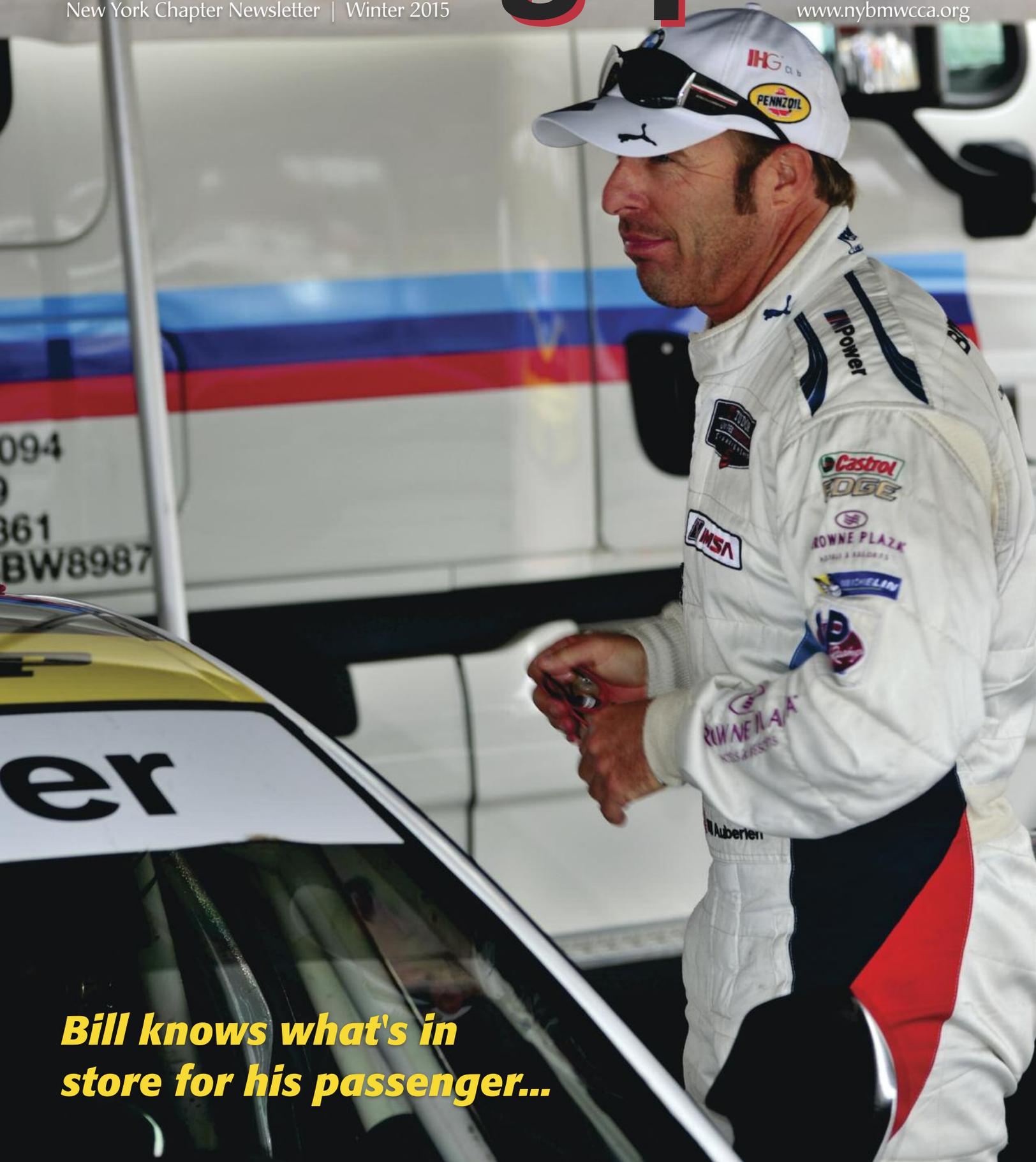


Die Zugspitze

New York Chapter Newsletter | Winter 2015

www.nybmwcca.org



Bill knows what's in store for his passenger...



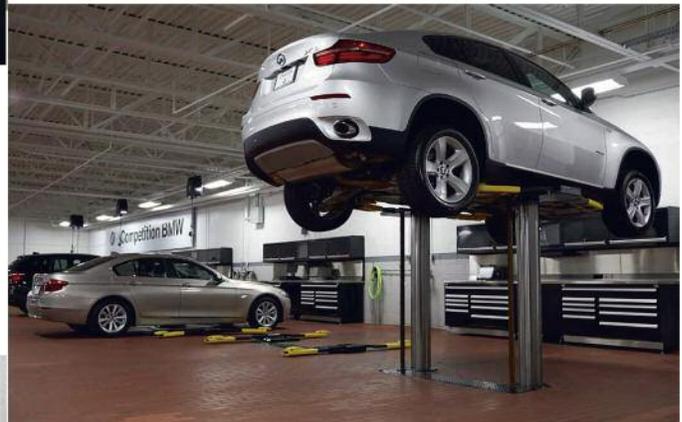
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New York Chapter
2015-2016 Events Calendar

- December 5 Holiday Party & President's Dinner
- 13 Karting Pole Position
- January ~ NYC BMW New Years Social
- February 7 Karts & Coffee
- June 6-7 Watkins Glen HPDE
- September 11 Wine & Shine
- 18 Wine & Shine (Rain Date)
- December 3 Holiday Party & President's Dinner

For the latest information, see www.nybmwcca.org

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On the Cover : *Champion driver Bill Auberlen gets ready to roll at BMW CCA's 46th Annual Oktoberfest. ~ Photo by Mike Allen*

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

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President's Page | Mike Bizzarro



Oktoberfest. I'm sure by the time it arrived, many of you were inundated with the e-mails, Instagram and Facebook messages and general advertising blitz. As a first time attendee, I can personally say, it was well worth the hype! At what other single event can you share a roulette table and discuss race strategy with champion driver Bill Auberlen, hear war stories of the early days of BMW racing from a legend like Brian Redman (not to

mention take a ride with both of these drivers in their respective race cars on track), see stunning examples of our marque at a concours, and tour the countryside searching for hidden clues in a fun rally? Whether it's the exquisite fare at the nightly dinners, having our beloved Satch Carlson and Steve Johnson regale you with hysterical tales of events past until the early hours of the morning, reuniting with friends that have moved across the country (Great to see you again Dan!), or making new friends from your own neighborhood (Hi Wendy and William!)... There is no shortage of fun on tap and always something to do for everyone.

Jeff Caldwell and the New Jersey chapter are to be commended on an excellent job hosting O'fest this year and providing us all with memories to last a lifetime. Congratulations also go out to the New York Chapter members that represented us in Autocross with almost 10 class trophies! Matt Murray even took home a set of tires for his blazing FTD! To all those people bemoaning our regular event courses being "too tough", this is the level of driver those courses create.

In other news, I'd like to take a moment to thank everyone who has responded to our membership survey. While it's a little disappointing that only 11% of members have responded, for those of you that have, we are listening and actively making changes to address your opinions and concerns. Most notable was the lack of events closer to our northern area members. To start these changes, we will be holding some Bear Mountain meets for Cars & Coffee as well as Grand Prix New York days for our karting series. BMW of Westchester, Manhattan and Brooklyn have all been contacted for future events as well. We would also like to welcome Driving Impressions of Dover, NJ into a new partnership with the chapter. They have offered their facility for our much requested tech sessions and have guest speakers on everything from safety gear to data acquisition. Information on these and many new events will be arriving soon. A varied and exciting list of activities is in the works for 2016!

Finally, this brings me to our annual Holiday Party. We've had two overwhelming requests for what type of event to host; the first at a dealership social, the second at a karting venue. While the social event is a fantastic idea, upon further review it wasn't as family friendly as we would like. In light of this, Grand Prix New York will host this year's festivities. This venue will offer activities for all ages such as bowling, video games, and kart races as well as a private room for buffet style dining, our awards ceremony and prize drawings.

For all those who requested the dealership social, Manhattan BMW will host a New Years kick-off event for us in January followed by a very special presentation event at Life Quality BMW of Brooklyn in spring that you won't want to M-iss!

Happy Holidays and best wishes for the New Year!

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



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Autocross Corner

2015 Autocross Season

Hello Autocross Fans!

The 2015 autocross season has been completed and the points for championship tallied.

This has been a very interesting year due to the fact that the scheduled dates gave us a big break during the summer. We are not sure what the 2016 season will look like yet, but as soon we know, the information will be posted on the club's website and in the newsletter.

I would like to thank everybody on the staff who came out and worked the events and behind-the-scenes to make sure the events came off as smoothly as they did. I also want to give a very special thanks to Darby Moses for his help in securing the dates for the second half of the season.

On a side note: The New York chapter did really well at this year's Oktoberfest in New Jersey. We won a total of nine trophies at the Autocross with several first and second-place finishers. Big congratulations to all the chapter winners! —André

Matt Murray	1st, M-FTD
Jim Siegel	1st, Class 5B
Jay Rufino	2nd, Class 5B
Mike Allen	1st, Class 4B
André Noël	2nd, Class 4B
Anthony Howell	3rd, Class 4B
Arvin Sahagun	4th, Class 4B (honorable mention)
RoseAnn Burke	3rd, Class 4C
Mike Bizzarro	3rd, Class 9
Megan Yavel	4th, Class 9 (honorable mention)
Matthew Kalish	3rd, Class 3B



Our 2015 Autocross Winners

D Class Marusia Popovech	CR Class Mike Allen
E Class Oskar Zinger	Arvin Sahagun André Noël
G Class Moazam Sheikh	DR Class Mike Sweeney Megan Yavel
H Class Denis Usov	ER Class James Siegel Greg Sullivan
I Class Ken Bertan	FR Class Ron Feinman
L Class Megan Yavel Marusia Popovech Gabrielle Cord-Cruz	GR Class Kamil Slazak Victor Yim Simon Yim
MS Class Darby Moses	HR Class Sean McElgun Edwin Cord-Cruz Gabrielle Cord-Cruz
O Class David Flores	IR Class Jared Morrison Joseph Maniscalco
X Class Spencer Martin	

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



Triplet M3s in legendary garb



Atlantic City, backdrop for 46th Annual BMW CCA Oktoberfest

Brian Redman above, and below at speed



Past



Present

First Taste

By Matt Kalish
with Photos by Mike Allen

To be honest, up until this past year the only Oktoberfest I celebrated was the one involving an unnecessary amount of beer and pretzels. I've just never been interested in anything club related beyond Roundel, Autocross, and my vanity license plates.

I never really saw the point of going to, what I saw as, a glorified car show. Then I got an Oktoberfest autocross trophy! Relax, I'm just kidding. Though not about the trophy, I won that. What I mean is O'fest can't really be quantified like that.

To be honest, I almost felt an obligation to go to O'fest as it was only three hours from my house. Unfortunately, my boss didn't agree. So I called in sick and managed to make one event – Thursday's autocross.

The night before I couldn't sleep, not so much from excitement as curiosity. Why didn't I drive down that night and get a hotel? My mind struggled with that question until I slipped into sleep. I woke up at four in the morning with five hours sleep and started driving. A quick trip set for a 7:30 meet time at Bader Field, a very cool, closed airfield just outside of Atlantic City.

I arrived a smidgen late, a bit tired, and hugely excited. The day's competitors were lined up along a fence, single file. The first thing that struck me was the variety of cars and owners lined up in the makeshift paddock. My 135 was sandwiched in line between an i8 and a 2002. Sometimes you forget how varied this company's exploits are!

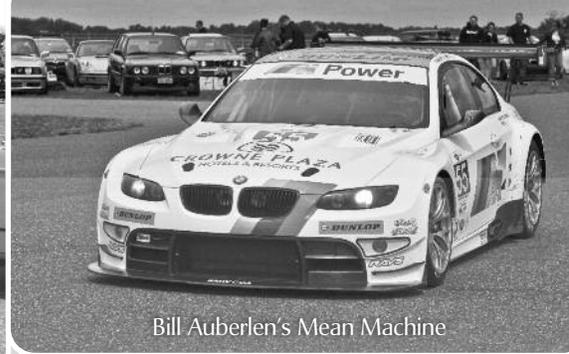
The location may have been my favorite part of the day. In my experience, autocross tends to be a series of intermixed helices, tight low-speed corners wound on top of each other. After all, you can only do so much for straights at the Nassau Coliseum parking lot.

But this was an airfield! A different beast entirely. Airfields are long, open, and straight. A great set of properties for landing a plane and, as it turns out, speed. I like speed.

The course was huge by autocross standards, around a mile from start to finish. It was also open, set up to give novice's some wiggle room and space to correct mistakes without going off course. The layout was fast if you were willing. I hit third gear for extended periods, north of 70 mph, a massive



Autocrossers getting ready to rip...



Bill Auberlen's Mean Machine



sent



Future



Megan racing Scion's 1-series

speed at autocross.

The course was absolutely fantastic. In my excitement for speed I spun once, hit cones twice, and even went off the course onto the grass, though I still blame dirt on the track for that.

Throughout the day I realized the actual fun of O'fest – it's the people.

I know. I know. That sounds like a cop-out, after-school special, clap-loudly-to-make-Tinkerbell-survive type of silliness. But it's kind of true. I collected cones with a lovely couple who drove from Texas. I got driving advice from the guy who set FTD that day. I helped someone diagnose an engine problem. The people that I knew from the New York chapter almost seemed boring in comparison (sorry guys, but you were a known quantity).

Everyone was fun and enthusiastic. They were there to have the best time possible, not just in terms of laps. That kind of passion has an effect on you. It's kind of like summer camp, a week long getaway where you get to have fun with new and

unique people while doing fun theme-based activities. At summer camp you shoot a bow, or go sailing. At O'fest camp you race BMWs. I would be willing to bet that longtime O'fest attendees even have camp friends, people that they only see and talk to at Oktoberfest.

My one day O'fest crash course soon came to end. I finished third in class behind FTD and a very fast E46, but my trophy didn't mean as much as the fun I had. Unfortunately, it was time to say goodbye to my new friends and head back north.

I walked in my front door at around 10pm, though it may as well have been 4am again. I was tired to say the least, but I couldn't sleep. Why didn't I stay the night in Jersey and drive back the next morning? My mind struggled with that question just as it had the night before.

I only had a taste of what makes O'fest great. I think it's high time that I learn more, can you say track time? I want to say gala and costume party. There's just so much to do, but it all comes down to having a good time with my camp buddies. So when will O'fest come back to the East coast?



BMW CCA Oktoberfest September 2015

by Dan McLaughlin
with Photos by Chris Stokes

I started off on a bright, sunny Thursday morning in September. With my M5 all cleaned up, fluids and tire pressures checked, and luggage in the trunk, I headed east to Natchitoches, Louisiana to meet up with the Road Monkeys for our annual pilgrimage to the BMW CCA O'Fest, this year in Absecon, New Jersey on the famous Jersey shore. This is the story of a 12-day journey that will never be forgotten.



The rest of the group greeted me at the Church St. Inn with a glass of wine welcome, and we prepared for several days of driving. Friday morning, with route directions in hand, we headed out on the back roads. With a detour for construction, some dust devils and a fantastic lunch stop, we made our way through Louisiana, Arkansas, and Mississippi, ending our day at Pickwick Landing State Park, Tennessee arriving as night fell.

Day Two continued with even more winding roads and little towns as we headed into the Appalachian Mountains. A long lunch stop, busy Saturday traffic, and then an hour delay in a traffic jam caused by the largest car show in eastern Tennessee made for a very late arrival in Burnsville, North Carolina.

Day Three we headed east and hopped on the Blue Ridge Parkway for a stint of beautiful mountain roads with stunning vistas. At a gas stop and potty break we realized we were

running way behind schedule for our dinner reservations. Abandoning the planned route, we decided on more direct roads through Charlotte to Norfolk, Virginia, making it across the Chesapeake Bay Bridge Tunnel before sunset. An hour later we arrived at our next stop in quaint Onancock, Virginia. Dinner and drinks were fabulous as we all looked forward to an easier day of driving the next morning.

Monday the skies were dreary and the roads wet, but it did not deter a single member as we headed north and boarded the ferry to Cape May. With just a short drive up the Garden State Parkway, we pulled into our destination, the beautiful Stockton Seaview Hotel and Resort.

After checking into our rooms, we headed to registration, picking up our events packets and goodie bags. There were plenty of vendors too, with the BMW Foundation, Giro's Garage and Odometer Gears to just name a few. Just walking around the hotel, we all started running into old friends and acquaintances and catching up on our adventures since O'Fest 2014 in Beaver Creek, Colorado.



Tuesday is always Concours day sponsored by Pirelli Tires. With the car wash stations busy, rags and cotton swaps were brandished with skill as owners scrubbed away the grime of several days of travel. And what a sight was in store for everyone as all the cars, contestants and displays only, were arranged on the hotel's front lawn. From a vintage 1932 F76 tri-wheel van to a trio of brand new i8's, every variation you can imagine was on view for all. The afternoon was also the TSD competition plus the start of the Fun Rally and Gymkhana challenges.



Wednesday was a Jewish holiday, so no official events were planned, but a Cape May wine tour and the Simeone Foundation Automotive Museum tour in Philadelphia were arranged for those wanting to head out for the day and explore. All week many other events came and went. With a golf tournament, car control clinics, trivia contest, test drives and a weekend of BMW Club racing, there was something for everyone's interests and hobbies. I even got my hands on the keys to a M235i convertible for a little drive around the countryside.



Thursday started the performance segment of the program. AutoXing on Thursday and Friday and HPDE's Thursday through Sunday at New Jersey Motorsports Park, which features two tracks, Lightning and Thunderbolt.

With the vendors moving over to the track, the BMW Foundation set up charity rides with BMW RLL team driver Bill Auberlen, Mike Renner of the BMW Performance Center and former BMW race car driver Hans Stuck.



On Thursday evening a 1920's Pre-Prohibition party filled the hotel. The hotel, built in 1914, was the perfect backdrop as flappers, gangsters and more overflowed the lobby into the hotel bars and outdoor spaces. With beer provided by Spaten, the party extended through dinner and into the night.



Friday night's Awards Banquet was hosted at the Resorts Hotel and Casino in Atlantic City. Hundreds of our fellow Beemer heads

packed the Starlight Room to a five-course dinner. The winners of the Car of Your Dreams drawing were announced. Awards were given out to many deserving participants for the Concours, AutoX and Photo contests. My fellow Road Monkeys earned quite a few awards including AutoX class wins for myself and Chris Stokes, and a 3rd place for Jeff Thomson in a hotly contested "modified M3" class. Chris and Leann Stokes won 2nd place in the Gymkhana as well as an award in the Photo contest. Plus there were numerous raffles as Valerie Baker won a Michelin Tire gift certificate and I snagged a Shell Gas gift card. Thank you sponsors! This years special guest speakers were Bill Auberlen and Hans Stuck, who entertained us with their experiences and racing stories.



Saturday is the day we packed up and headed home, as we have a long drive back to Texas. We say our goodbyes for another year as we begin to look forward to next years O'Fest, in Monterey, CA. This year was a bit special for me as I got to see members from my old chapter in New York who came down for the festivities. These are the people who taught me so much about BMWs and how to actually drive. Thank you André and the rest of the gang. It was great seeing y'all again.

Hitting the road, several of us decided not to rush back, taking three days instead of two. It's hard when you're driving solo. We managed to avoid a nasty backup on I81 from a truck accident. Found the best Chinese/Thai food restaurant in Tennessee and we all hit the first BBQ joint we could once back in Texas.

Thank you Road Monkeys for making what could be a mundane drive into one full of great back roads, adventures and camaraderie. I wouldn't do it any other way.

Welcome

to our New Members!

Bhavik Acharya
Evan Akselrad
Frank Alvarez
Nicolas Astras
William Balena
Christopher Bambino
Ubaid Bandukra
Alexandra Baranov
Albert Baranov
Tasby Best
Milton Biswas
James Bradshaw
Michael Brown
Anthony Brown
Dave Burkart
Cas Bzomowski
Joseph Castiglione
Derrick Chan
Jose Collazo
Edwin Cord-Cruz
Gabrielle Cord-Cruz
Matthew Crowley
Alkelee Daughtry
Ralph Debbas
Michael Donner
James Druker
Harvey Ehrlich
Nelson Espinal
Frank Esposito

Joseph Esposito
Yvette Esposito
Rick Fishman
David Flores
David Fong
Robert Franciamore
Nevin Francis
Melissa Fusco
Frank Gadaleta
Bernard Gannon
Eran Garma
Eugene Gatling
Sebastian Gaviria
Sheldon George
Boaz Gilad
Kimberly Godoy
David Gokhshtein
Jeff Goodman
Val Grebenin
Brian Greck
Igor Grinshpun
Eric Gruber
Charles Haber
Zafir Haque
Philipos Haralamopoulos
Brian Healey
Mike Hecker
Mike Heoh

Paul Homkow
Kevin Hu
Janine Jacob
Mike Jean-Baptiste
Andrei Karp
David Katz
Michael Keenan
Jason Kim
Andrew Kirsheh
Matthew Kirsheh
Matt Klein
Sharron Koester
Jami Kush
Michael Landry
Matthew Lau
Philip Legun
Herbert Leny
Evan Lerner
Howard Levin
Daniel Lim
Christopher Lofrese
Johan Lood
Brandon Lopez
Jaszick Maldonado
Fabian Manstra
Johnny Marines
Panos Mastronikolas
Derek Mauricio
Domenick Milillo

Hamza Minhas
Toni Montello
Jared Morrison
Norbert Moskovits
Amy Moskovitz
Dana Motton
Fred Nardiello
Wayne Nathan
Nicole Noel
Romea Noel
Patrick Nolan
Charlie Olijnyk
Ming Ooi
Rob Paolucci
Justin Paphis
Darrel Paul
Lawrence Pearlstein
Daniel Pekic
Rafael Pena
Angelo Perzan
Michael Petroglia
Nick Plakas
Devin Platt
Kevin Polakoff
Kalman Poltorack
Stacey Portis
Bryant Prince
Demosthenis Psyllos
Noel Raab
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Ira Reisman
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Chad Roberts
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David Schoenberg
Jonathan Schreiber
Umair Shaikh
Dalton Silva
Walter Sparkes
Wendy Sparkes
Robert Staudigel
Matthew Steele
Murray Stimler
Gary Studnick
Berenice Suarez
Shane Sutherland
Mike Sweeney
Stephen Swenson
Kevin Taylor
Tom Trousdell
Jerry Verios
Michael Wagner
Dave Wall
Jason Ward
Leonard Wei
Michael Weinerman
Donald White
Benjamin Williams
Sonja Wosnitzer
Kevin Zhao
Stephen Zimmer
Anthony Zizzamia

And a salute to our long standing members!

Anniversary milestones for members who joined between July and September

5th Anniversary

Matthew Carroll
Michele Cherry
Tony Cutaia
Tony Czarnecki
Lawrence DeMarco
Ellen Fessler
Keith Fessler
Eileen Fleischman
Andrew Flinn
Hans Fromm
Thenaris Godbolt
Thomas Godbolt
Yaron Goren
Michael Hirschfeld
Michael Iwanyczko
Jaclyn Jirsa
Marnee Kaltman
Baron Lewis

Larry Malsam
Jonathan Mamelok
Michael Mansur
JF Maronna
Frederick Mei
Frederick Moore
Denis Oreshkin
Alex Piscitelli
Frank Sampogna
Robert Schenkel
Eddie Shacalo
Matthew Tessitore
Brendan Tom
Robert Vella
Wendy Wansor

10th Anniversary

Leonard Bakal
Michael Citrin
Ludwig Derodel

David Dressler
Veronica DuBoise
Lukas Dudkowski
Anthony Fischetti
J. Frank
Ilona Genis
Shafiul Khan
Shi Kwan
RoseMarie Ladick
Walter Ladick
Thomas Lavin
Hector McKenzie
Marcia McKenzie
Jason Nagler
Kenneth Ngai
Dennis Onorato
Lim-Ming Pei
Armando Ramirez
Calhoun Sumrall

Michael Sussman
15th Anniversary
Lawrence Brodsky
Craig Champion
Joe Carotenuto
Gary Friedman
Joel Harris
James Hedges
James Lodge
John Micera
James Pfail
Harry Ramos
Tom Smajlaj
Roman Szuper
Christos Vasakiris
20th Anniversary
Eric Miller
James Nekos
Joe Peng

James Pichardo
25th Anniversary
Barry Stoltz
Donald Wolfson
Kenneth Wong
40+ Anniversary
John Damtoft (1975)
Wm Bormann (1974)
Raymond Nickel (1974)
Peter Alp (1974)
John Schroeder (1973)
Bill Hedberg (1973)
Karl Topp (1972)
Neal Feldman (1972)
Burton Fleming (1972)
Christopher McGuinness (1971)
Seymour Mogal (1971)
Stuart Rosenthal (1970)

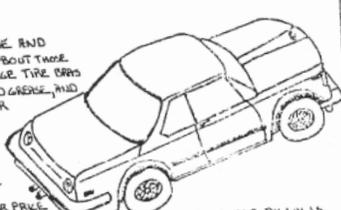
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10/5/88

I found in my collection of DZs a copy of the first ever New York Chapter newsletter with a color cover. This holiday issue from Nov./Dec. 1988 was an idea I had proposed for a long time, but printing costs put it out of reach back then. We had a modest surplus nearing the end of the year, so the board approved spending the extra money. At that time, I owned a large commercial photography studio, so I conceived and executed the cover image in my studio. For the following two years we carried on this tradition of printing a color cover for the holidays; it would be about 15 years before full-color covers would then become standard on *Die Zugspitze*.

In this issue's Calendar of Events was the December 9th Gala Christmas Party at the BMW Gallery on Park Avenue in New York City, featuring an Exhibition of BMW Manufacturing Techniques and a notice that the Winery Tour has been cancelled "due to poor turnout at the Spring Brunch"... sound familiar? Also, there was the usual Bridgehampton Driver's School wrap-up from

Tis The Season To Buy Gee-Gaws

by Norman, NY Chapter Member

The holiday season is fast approaching and that means the onslaught of automotive boutique catalogs can't be far off. I received my first one today and three immediately came to mind:

1. How did I get on their mailing lists?
2. What do I have to do to get off?
3. Does anybody really buy any of this junk?

I marvel at the massive quantities of automotive bric-a-brac (i.e. junk) in these catalogs and am astounded at the prices being charged. For example consider:

Bras: I guess the idea behind these is to keep your car from getting stone chips on the nose. Stone chips are ugly, but I doubt that any chip could look as bad as a bra. It's sort of like strapping a hefty bag to the cushions in your home. It might add life to the car but that just means that you are going to have to look at the ugly bra even longer.

Mirror Bras: From bad to worse. Remember when you were a kid and nobody took the kid who wore the ear muffs seriously? Everybody laughed at him, it works the same way with cars.

Chrome Plated Alloys: Take your Mercedes Benz alloy wheels off and send them to a number of these outfits and they'll chrome plate them. Fantastic! Send off beautifully cast alloys and they come back looking like Cragar S/S's. Makes sense to me, how about you?

Chrome Door Trim and Wheel Well Moldings: Take your 5 or 7 series BMW or your big Merc and install your chrome door edge guards and wheel well moldings and with any luck by the time you're done it

will look just like a Dodge Dynasty or maybe even a designer series Lincoln Town Car.

In addition to the aforementioned outstanding automotive values, these outfits offer products for the home:

Alloy Book Ends: Now we're getting into real value. For only the price of four high quality alloy rims you can buy a set of book ends made up from chopped up Mercedes alloys and a few slabs of walnut. Imagine that, I mean where else can you get something that will hold books upright on a shelf for three to four hundred dollars. Better order yours early.

Toy Car Pillows: Here you go, for only forty or so bucks you can have a pillow that looks like a cross between the Goodyear Blimp and your favorite car. Well the Porsche pillows probably won't rust, the BMW pillows won't warp their heads, the Ferrari pillows' dents fix easier than dents on the real ones, and the LeCar pillows are actually harder to roll than real LeCars but besides that I really can't think of anything good to say about car pillows or figure out a use for them. Maybe we should make this into a contest. Sort of a reader participation thing.

O.K., all you have to do is send your suggestion for possible uses of car pillows to the Die Zugspitze editor at the address for the BMW CCA New York Chapter. Write "Attention Norman," someplace on the envelope. Enclose either a written description or better yet an illustration of the usage of a car pillow that benefits mankind or is good for a cheap laugh. Entries will be based on their creativity, stupidity, and originality. We will figure out some worthless prize and publish the winning entries in an upcoming issue. Let your imagination run wild! Gook luck! Ladies and Gentlemen, start you crayolies.

FYFB (For Your Funny Bone!)

Fictional Disclaimer By Norman, NY Chapter Member

Die Zugspitze is published by and for the members of the BMW CCA/New York Chapter, Inc. ("The Club"). All of its contents shall remain the property of the Club, even those which we later wish had been edited out of the final draft. The Club assumes no liability for any of the information contained within these pages, or that volunteered by its member/volunteer consultants. If you follow the said advice and something screws up, we empathize, but it's not our fault. That's what you get for listening to us in the first place. Additionally, none of the said information bears the status of factory approval unless otherwise indicated and any modifications within the warranty period may void your warranty. Modification outside of the warranty period might void your warranty, if you had one, but you don't because you're outside the warranty period, so don't sweat voiding it. The statement of warranty does not affect such modifications as the hanging of fuzzy dice from the rear view mirror, but you are just embarrassing the human race with such behavior so stop it right now. To sum up, don't lean to anybody and leave the car alone except for prescribed maintenance and you'll probably be O.K.

Finally, the Club is not connected in any manner with BMW AG or BMW NA and after reading this disclaimer BMW NA and BMW AG are no doubt quite pleased with this situation.

Radar Continued from page 5

adopted. The result is that many radar tickets are issued in error.

3. The frequencies received by radar detectors are designated public-use frequencies by the FCC. Many other devices operate on these frequencies, including intrusion alarms, microwave door openers, and some amateur radio equipment. Banning a

radio receiver on a public frequency could establish a dangerous legal precedent.

Again, if you have thoughts on this matter, it is important that your assemblyman knows your opinion.

Sincerely,
John A. O'Steen/President, Cincinnati Microwave

October that year, and an article on radar detectors making the point that users of radar detectors are better drivers.

The best part of this newsletter is a two-page spread by a member/contributor who went by the name of "Norman". You might remember his comic strip in DZ called "Das Bimmer". This time he took aim at boutique Holiday Gift Catalogs with a full-page cartoon spoof on foolish items that nobody really needs, like the Rolodex Watch and Stupid Car Pillows. On the opposite page he continues with "Tis the Season to Buy Gee-Gaws", a very funny diatribe on these catalogs, and "How did I get on their mailing lists?" He finishes with another article, "FYFB (For Your Funny Bone!)", a fictional newsletter/warranty disclaimer much better than NPR's Click and Clack. Enjoy!

Have a great Holiday!

2015 Great Marques of Long Island



Gary Studnick entered his 1972 BMW 3.0 CS in the New York BMW CCA's annual Concours d'Elegance at Old Westbury Gardens. He took first place for his class in full concours. Earlier that week he also entered the BMW CCA O'fest Concours with the same 1972 BMW 3.0CS. He took first place for his class in full concours.

Do you see a trend emerging here? That 3.0 CS was truly a head turner in terms of vintage BMW classics, edging out Bob Wolfson's mint 2002. But the other BMWs at the modern end of the spectrum were just as much fun to look at. Martin Valerga's 2005 540i, while tastefully modified, took first place in the Modern Class in full concours edging out Ryan Gravesande 2012 M3, with Andre Samuels 2008 550i taking third with bike and bike rack included (this was a car

that was made for showing). André Noël, who entered his 1988 e30 M3 fresh from O'fest autocrossing, took a first place finish in the Classics Class (1984 to 1999) in full concours and had some of us wondering when he found the time to even clean his car.

Meanwhile, the MINI corral had Chris Wilson's 2013 JCW in first, Lynda Magliarw second, with her 2011 Cooper and Darby Moses third, with his 2004 MINI. But the MINI with the buzz was Anthony Severino's, with his proper right-hand drive 1978 MINI. Vintage yes, but our MINI corral welcomes ALL MINIs.

Over in Street Class, we saw John D'Alterio's 2002 tii dominate vintage, while repeat contenders Oneil Henry's

by Sherwin de Shong



Congratulations
happy Concours
winners!

535is and Gary Santoro's 1M took first place in Classic (1984-1999) and Modern (2000-2015) respectively.

Our last judged class, Tuner (to be reclassified as 'stance'? class, watch for it next year) was by and far our most crowded class, especially since the cars in this class are judged not by year but by what makes your BMW unique, how well you have it put together and of course how clean it is. With that being said, first place required a judge off between Behan Venter and his 2007 Z4 M coupe and Vince Guerrer and his 2002 M3, with the nod going to Behan. (Sorry Vince. While both cars were quite unique and very clean, Behan went the extra distance and made sure that even his cap was free of any dirt). Honorable mention in the class goes to third place finisher Crystal Fox in her 1997 M3

that was just 3 points away from making this a three-way judge off.

And finally, since there was no People's Choice, we decided to mix it up with our partners over at Mercedes Benz and Porsche by doing a "Best in Show", sending Gary Studnick's BMW 1972 3.0CS up against a Mercedes Benz 1964 230SL and a Porsche 2015 Caymans.

Vintage to modern MINIs, Porsche 911s from the past three decades, and not to mention three –yes, three – Mercedes Gullwings and of course our first love, BMW. There was something from these German marques for everyone.

Final result: 1st 230SL, 2nd 3.0CS, 3rd Cayman. Great Marques, Long Island.

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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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Ramblings of a MINIac

by Peter Burke

Greetings! Another summer has bitten the dust. First I want to thank my friends over at BMW CCA NY (especially Darby Moses) for the

wonderful time and hospitality extended to MINI and Mini drivers at the Legends of the Euro Motorways IV on 27th of September. A good time was had by all! I can't wait for next year; maybe I will have something new to bring to the Concours.

Recently on a visit to MINI of Freeport I had a chance to drive the 2016 F56 JCW. In full disclosure I drive a 2005 R53 JCW, which I still consider one of the best cars I have ever driven – not that I am biased. I have always tried to keep an open mind when new MINI models come out; my feeling is the more the merrier, and if it brings more people into the fold, even better!

My one dislike of the F56 MINI is the front overhang (Euro pedestrian laws), but once I heard that BMW B48 twin scroll engine I was in love. The two liter puts out 228 horsepower and 236 pound-foot of torque. The car I drove was a six-speed automatic, which is said to reach 0 - 60 at 5.9 seconds, compared to the six-speed manual taking 6.1 seconds. The exhaust note alone is worth the price of admission, not to mention the air duct built in to the driver's side front fascia, something I am a sucker for.

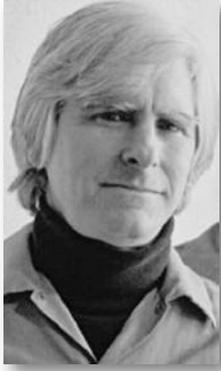
In the handling department the BMW DNA is clearly evident. The steering is tight; the grip of the Brembos is incredible. I took the JCW for a quick ride, which included both local and some highway driving. The ride was tight, something most of us MINI drivers are used to. The interior is night and day to my R53. The fit and finish has definitely improved, ergonomics also are much better, even though I like the speedometer and window switches in the center on the earlier models.



To me, the 2016 JCW Hardtop is a BMW 228 wearing different clothing! If you have a chance, stop by one of the three Long Island MINI dealerships and take one for a spin: the only problem is you will have a very hard time wiping that smile off your face after the test drive!

PS: As of press date, there will be a sneak preview of the 2016 MINI Clubman at MINI of Freeport on November 18th. Keep an eye on USMINICLUB or NEMINI.ORG for more information. Until next time, get the snows on and keep the shiny side up!





TechTalk with Mike Shiffer

The first thing you notice is how the buttons on your spine press firmly and painfully against the rigid seat back, landing in a groove between the panels of thin padding which try and fail to cushion the muscles on either side of your backbone. This unwelcome sensation is mitigated somewhat by the excellent driving position, at least for those of us not too long or too

short or too bulky to take advantage of it. Still, it is a minor annoyance that serves to remind you that this is a car only for people who are willing to tolerate discomfort.

The second thing you notice is the unremarkable sound of a four cylinder turbo coming from an unusual place: behind your back. The Toyota engine has good power, but is no barnstormer. Once underway, its music is harmonized by the thuds, clunks and pops of a fiberglass-bodied lightweight whose engineers wasted no precious space, time or money on NVH mitigation.

After a few noisy, jarring minutes on the road, you decide you are too old to forgive the lack of creature comforts, but might as well give the car a proper run just to say you did so. The first snappy lane change reminds you of the old Road & Track expression, "Point and Squirt". The car leaps into action, responding to every input in a quick, linear fashion like a good race car. As you gain confidence and trust, the already tiny car shrinks even more until you are wearing it like a sneaker.

Michael Jordan's sneaker. With all the moves.

Then it really gets fun.

Then you wonder how you could possibly live without this car. Meet the Lotus Elise.

A customer of mine who has owned several M3s brought in his freshly-purchased 2005 Elise for me to work on. He will be using it as a track car, but he doesn't want to suffer too much when driving to and from the track, so he asked me to fix the A/C, along with giving the car good going over.

Sorting out the air conditioning reminded me why I work on BMWs. First, the service information has a kind of afterthought quality; as if whoever designed the A/C system had moved on to other things, and by the time the chap writing the service manual finally cornered him, he barely remembered what he'd done and really didn't want to talk about it. Marginal documentation is typical of smaller auto manufacturers. By contrast, BMW produces fine service information: thorough, accurate and easily navigated.

Turned out the Elise needed an evaporator temperature switch, a device that keeps the compressor from running if the evaporator gets too cold and is in danger of icing up. It wasn't hard to find in the car. Along with the evaporator itself, it lives up front, under the hood. Or would, if the Elise had a hood. It does not. Instead, it has four panels in front of the windscreen which must be unscrewed individually and in sequence. Once these are removed and carefully laid aside, you can get to the evaporator, as well as the fuses and relays, A/C service ports, radiator and hoses.

The switch looked familiar, but the last car I recalled seeing it on was a 1970s era Peugeot, or Opel maybe, some obscure European thing. In researching a source for it other than the dealer, I found the

only contemporary application to be a Freightliner tractor-trailer.

And now, a digression on auto parts:

All auto makers use parts made by outside manufacturers, and some of these parts apply to more than a single marque. Light bulbs and drive belts are obvious examples. Nowadays, the number of components on, say, a BMW that also fit other cars are few compared to common practice in the 1960s and earlier, when companies like Bosch, Lucas, and Marelli offered a catalog of parts from which manufacturers could choose. For example, the voltage regulator, flasher unit and alternator on a BMW 2002 might fit a contemporaneous Mercedes, DKW or VW. By the 1980s, BMW and all other major manufacturers were providing unique specs to their suppliers for parts that were once interchangeable. Smaller companies like Lotus have neither the financial clout nor the engineering resources to custom-design every system they use, let alone every little part, so they continue to build climate control and other non-essential systems around available components.

This practice is in Lotus's DNA. Their sports racers of the fifties and sixties used steering knuckles from a Triumph sedan, installed upside-down and backwards. The Lotus Elite built from 1958 to 1963 was a brilliant concept: a neat fiberglass monocoque that weighed under 1500 lbs, powered by, of all things, an engine designed to run a portable water pump for firemen. Colin Chapman, the founder of Lotus and its resident genius, was brilliant at seeing the racing potential in unlikely, prosaic parts. He was less interested in anything which didn't make his cars go faster.

Clearly, Lotus is still like this in the 21st Century. The Elise's wiring, A/C, bracketry, etc. have a homemade, thrown-together quality. This extends to the fasteners. Where BMW holds on the molded under trays and fender liners with several different styles and sizes of plastic screws, rivets and twist-locks, Lotus attaches its aluminum under panels with a double-handful of generic stainless steel socket-headed cap screws.

BMW revisits its design solutions, improving things as simple as fasteners through clever engineering. They take into account cost, weight, the availability of new materials and processes, speed of assembly and changing regulations when they update the things they do. The direct result of millions of tiny decisions is a fleet of cars that are quiet, comfortable, fast, safe and reliable.

Lotus builds race cars for the road, manufacturing and updating only what they must because of the comparatively tiny scale on which they operate. The Elise is a little short on refinements, to put it mildly.

None of this matters once you get comfortable (or as comfortable as you can get) behind the wheel. Let it rattle! Let it creak! As long as it handles like the sweet thoroughbred it is, you can forgive its shortcomings. You may not want to take it out every day, or even for more than an hour at a time, but having one might just be a requirement for a full automotive life. 🚗

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