs like the Tire Rack Street Survival, where teens can safely explore their limits in a safe environment with an instructor/coach by their side. When a student asked me at the most recent event (hosted by the New York Region BMW CCA) why I was doing this without getting paid, I simply stated: "I have to share the road with you for many years to come, and I feel safer now."

As a coach/instructor, encompassing the years of training and practice driving many cars at or near the limit, then being able to distill it so that it matches the student's learning style is definitely the most challenging part of the day. I often find myself changing the delivery method multiple times throughout the day based on individual feedback and results.

In addition, it is important to check the tires and fluids before we start the exercises. For instance, we found out that the tire pressures were off and learned how to adjust them with an electric compressor. The students now know where the correct information is to be found: open the driver's door and look at the B-pillar for a decal that indicates the recommended cold pressures. We fumbled in the engine compartment to find various reservoirs with essential fluids, and the occasional oil quantity dipstick (missing on some newer cars) and then checked the glove box for an owner's manual that had all sorts of good information.

There are now 30 teenage drivers out there with improved skills. They are confident women and men that can positively control their car if or when the need arises, in more situations and under more varying conditions. They can brake harder, stop in shorter distances, brake while turning, think earlier and



# Street Survival 2015

By Matt Brod



act earlier. The reversing into an L exercise highlighted the use of mirrors, not being afraid to adjust them when needed, looking over their shoulders and understanding how to pivot around the car's rear wheels. They will hopefully continue to practice many of the concepts learned, such as looking further ahead, or dialing the speed back a bit, or doing whatever it takes to give their brain more time to process the sometimes overwhelming information provided by one's sensory inputs.

It is a lot of fun, challenging, and fulfilling. We should try doing this at least twice a year and maybe one day for adults too, simply because I am aware of some that could really use some retraining. I would also like to see more of you joining the New York BMW CCA Tire Rack Street Survival instructor/coach ranks because you have valuable skills that should be transferred to the new generations of drivers. See you at the next BMW CCA/Tire Rack Street Survival event.



**W**ho would have ever thought the Islanders would make the Playoffs?

This year's Tire Rack Street Survival was planned months in advance for April 24th. The logistics involved to assemble a full event with an all volunteer crew is no small feat.

With 48 hours' notice, on April 22nd I get the call. "The lot is taken for a Playoff game, your event is postponed to the Saturday of Memorial Day weekend." Scramble scramble, mumble mumble.....Tadaaaa! The May 23rd Street Survival was a success.

This is in no small part my doing, the entire Board of the Chapter along with dozens of amazing members and friends of the club made this happen. Big thanks to all.

Surprise firetruck? Yeah, seems our new President gets things done. Mike Bizzarro invited John Skelly to bring a fire truck down to wet our skid pad. Big thanks to the Uniondale Fire Department and her brave crew.

On a windy but nice day at Nassau Coliseum, we had 24 students become safer, more confident drivers. The instructor pool was full of old friends and new faces, to all of them I promise second round is on me.

We also had media coverage present from Al Jazeera America. A story about safe teen driving will air on their network. Watch social media and our site for details and show times.

Another successful year in the books for the Street Survival Committee. I am looking forward to many more.

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# First-and-a-half time at The Glen...?

by Darby Moses

That title requires a small backstory. My first trip to The Glen with the New York Chapter started out just fine. Six of us caravanning to one of the best tracks on the east coast for two days of track time was a dream come true. That dream quickly became a nightmare when our four-legged friend Bambi decided jumping over my MINI was something he just needed to do. While his leap quickly became a somersault and he ran into the woods unscathed – I swear he was laughing all the way – my MINI was left with a cracked windshield. With my first visit to The Glen in jeopardy, the racing gods pointed me to a local guy who shipped a replacement windshield in from Pennsylvania, saving my second day of HPDE.

So how was our second trip? Simply amazing will have to suffice. The BMW Patroon and New York Metro chapters run the event rain or shine, and rain it did! During several laps the sun and skies are clear and my instructor is providing insight and expertise. Then rain, a change in surface conditions, and now the racing line is completely different. My instructor isn't focused so much on speed, but more so on ensuring my inputs are smooth and not abrupt. I learn to read the track conditions, keeping the tires away from shiny slick surfaces and on dull surfaces with grip. At several points during this trip it would rain on one-half of the track, leaving the other half dry as a bone. During these two days the conditions changed constantly, forcing my focus to become the sharpest it's ever been. I eagerly await my second-and-a-half time at this historic track.

In the course of two days of HPDE, you'll learn to extend your skills, to find the safe way around a track. You'll learn not only what the racing dry and wet lines are, but also how to find them. As you take your skills, your car and your pulse to higher levels, you'll leave with a real appreciation for the sport. There is also one thing we at BMWCCA Patroon and New York chapters can promise you will leave with, and that my friends is a story you'll share with your friends. And as they listen some will respond "Dude why didn't you take me with you!!!!"

See you next year.



The Calm Before the Storm



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Bug on—Bug Off



Nap time...





Rain or Shine I'm ready



# Watkins Glen 2015

## Another Successful Event in the Books!

by Mike Allen

Our annual Watkins Glen Driving School for 2015 was somewhat unique as it was one of the last club HPDE events being held at that venue before the track is closed for resurfacing. As a direct result, the school was fully subscribed with more than 84 drivers and an impressive 56 instructors attending. This student/instructor ratio was well-received and appreciated by the instructors.

As is normal for this event, the New York Chapter had a caravan of cars driving up to Watkins Glen from Long Island on Sunday morning. One can say that its safety in numbers whilst in reality it's more of a social drive, with multiple stops for munchies and shooting the breeze. Interestingly enough the majority of cars in this train were BMW 3 Series ranging from iconic E30's to more current E90's.

The actual HPDE event was more challenging as "Mother Nature" decided that it would be best to test our patience and

driving skills by alternating between brilliant sunshine and rain on both days. In all fairness this gives the student the unique ability to savor their car's capabilities in both dry and wet conditions in a controlled environment. We have fondly built a love/hate relationship with the venue, as these frequent weather changes are somewhat common to this region of the Northeast.

Regardless, attendees from rank novice through aspiring club racers all enjoyed themselves and have assured us that they will be back next year. 2016's event will be full of new challenges as the new asphalt surface will certainly change the characteristics of the entire track, a change that the ardent diehard track addicts will definitely notice. The Glen continues to be my favorite track in this region and I can't wait to experience the "new track"

Stay safe everyone and see you all next year!



Photo courtesy of BMW

# BMW Writes DTM History with 1-7 Finish in Zandvoort

by Gabriel Nica

After a rather disappointing start in the DTM, BMW made up for a lot of lost ground in the Netherlands this weekend managing to claim a 1-7 finish on Zandvoort. The Bavarians claimed the first seven positions on the finish grid thanks to a great collective effort.

Marco Wittmann, last year's champion, climbed to the number one spot of the podium followed by no less than six of his teammates, for what was a history-changing finish. With this result, BMW became the first manufacturer in the history of the DTM to finish in places one through seven.

Newcomer Antonio Felix da Costa was second followed by Maxime Martin, who completed the podium. Up next was Augusto Farfus, then Bruno Spengler, Timo Glock and DTM rookie Tom Blomqvist. Unfortunately, Martin Tomczyk was forced to retire his BMW M4 DTM due to a technical problem just six laps into the race.

The result was a dream come true for the teams, as highlighted by the BMW Motorsport Director Jens Marquardt. All the drivers showed incredible driving, but that was especially true for Felix da Costa who probably had the race of his life.

No other car maker managed such an impressive display in the past. The best result ever recorded before this weekend's race belonged to BMW as well, with two 1-5 finishes accomplished in the past. For Marco Wittmann, it was the first win after the Nurburgring race last year. This brought to an end a winless run lasting almost a year for both Wittmann and BMW.

For the first time since the one-two-three-four in Spielberg in 2014, the podium in Zandvoort featured only BMW drivers. Marco Wittmann was the winner back then too. DTM rookie Tom Blomqvist scored the first points of his DTM career in his seventh race.

The race was neutralised behind the Safety Car for five laps following a crash involving Paul di Resta (GB, Mercedes) on lap one. Marco Wittmann took the lead immediately after the start, followed by António Félix da Costa and Maxime Martin. Augusto Farfus dropped from pole to fourth place.

The BMW M Performance Parts M4 DTM of Martin Tomczyk started to smoke at the end of the Safety Car period on lap six. He consequently had to return to the garage and retire. The race is still on for the titles this year, however. In the driver's championship, the best-placed BMW driver is Marco Wittmann, in sixth place with 39 points while the leader at this moment is Jamie Green with 81 points.

In the manufacturer's championship Audi leads with 289 points followed by Mercedes-Benz with 236 and BMW with 157.

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(Payable at the gate.)

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**Street:** Judged on exterior only (No undercarriage; tops up on convertibles)

**Concours:** Judged on interior, exterior, engine compartment, trunk (No undercarriage, tops up on convertibles)

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### Registration

Deadline: September 20th, 2015  
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### For additional information

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Gates open at 7:45 AM for entrants, 10:00 AM for general public  
Judging will begin at 11:00 AM

Entrants Fees: (includes Gardens' admission fee for driver)

Pre-registration BMWs, \$40.00 (payment must be made  
by September 20th);

Registration, day of event BMWs – \$50.00, space available basis

Pre-registration MINIs – \$25.00 (payment must be made by  
September 20th)

Registration, day of event MINIs – \$30.00, space available basis

The featured marques are BMW, Porsche and Mercedes Benz

Please make plans to attend this great event. Bring your family  
out to enjoy a gorgeous Sunday on the Great Lawns of  
Old Westbury Gardens.



# Ramblings of a MINIac

by Peter Burke

As I write this piece (single-handed due to a recent injury to my right hand) I start to wonder if my manual transmission days are behind me.

The younger me would shout HERESY if I had entertained these thoughts previously. It seems more and more manufacturers are deleting the manual choice in favor of seven, eight and even nine speed automatic transmissions. MINI is going to offer an eight-speed Steptronic option on the 2016 Clubman S. Between my bad knees and my current wrist issues this gives a new respect for automatic transmissions.

Our cousins over at BMW have mandated only automatic for the new M235x-drive (due to certification costs in the US) and by all accounts the eight-speed automatic is said to be precise. With that the new automatics are usually faster shifting than manuals too. I guess more time to concentrate on other things (as well as rest my bad left knee)!

Speaking of the Clubman, press photos of the 2016 edition have been released by Munich. As with any new model release by MINI, it will be interesting to see the reception the Clubman receives. The Clubman will bridge the gap between the hardtop and the Countryman. The final design strays a little from the 2014 Geneva concept, but it looks like MINI has a winner on their hands. The Clubman will be based on the BMW UKL platform and will be available in the US with a choice of two power plants, the 1.5 liter 3 cylinder 134 horsepower Twin Power engine in the base Clubman, and the S will have a 2.0 liter 4 cylinder Twin Power turbo producing 189 horsepower. Expect the Clubman to hit showroom floors January 2016.

As far as upcoming events, don't forget the 2015 Historic Festival 33 held at Lime Rock Park in Lakeville Connecticut September 4th thru 7th. There will be a MINI car corral on Monday September 7th, as well as parade



laps. For further information please visit [www.limerock.com](http://www.limerock.com). Closer to home there is an event that cannot be missed, the Fall 2015 Concours – Legends of the Euro Motorways. This year it will be held on Sunday, September 27th. This event is sponsored by the BMWCCA NY Chapter. Registration begins on August 10th. The Concours is held on the grounds of Old Westbury Gardens, which adds a beautiful backdrop to the dozens of MINIs, BMWs, Porsches and Mercedes-Benzes on display. For further information go to [www.nybmwcca.org](http://www.nybmwcca.org). Before I conclude, MINI USA has announced the dates for MINI Takes The States 2016 aka MTTTS 2016. It will run from July 9 through July 23 2016. At press time, the route has not been announced yet. For further information, please visit [www.minitakesthestates.com](http://www.minitakesthestates.com) and sign up for updates. I hope to see you at Old Westbury and enjoy the rest of your summer, safe motoring!



# Welcome

## to our New Members!

Anthony Abbate  
Sean Ai  
Tom Anagnostou  
Jorge Angeles  
Ed Arias  
Joseph Armato  
Paula Baglitis  
Kosta Bakalis  
Jason Barbarich  
Wayne Barrett  
Sam Bilali  
David Blank  
Antanas Bobelis  
Courtney Bond  
Frantz Bricourt  
Emory Brown  
William Caldwell  
Miguel Cardenes  
Nicholas Carras  
Patrick Carroll  
Ronald Chaffin  
Chi Ho Chan  
David Chan  
Heather Chao  
Camille Charles-Pierre  
Martin Chen  
Liran Chen  
Carole Chen  
Frank Chen  
Laurence Chiang  
Ryan Christopher  
Anna Ciraco  
Vito Ciraco  
Claudia Cividino  
Jennifer Clarke  
Stephanie Clements  
Russell Cohen  
Henry Coira  
Bruce Colbath  
Manley Collins  
Tim Connelly  
Michael Cooke  
Vito Coppola  
Osaro Cox  
Niv Dauber  
Mac Arthur Davis  
Nicholas DeBlasio  
Joseph DeGregoris  
Robert Del Bello  
Michael Delikat  
Robinson Diaz  
Daniel Diaz  
David Eggers  
F Elkind

John Emmert  
Julia Esposito  
Jeff Feingold  
Joe Feldman  
Norman Fink  
John Fischbach  
Thomas Forte  
Adam Fox  
Stratis Frangos  
Michelle Frieder  
Shaun Fulton  
Gregory Galdi  
Morgan Gebhardt  
William Gennario  
April Gerardi  
Joseph Gioia  
Johanna Gonzalez  
Sarah Graffigna  
Ross Grappotte  
Timothy Green  
Henry Green  
George Greenaway  
Barry Greenfield  
Fred Guinta  
Thomas Hallen  
Willie Hammond  
Christopher Harte  
James Healy  
Lisa Herman  
Christian Herrero  
Todd Hesekiel  
Robert Hogan  
Lawrence Hollander  
Daren Hom  
Ron Insogna  
Chandler Iorio  
Ken Itoh  
Christopher Jenkins  
Jennifer Kane  
Patrick Kelly  
Mohammad Khan  
Yury Kholondyrev  
Steven Kowalski  
Tomek Kowalski  
Richard Kozlowsky  
Eugene Krichmar  
Rohan Kumar  
Michael Kyprianou  
Arthur LaBow  
Daniel Lafata  
Khudee Lawrence  
Dmitry Lazarenko  
Sam Levant  
Josh Levinson

Pedro Linares  
Josh Lipman  
Marcin Lisowski  
Michael Liu  
Jonathan Lloyd-Jones  
Marco Madia  
Michael Madia  
Charles Maikish  
Robert Malone  
Jason Malyil  
Keith Mandel  
David Marino  
Spencer Martin  
Moni Matalon  
Harold Matzner  
Shaun McEntee  
Borche Milevski  
Jon Miller  
Christopher Moks  
Luis Mollinedo  
Steven Moncrieffe  
Anthony Monte  
Tristan Montenegro  
Zachary Month  
David Morehouse  
Thomas Morrison  
Alex Moshenber  
Udom Motayasiri  
Daniel Muller  
Frank Muscarella  
Mark Mutz  
John Nazaretian

Peter Nettesheim  
Ronen Neutra  
Axel Oehlers  
Paul Olivera  
Tom Orifici  
Li Pang  
Wade Pearson  
Luis Perez  
Brad Pincus  
Jonathan Platt  
Adrian Popescu Dolj  
Alexandra Presto  
Zheheng Qiu  
Steven Raab  
Julian Raderman  
Izeta Radonic  
Mahipal Rathod  
Shane Reese  
Stacy Reich  
Frank Reiser  
John Riccobono  
Jason Rigsby  
Haley Rohrer  
Harry Rosenblum  
Steven Ross  
Wayne Roth  
Saverio Russo  
Sammy Sabbagh  
Bedel Saget  
Arvin Sahagun  
Johnny Sang  
Nicholas Santana  
Roy Schoen  
Donald Schwartz  
Rand Schwartz  
Sandra Schwartz  
Evan Shashaty  
Gabriel Siegel  
Michael Sileo

Luciana Simone  
Bobby Singh  
Kamil Slazak  
Michael Smith  
Brian Sosnoski  
Christopher Stasi  
Nickolas Stewart  
Jeffrey Stote  
Andrew Stumacher  
Adrian Sultana  
Christina Sun  
John Swift  
Anthony Talerico  
Joel Taman  
Arlene Taman  
Gabriel Temidis  
Phillip Ting  
Robert Tjia  
Jassen Trenkov  
Andy Tse  
Benjamin Tsu  
Geoffrey Turnbull  
Rosanne Varvaro  
Peter Vidani  
Geovanny Villacres  
Andrew Wang  
Laurence Watkins  
Brooke Wexler  
Matthew  
Wieczorkowski  
Thomas Wienckowski  
Nick Williams  
Peter Winston  
Anthony Woessner  
Douglas Wright  
Peng Xu  
Demetrios Yatrakis  
Andrew Yoon  
Jonathan Zahra

## 2016 Call for Nominations for the New York Chapter Board

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

Members interested in running must be nominated by a member in good standing. Include a short statement supporting the nomination and mail to: New York BMW CCA, PO Box 102, Williston Park, NY 11596 or via email: [nominations@nybmwcca.org](mailto:nominations@nybmwcca.org).

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

**Nominations must be received no later than October 12, 2015.**

New York Chapter BMW CCA By-Laws can be downloaded here:  
[http://www.nybmwcca.org/downloads/NY\\_Chapter\\_By-Laws.doc](http://www.nybmwcca.org/downloads/NY_Chapter_By-Laws.doc)

# And a salute to our long standing members!

Anniversary milestones for members who joined between April and June

## 5th Anniversary

Ilyas Akbar  
Anthony Baronci  
Billy Batalas  
Jeffrey Berson  
Abe Borenstein  
Jeff Carlin  
Joseph Cress  
Leslie Danon  
Ray Dzurney  
Douglas Elliott  
David Flores  
Leslie Goldberg  
Konstantine Gritsai  
Robert Grochow  
Serguei Ivanov  
Norman Lane  
Michael Lewis  
Roman Mankowski  
Lancelot McLean  
Larona McVitie  
John Meitner  
Betty Meitner  
Andrew Miller  
Ilya Nazarov  
Tatyana Nazarova

Simon Ogden  
Joseph Ottofaro  
Michael Patterson  
King Phojanakong  
Matthew Rausser  
Nicholas Rodriguez  
Steven Salzman  
Christopher Scaturro  
Gary Sze-Tu  
Wai Kit Tse  
Vladimir Valcourt

## 10th Anniversary

Audrey Anderson  
Adam Carpentieri  
Vincent Cocco  
Sean Cohen  
Jim Connolly  
Robert Giuliante  
Joseph Grasso  
Peter Jerry  
John Kerney  
Albina Magill  
Dave Maryon  
Kevin McGhie  
Neel Mehta  
Frank Oliveri

Jonathan Rebosa  
Robert Scibetti  
Lloyd Simon  
Martin Valerga  
Tom Wansor  
Eustace Watkins  
Robert Wozniak

## 15th Anniversary

Michael Abriano  
Victor Bellini  
Robert Cubitto  
Andreas Dagoulis  
Sean Gumbs  
Steven Lehrer  
Jerry Levy  
Charles Margeson  
Dan McNally  
James Morrialle  
Stephen Novick  
Joanne Schultz  
Kevin Stubing  
Peter Sullivan  
Alan Work  
York-Sung Yu

## 20th Anniversary

Chris Arnone

John Chiappetta  
Vincent Esposito  
David Feng  
Steven Fischthal  
Icela Fischthal  
Dylan Jones  
Eddie Ramirez  
Philip Seto  
Eric Van Noy  
Oliver Walcott

## 25th Anniversary

Robert Cornell  
Robert Reynolds

## 30th Anniversary

Sandy Barrios  
Dalmain Fenton  
James Halsey  
Leonard Herman  
Michael Pucciarelli  
David Rappaport  
Larry Scott  
Gerry Vecchio

## 35th Anniversary

Bill Larzelere  
Abraham Rubin  
Carlos Santiago



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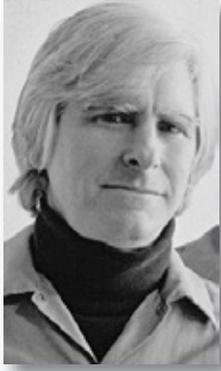
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## TechTalk with Mike Shiffer

BMW acquired the MINI brand name in 1994, as a result of their peculiar decision to enter the SUV market by buying Rover Group. That move generated many gallons of red ink, and BMW came to its senses in 2000, divesting itself of Rover while retaining the other British marques that had been part of the deal. Their foray into the

dismal swamp of postwar British auto manufacture was not a total loss: it gave BMW a schooling in SUV design & construction which spawned the vastly more reliable (and profitable) X5.

And the New MINI.

I have a deep and abiding interest in MINIs, as the first car I ever owned was a 1965 Morris 850. That BMW now builds a car that shares its name, design cues and layout is charming and ironic. The original MINI is unarguably one of the most influential cars ever built. Its front-wheel-drive, transverse engine, two-box body (no trunk overhang), unit-body construction and adequate seating for four in a tiny package set the pattern for econoboxes from every major auto manufacturer in the world. (It also set the pattern for the disappearance of the British auto industry: brilliant engineering; marginal build quality; abysmally poor management and marketing and a pathological unwillingness to learn from mistakes or update designs. But that's another story.)

Like most groundbreaking cars, the MINI was the work of one designer, Alec Issigonis. He had already created the Morris Minor (a minor masterpiece in its own right) when he was given the job of designing an inexpensive four-seater on a platform ten feet long and four feet wide. It had to use an existing engine, but there were few other constraints.

Those were enough to make it challenging.

So how does one fit an engine, transmission, muffler, gas tank, drive shafts, wheels, suspension, brakes, heater, wipers, lamps, battery, pedals, steering wheel, four adults and storage space into a footprint slightly longer and narrower than a bed? Sir Alec's imagination and exuberance in solving this problem is visible in every detail: 10" diameter wheels out at the far corners; external hinges on the doors and trunk lid; body panels joined with the pinch welds facing outward to save space and money; low, flat floor and bubbled out roof; sliding windows instead of roll up ones to give more elbow room; seats unusually upright and high in the front to keep the lower legs more vertical; suspension arranged to take up no floor space and utilizing rubber doughnuts instead of steel springs; gas tank holding less than seven gallons tucked behind and above one of the rear

wheels; the engine turned sideways with the transmission in the oil pan; radiator also mounted sideways inboard of the left front wheel, allowing the engine to sit just behind the front bumper; front wheel drive to eliminate the big hump in the floor necessary to clear a RWD driveshaft...and on and on.

The original MINI was cute as a button, adored by everybody and sold like hotcakes. It also handled like a race car, and became a legend in international rallying. The MINI spawned an industry in tuning parts and services, most notably giving John Cooper a whole new (miniature) canvas on which to practice his art.

Over 5 million MINIs were built over its four-decade production run. When the last one rolled off the line in 2000, BMW was already working on the new MINI. Mazda started the retro car trend with the MX-5 Miata in 1989, paying homage to English sports cars in general and the Lotus Elan in particular. By the time BMW introduced the New MINI, Chrysler, VW and Ford had all released cars whose styling was based on their own earlier iconic products. BMW had also dipped its toe in the retro pool in 1999 with the Z8, loosely modeled on their 1950's-era 507. The New MINI, however, was a radical departure, even as it imitated a 40-year-old design. Like the Miata, it was inspired by a car originally made by a different company. It was BMW's first transverse FWD platform, and was the smallest BMW since the Isetta. Unlike most other retromobiles, the New MINI was meant to recapture not only the look but the remarkable driving quality of the original. This was accomplished to a surprising degree, with nearly all the noise, harshness, oil leaks and cheesy hardware of the original engineered out. Ironic that a company so heavily invested in high-end sport sedans, rear wheel drive and German engineering should build such a fine English FWD economy car. Charming that they were able to perceive and exploit the virtues of old and new.

I am fortunate to own an original and a new MINI. The old one has been laid up for years, while the new one gets used every day. I recently sold another old MINI I'd had around for a while. I'd driven it enough to remember all the fun I'd had in my first one, and enough to know that my aging body would not put up with the stiff suspension like it did 30 years ago. Still, I look forward to the day when once again I can hare around corners flat-out once again in my very first car. 🚗

---

Michael Shiffer

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Top photo courtesy MINI; bottom photo courtesy Mike Shiffer