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New York Chapter Newsletter | Fall 2012

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Hot Laps



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New York Chapter 2012 Events Calendar

April	15	: Auto-X Season Opener
May	5	: Auto-X Event 2
	6	: Dine & Shine at A Lure
	21	: Driving School NJ Motorsports Park (Lightning)
June	2	: Auto-X: Event 3
	11-12	: Driving School: Watkins Glen (2-day event)
	24	: Auto-X: Event 4
July	14	: Street Survival
	21	: Annual Family BBQ
	29	: Auto-X: Event 5
August	5	: Adult Safety School
	26	: Auto-X: Event 6
September	8	: Auto-X: Event 7
	16	: Wine & Shine
	17-23	: Oktoberfest Mid-Ohio Sports Car Course
	23	: Legends Concours at Old Westbury Gardens
	29	: Auto-X: Event 8
October	7	: Auto-X: Event 9
	14	: Auto-X: Event 10 Season Finale
December	8	: Annual Holiday Party and President's Dinner

For the latest information, see www.nybmwcca.org

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On the Cover: Ron Checca in his beautiful e30 M3 climbing the S turns at Watkins Glen International ~ *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



Jim Siegel

For some reason the only thing I can think about this month is the loss of a close friend. One of our board member's beloved 1988 E30 M3.

I wish I could tell you about how he took the bus stop at Watkins Glen too fast, caught it as he started to lose the tail, hit the rumble strip on the exit throwing him into a spin, and then how he somehow pulled off a Herculean effort to maneuver around three oncoming cars, sacrificing himself and his car to avoid others as he was thrown into the retaining wall at 80 mph. Of course he walked away from his totaled car and spent the rest of the day and evening going over every detail, again and again with his buddies, making jokes and laughing to ease the pain of crashing the car he loved.

Unfortunately that's not what happened. The reality is that while running a simple errand he was rear-ended by a driver who apparently wasn't paying attention at an intersection. Most likely this driver was looking at their phone and/or texting, possibly playing with the radio, eating, or doing God knows what.

Whatever this person was doing, we know that they weren't paying attention to the road. How do we know this? They never even hit the brakes before plowing into the rear of the M3, completely obliterating the trunk. When I first glanced at the damage pictures I thought I was looking at a 318ti, not an M3.

Luckily, and incredibly, based on the impact of the hit, no one was hurt. Had the other driver hit the brakes, the front of the SUV would have dipped causing the bumpers to collide, which could have been a lot worse for our board member. So perhaps this was actually a lucky break, as either way the M3 would have been destroyed. As our board member said, when he saw the trunk of his car fly past him he knew it was bad....

So why am I telling you this? Very simple – it's an opportunity to remind everyone to PAY ATTENTION TO THE ROAD while driving. Let's face it, at some point in our driving careers we've all been distracted by a variety of things, either self-imposed or imposed on us. 90% of the time nothing happens, 9% of the time we have a "close call", and the other 1% something bad happens. I'm not basing these numbers on any real statistics, but hopefully the point is made.

Unfortunately, through no fault of his own, our board member was the victim of this 1% rule and he was extremely lucky to walk away with no damage except to his car. In cases like this one, we can't control being the victim, but the next time you allow yourself to be distracted from the road, remind yourself that you could be the cause of your next accident.

On a brighter note, The Annual Family BBQ was a lot of fun, as always. Although attendance was a little less than in past years, for next year we're looking into combining this event with an optional Gymkhana, which would bring together different groups of members and provide a great opportunity to make new friends.

Coming up, we'll be sponsoring the BMW section at the Westbury Concours on September 23rd. Also attending are Porsche, Mercedes, and Aston Martin. Westbury Gardens is a great venue to see lots of amazing cars.

The Holiday Dinner and Autocross Awards event is tentatively scheduled for Saturday December 8th, venue TBD. Historically this has always been a great event that you don't want to miss – please mark your calendars now!

And of course we have four Autocross dates in September and October, so check the website for details!

**BMW Car Club
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New York Chapter**



NY Chapter Officers

President

James Siegel 917-841-2841
jim@nj.rr.com

Vice President

Mike Allen
jbmike@aol.com

Treasurer

RoseAnn Burke 917-561-8051
msnybmw@aol.com

Secretary

Mike Bizzarro 631-368-1280
mbizzarro@hunthosp.org

Members-at-Large

Joe Fuchs 516-662-9401
josephfuchs6@gmail.com
Stuart Phillips 516-643-2124
stuphillips_5@hotmail.com

Webmaster

Mike Bizzarro 631-368-1280
mbizzarro@hunthosp.org

Advertising

James Siegel 917-841-2841
jim@nj.rr.com

Events Chairs

Drivers School Registrar

Mike Allen, jbmike@aol.com

Drivers School Chair

Mike Allen, jbmike@aol.com

Chief Track Instructor

Joe Fuchs 516-662-9401
josephfuchs6@gmail.com

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Matt Brod, onrailsm3@hotmail.com

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Steve Geraci, stevegeraci@reflexphoto.com

Sponsorship Coordinator

Tony Howell 516-524-6123
unclebimmer@aol.com

Greater New York Auto Show

Sherwin de Shong, srde28@hotmail.com

Autocross Chair

André Noël, noelsm3@gmail.com

AAA Driver Improvement Program

Sherwin de Shong, srde28@hotmail.com

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RoseAnn Burke 917-561-8051
msnybmw@aol.com

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Mike Shiffer, EuroMeccanica
Office 914-668-1300

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Office 914-271-5383

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BMW Diesels Coming to America?

by Sherwin de Shong

One down and what do we get next? During the last Super Bowl, just six months ago, BMW placed an ad touting one of their latest generation of diesel engine cars available here in America. That diesel engine was shared with the e90 3 Series and current X5. Six months later, with the introduction of the new f30 3 Series sedan, the only engine choices available for the new 3 Series in the US market are the new inline Turbo 4 or inline Turbo 6, with no diesel option. That leaves the US market with the X5 as the only BMW diesel currently

available for sale at bmwusa.com. As this is being written during the summer driving season, I have noticed only two other manufacturers (Volkswagen and Mercedes-Benz) with diesel engine cars, and both have been selling them regularly for years.

In many other markets, BMW offers diesel engine options in both four- and six-cylinder variations right across the line – 1, 3, 5, 7, X1, X3, X5, (oh yeah, we do get the X5 here). But it is only one engine.

But good news may be on the horizon. Making the rounds on YouTube was a BMW press launch somewhere in Europe with a 'BMW 550d'. This is a common rail, tri-turbo diesel engine that was massaged by the good people at M Performance. This range-topping, six-cylinder diesel motor sports a tri-turbo configuration no doubt similar to the current M5. Various sources say that while the gasoline V8 turbo in the new M5 wins the horsepower and acceleration title (and it must be noted that this diesel sprints in the sub 5 second category), the diesel in the 550d wins the torque AND miles per gallon comparison.

BMW diesel engines have really gotten my attention simply because it is now possible to have horsepower, torque, and efficiency in an engine, and you decide on the engine's parameters based on your needs. Four-cylinder diesel, six-cylinder diesel, tri-turbo six-cylinder diesel, all doing it as good, if not better, than their gasoline counterparts. With the price of gas still on the rise, hopefully BMW will let the M Performance folks look at some of the other diesel engines and give the American market something fast, powerful, and efficient. Anyone for a 3 Series that goes 0 to 60 in less than 5 seconds and gets more than 35 miles per gallon? Imagine driving your car to a driving school in another state, doing a driving event, and going home, all on one tank of gas. I think BMW is building some really exciting diesels options for other markets and hopefully they will be sending us a second diesel option, hopefully with a tri-turbo inspired motor.

2013 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 920576
Arverne NY 11692

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 10, 2012.

New York Chapter BMW CCA By-Laws can be downloaded here:
http://www.nybmwcca.org/downloads/NY_Chapter_By-Laws.doc



Autocross Corner

More runs, more fun!

We are into the third quarter of the Autocross season. So far, it has been an interesting one. We have seen a lot of new faces at the events making for some increased competition in the different run groups. At any given event the winners are not always the same, and the times are very close between them.

In an effort to get the most bang for the buck, we have been able to increase the amount of runs from 10 to 12 per event, and everyone seems to be really enjoying it. First timers are benefiting from this also – with the extra runs they have been able to come to understand car control and to get more in tune with their car.

So good luck to everyone in the final quarter of the season.

Happy Motoring,

André

Photos by Mike Allen



Austin sets up for the next set of cones



Mike B in his stock Corvette



Andrew shows us how it's done



Joe shows a friend how to drive his M3



Jonathan slides around some cones



Bobby D cruising in his '98 M3



Edgar's 1M Coupe sets up for the apex



Stuart slices past the cones



Mr X's 335xi slicing through the cones



Joe driving a very clean E92 M3



Paul setting up for a hard right turn

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New York Chapter**



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BMW CCA NY Chapter

Sunday September 23, 2012

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

Entrants Fees: (includes Gardens' admission fee for driver)
Pre-registration \$35.00 (Payments must be received by September 15th)
Registration, Day of event \$40.00

The featured Marques are BMW, Porsche, Mercedes Benz, with special appearance by Aston-Martin
Please make plans to attend this great event and bring your family out to spend a gorgeous Sunday on the Great Lawns of Old Westbury Gardens. Devine Catering will be on site to provide a reasonably priced buffet.

Admission Fees For Spectators

MEMBERS OF OWG – FREE
GENERAL ADMISSION - \$10
ADULTS OVER 62 - \$8
YOUTH (7-12) - \$5

Classifications

Street: Will be judged on exterior only
(No Undercarriage, tops up on convertibles)
CONCOURS: will be judged on interior, exterior,
engine compartment and trunk
Special category for tuned cars

Location: Old Westbury Gardens, 71 Old Westbury Road, Old Westbury, NY 11568
Directions To Old Westbury Gardens: www.oldwestburygardens.org
For additional directions call (516) 333-0048
Registration Deadline: September 15th, 2012
Gate Registration will be \$40.00 on a space available basis
Online Registration at www.motorsportreg.com
For additional information contact: Gordon DeShong - srde28@hotmail.com

Don't forget to register online for

The Sixth Annual New York Chapter Wine & Shine at Pindar Vineyards

37645 Main Road, Peconic NY | Sunday September 16th ~ 12:00 pm to 3:00 pm

REGISTER NOW at www.nybmwcca.org/shine | For additional information, contact Steve Geraci 631.553.5164 or stevegeraci@reflexphoto.com, or visit the events page at www.nybmwcca.org



Hot Laps at Lightning

by Stuart Phillips

NJMP Lightning 2012

May 21st, 2012 brought NY BMW CCA's 2nd annual New Jersey Motorsports Park driving school to Millville, New Jersey. Once again, it turned out to be another huge success for both the club and its members. New Jersey Motorsport Park (NJMP) Lightning course is a super fast track that lives up to its name. A perfect combination of sweepers, banked turns, and straights equals a great facility to shake off the rust of winter and get back into the rhythm of things.

What makes NJMP Lightning so unique is that it is a great track for both novice drivers and advance drivers to showcase all of their abilities. For the beginner, NJMP Lightning offers an open, smooth layout that encourages the first time student to find a comfortable pace and build up their driving confidence. For the seasoned veteran, it can only be described as an "easy to learn track that's hard to master." The club has big plans for NJMP and we hope that all of our members, both new and old, keep their eyes peeled for more events to come.

Photos, clockwise from right: Three generations of M3's on the main straight followed by a Porsche; Ron Hevey in his very clean 2002; David Fit getting ready in his E36 M3; John Caporaso in his very clean 88 M3 – Photos by Mike Allen

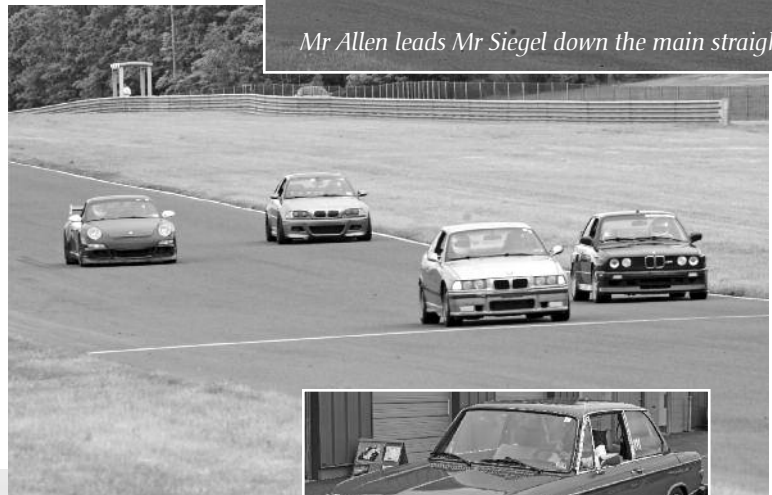


Four generations of M3's out on the track for a few hot laps

Left: An E46 M3 passing a rare 190E 16V Mercedes



Mr Allen leads Mr Siegel down the main straight





Two e36 BMW's climb the S-turns at The Glen



Edgar's e46 M3 and Andrew's 1 M Coupe



Stuart in his Integra Type R



Ron Checca's very nice e30 M3



Jay Rufino gives us the thumbs up before going out for a few laps

Two Days at The Glen

by Stuart Phillips

Watkins Glen International, June 11 and 12, 2012

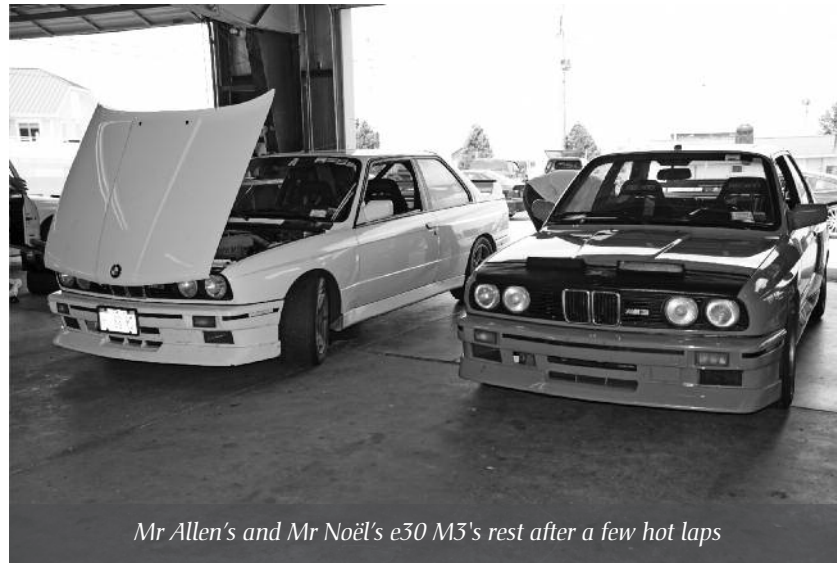
Once again it was that time of year for the annual BMW Patroon and New York Metro chapters to team-up for the much anticipated two-day High Performance Driving School (or H.P.D.E.) at Watkins Glen's historic track in upstate New York. Day 1 was a warm, sunny day with hours of track time mixed with fast and fun laps. Day 2, however, brought plenty of heavy rain, which fortunately didn't wash out anyone's good time.

At a location like "The Glen" with 11 turns consisting of the super fast, uphill S's, the edgy bus-stop, and the infamous "boot", learning the proper "wet" driving line is instrumental in staying on track. For many of our member it was their first event in the rain, and those who took advantage of it enjoyed every last minute.

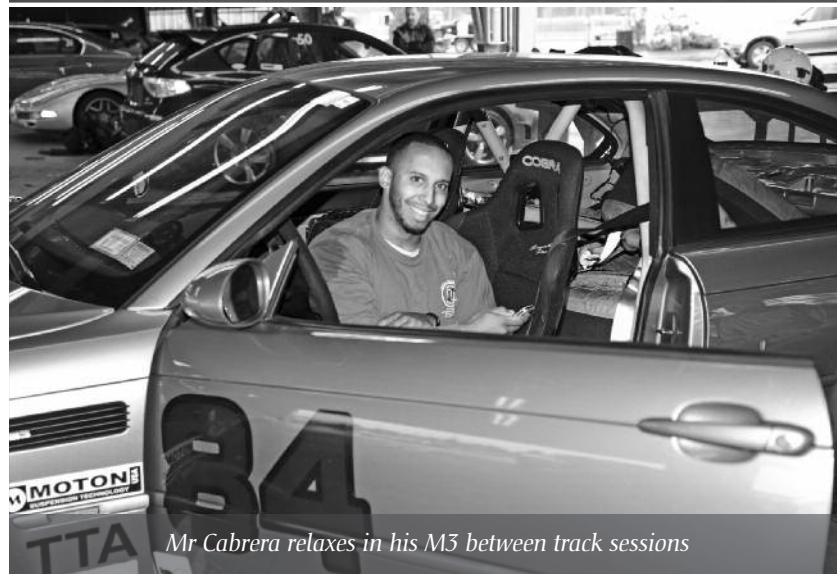
Like driving on streets and highways, driving on a wet track does slows things down, but in a good way. It requires more car control through smooth, controlled inputs, which in turn causes the student/driver to get an even better understanding of proper steering, throttle, and brake control.

Till next year, when we'll see what other surprises Watkins Glen has nestled away in its mountainous terrain; regardless of the outcome, it will be guaranteed to be a memorable one.

*Below: A great look at some of the hot cars in the garage.
Photos by Mike Allen*



Mr Allen's and Mr Noël's e30 M3's rest after a few hot laps



Mr Cabrera relaxes in his M3 between track sessions



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Vintage at Saratoga

July 13th-15th 2012

By Andrew Geraci

My wife and I took our first trip to Vintage at Saratoga and we were not disappointed. The event, in its third year in Saratoga Springs New York, lasted three days and was comprised of BMWs from 1999 and earlier. Every year the event grows in size and attracts BMW enthusiasts from ever greater distances.

We took the three-hour drive from our home in Connecticut in my newly restored 2002. My wife and I enjoyed the scenic drive—well, maybe I enjoyed it more than she did due to the mid-90-degree weather in a car with no air conditioning. (Why don't they still put vent windows in cars?) Friday evening kicked off the event with a picturesque driving tour through Saratoga and a meet-and-greet dinner at the Village Pizzeria and Ristorante. The dinner served as a prequel to the diversity of cars that would be at the show the next morning. The wonderful assortment of food and drinks, along with great music performed by Luca and Millie Riggs, served as the perfect way to decompress after the long drive.

Saturday morning began the main event. More than 100 BMWs, ranging from a gorgeous 1600GT to an immaculate 1988 M5, assembled on the grounds of the Saratoga Automobile Museum. Aside from the 20-plus 2002s, there was a stunning 2000 with interior wood work that looked better than when it left the showroom. As the number of attending cars increased, so did the temperature. By early afternoon temperatures approached those of the sun's surface. This was the perfect opportunity to take shelter in the air conditioned museum for a scheduled Tech Talk session by the Roundel's Mike Miller. The museum itself was quite nice, with an array of cars ranging from early wooden coachworks to NASCAR to Ferraris. The show closed out with a silent auction, my wife's main focus for most of the day. Bidding down to the last second, she won a M3 poster for me, which is now proudly on display in my garage.

Sunday brought with it the end of the event, which concluded with a casual drive to Wolf's Beer Garden for brunch. Unfortunately we could not attend due to a prior commitment, but I'm sure it was nice way to cap off a terrific weekend in Saratoga.

I would like to thank Frank Greppo, Scott Stowell and their team for putting the weekend together. It is rare that you get the chance to meet with so many BMW enthusiasts. The days of large local gatherings such as BBQs at The Ultimate Source and the Great Marques at Old Westbury Gardens seem to be gone. I was able to spend the day swapping war stories with fellow 02'ers about projects we had done or planned to do to our cars. It gave me a great opportunity to spread my network of 2002 part suppliers as they are becoming a rare breed. We made plenty of new friends and I look forward to next year's Vintage at Saratoga.

Photos, top to bottom: Rare 1600 GT, Andrew's 1973 2002, 3.0 Coupes, The Venue – Photos by Scott Sislane and Andrew Geraci





Michelle Persaud thinking "Are you sure I can do this?"

Street Survival 2012 by

Here goes.

The 6th Annual Tire Rack Street Survival was held on July 14th at the Nassau Veterans Memorial Coliseum. Thirty-two students took part in the one-day program. As usual, the team of instructors outdid themselves and to them I owe a HUGE debt of gratitude. To the Executive Board members, past and present, who provided all the logistical support, leadership and help, I have to say "Thanks Guys and Rose".

The program has become so streamlined that only Mother Nature could mess it up – thankfully she gave us a little cloud cover to beat the heat.



2012 Street Survival students and instructors



Kelsey Ng gets a thumb up from Stuart



Kelsey using the brakes and feeling how the ABS system works



The emergency lane change exercise



Clarke Bennett looking relaxed



Amy Spaer with a big smile for the camera!



Roméa driving a 5-speed 325is



Claire Bennett looking a little anxious

Matt Brod

Photos by Mike Allen

So, for those who have never heard of the Tire Rack Street Survival Program, here's the Cliff Notes:

45-minute speech by yours truly discussing oversteer, understeer, proper seating in the cars, why the use of two hands is important in controlling the car and of course, all the physics involved when you belt-up and start driving. Also discussed distracted driving, i.e., cell phones, radios, navigation, pets, and other passengers, as some of the types of distractions to be avoided.

After class there were five exercises for the students – slalom, skid pad, accident avoidance, a sweeping turn and a

back-up obstacle. The idea is that when a student performs the exercises multiple times, they will commit the movements to memory, like the perfect golf swing, pool shot or free throw from the foul line.

Does it work? Of course it does, but it would never work without the dedication of dozens of people and my ability to stand in front of people and flap my gums about all things driving.

In closing, I'd like to thank the students who participated; without them, this program would not be possible.

Drive Safe.



Lauren Johnson smiling for the camera



Genevieve winding through the slalom



Roméa smiles through the skid pad



Stephanie Jung is all smiles for the camera



Ethan Ruby looking cool behind the wheel

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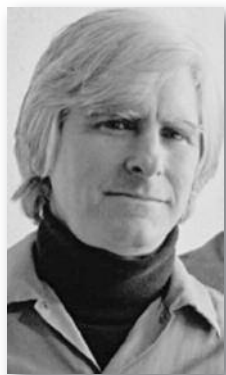
EuroMeccanica, Inc. was started by Michael Shiffer in 1991. Michael is a tech advisor for NYBMWCCA and EuroMeccanica hosts their annual Beach Party, where dozens of BMW owners and enthusiasts converge to learn more about their cars. The shop's atmosphere is warm and open. Questions and input from our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



Michael Pops Ron

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



Tech Talk with Mike Shiffer

When I was in college, my parents bought a 1976 Chevrolet Impala station wagon. Power everything; big enough to hold a 4x8 sheet of plywood flat; weighed a couple of tons. One of the prominent features of this model was the tailgate. It wasn't hinged. Instead of swinging to the side or outward, it went straight down, disappearing into a well between the bumper and the body at

the touch of a switch. Likewise, the glass slid upward between the roof and the headliner. One fine day, my father loaded my two younger brothers into the chariot and drove to Sears, where he purchased a battery for his boat. A mile or so into the return trip, he stopped for a red light. When it turned green he took off, enjoying the brisk launch delivered by 400 cubic inches of Detroit iron. A loud noise was heard from the rear of the car. On inspection, it was discovered that, although the window was down, he had failed to return the tailgate to its upright and locked position. The noise he'd heard when accelerating from a stop was the brand-new, deep-discharge, pricy marine battery tumbling out onto Post Road, cracking its case and leaking acid in a widening pool on the concrete. This event has entered Family Legend, mostly due to the colorful language he used in front of my deeply impressed and gleeful little brothers. One of my great regrets in life is not having been in the car at the time. But I digress.

The Impala had the legendary Chevy small-block V8 which, as I mentioned displaced 400 cubic inches. The horsepower rating was about 180. A few years after they got it, I was working at a racing/restoration shop in Long Island, and driving around in my girlfriend's 1978 VW Rabbit. I became aware of (and lusted after, but never got) a variant on the Rabbit engine built by Drake Engineering (as in Drake-Offenhauser). It too produced 180 hp, but its 4 cylinders displaced only 100 cubic inches.

Two engines with the same peak hp, yet they couldn't be more different. The V8 made a 4500 lb land yacht jump like a sprinter off the line, while the little Drake didn't show its stuff until its 1500 lb car was well under way.

Why? Power bandwidth. Not only did the V8 have way more torque, but the power came on as soon as the engine was off idle, and stayed high right through its brief range (roughly 1000-4500 rpm). The Drake didn't make any significant power

below 6500 rpm, and was all through by 8500. (I cannot find the torque figures for the Drake, but it is likely that, at 305 lb/ft @2000 rpm, the Chevy had at least twice as much.)

The horsepower number tells you absolutely nothing about how an engine will work. The big V8 has a low hp number mainly because it doesn't rev up. You would have to do surprisingly little to it to raise the rpm limit and add 100 hp to its output. Its rating in stock form is very low because of arithmetic: Horsepower rises in a virtually linear way with rpms, and this was an engine optimized for low and mid-range power. The Drake 4 cylinder engine was heavily modified from the original 78 hp VW engine, and red-lined almost 3000 rpms higher than the stock VW. To add another 100 hp (which Drake did, BTW) would require an even higher red-line as well as other radical modifications which would make the engine unusable on the street. It would barely idle and would have no low end or mid-range power.





A low-revving, large displacement engine is just fine for heavy cars and trucks that need power to accelerate a lot of weight from a standing start to highway speeds, i.e. good low and mid-range response. A smaller, high-rpm engine is suited to light racing cars, which can be run with the engine in its narrow power band, and need power for traveling at much higher speeds than a road car.

To recap: Engine torque is force over one revolution of the crank, and horsepower is torque over time (revs/min).

Torque changes at different RPMs. Peak torque is the most torque an engine can produce, and is tied to a specific engine speed, (170lb/ft @ 3250 rpm, e.g.).

Peak horsepower is also tied to engine speed, and is always at higher rpms than peak torque. There is a simple reason for this: at rpms above the peak torque speed, torque falls off gradually. A 20% increase in engine speed above its peak torque usually drops the torque no more than 3%, so horsepower keeps climbing even after peak torque is passed.

There are a few chunks of information I want you take away from all this scribbling.

-  Torque = acceleration; horsepower = top speed.
 -  The width of the torque curve is more useful in predicting how an engine will feel in a given car than the peak torque and hp numbers.
 -  The most important factor in generating torque is displacement.
 -  The most important factor in horsepower is engine speed.
- Also, make sure your tailgate is closed when you drive.



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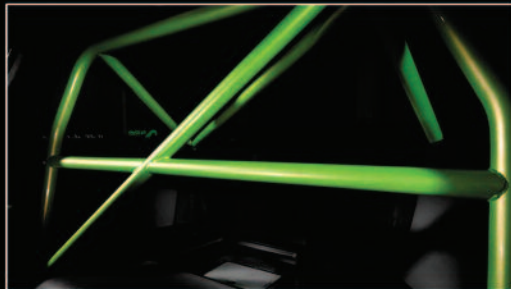
35 DAVIS AVENUE
 PORT WASHINGTON, NY 11050

Michael Shiffer
EuroMeccanica, Inc.
 114 Pearl Street | Mount Vernon, NY 10550
 (914) 668-1300
 euromeccanicany.com



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Congratulations Joe! Joe Fuchs, NY Chapter Member-at-Large and Chief Track Instructor (pictured here at Watkins Glen) sets the course record of 1:15 in the GTS2 class at the August 4th NASA event at NJMP Lightning. And yes, he won the race too... Photo by Mike Allen

Left: Check out the art work on the hood of Joe's winning e36 M3.