

Die Zugspitze

New York Chapter Newsletter | Spring 2013

www.nybmwcca.org

Is it
spring
yet?





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New York Chapter 2013 Events Calendar

February	16	: 20th Annual Beach Party
April	27	: Auto-X: Test & Tune
May	4	: Auto-X
	20	: Driving School: NJ Motorsports Park
June	2	: Dine & Shine at Alure
	10-11	: Driving School: Watkins Glen
	16	: Auto-X
	22	: Auto-X
July	6	: Auto-X
	13	: Annual Family BBQ
	27	: Auto-X
	28	: Street Survival
August	3	: Auto-X
September	7	: Auto-X
	15	: Wine & Shine
	21	: Auto-X
October	12	: Auto-X
December	21	: Holiday Party

For the latest information, see www.nybmwcca.org

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On the Cover: First superstorm Sandy, then nor'easter Nemo. Is it spring yet?
Cover 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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BMW CCA New York Chapter Presents

The 4th Annual Dine & Shine

Sunday, June 2nd 2013



This year we will be trying something new; the Dine & Shine will be a dual-venue event. We will gather at the **Orient Beach State Park** in

Orient, Long Island to view and judge the cars for our usual

People's Choice Clean Car competition. There is an \$8.00 entrance and parking fee per car (NO limit to number of passengers) to enter the park. After the judging is completed, we will return to **A Lure** in Southold, as we did last year, for a buffet lunch on the deck overlooking the Peconic Bay and Shelter Island. Winners of the Clean Car competition will be presented select bottle of Pindar wines during lunch.

Event times:

Arrive Orient Beach State Park 10:00-11:00 AM

Leave Orient Beach State Park approx. 1:00 PM

Arrive A Lure restaurant in Southold 1:30 PM

Leave A Lure restaurant approx. 3:30 PM

Buffet lunch

at A Lure Restaurant is \$30.00 per person, buffet lunch only. Cash bar.

You must register to attend. Reservations and payment for the buffet lunch must be made **no later than May 26, 2013.** No exceptions.

All members MUST REGISTER ON LINE:
www.nybmwcca.org/shine

Please make checks payable to NY Chapter BMW CCA. NO REFUNDS FOR THIS EVENT on June 2. If the event is canceled, a rain date will be posted on the chapter website.

For more information, contact Steve Geraci:
stevegeraci@reflexphoto.com

Orient Beach State Park:

<http://nysparks.com/parks/106/details.aspx>

A Lure Chowder House & Oysteria

62300 Main Road, Rte. 25, Southold, NY 11971
(631) 876-5300; <http://www.alurenorthfork.com>



Check the Chapter website for buffet menu and rain date.

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President's Page



Jim Siegel

With Spring 2013 just around the corner, I start to think about the upcoming racing season and getting my M3 ready for another year of autocross and DE's. Time to change the fluids, replace the worn out brake pads, and make sure all the important nuts and bolts are tight.

For me, a big part of the fun of autocross and DE's is fixing, maintaining, and upgrading the car with my friends. In addition to being a lot of fun, knowing how to work on your own car has

several advantages. One is that it saves money. Being able to do basic maintenance and repairs, like changing your oil or replacing your brakes, can save hundreds of dollars. Second, if you break down, it really helps to understand how cars work and how to do some basic repairs. It's a lot better to be able to quickly change a tire yourself or to get yourself jump started in 10 to 15 minutes than to waste one to two hours waiting for AAA to show up.

Another benefit of having a good understanding of car systems is to protect yourself from being ripped off. Although most repair shops are honest, knowing that your suspension doesn't have to be taken apart to change your brake rotors can help you avoid large, unnecessary repair bills.

For anyone who owns a BMW, or for that matter any car, I strongly suggest that you learn the basics of car repair even if you don't intend to do any of it on your own.

A quick update on the 2013 Chapter board elections—all incumbents ran uncontested, and all Board positions remain the same as last year—President: Jim Siegel, VP: Mike Allen, Treasurer: Roseanne Burke, Secretary: Mike Bizzarro.

Also as Spring rolls-in, we have another year of great events ahead of us. Please check our website www.nybmwcca.org for the latest event updates and don't forget to mark your calendars!

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New York Chapter**



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Autocross Corner

Hello Autocross Fans!

The 2013 Autocross season is about to begin. We have eleven dates schedule this year, so come on out, have some fun and sharpen your driving skills. First-timers are always welcome to come out and test their skills and their car at the events.

We are making a few changes to the registration process this year in order to speed up the morning sign-up. The changes will be posted on the Club website in the Autocross section. We are asking anyone who's thinking about Autocrossing this season to PLEASE register online. It will make sign-in on the day of the event much faster for everyone. The only thing you'll need to bring with you is your BMW CCA ID and your driver's license. Car numbers will be prearranged when you register, and that number will be yours as long as you are an active autocrosser. So come on out to Nassau Coliseum in Uniondale and have some fun with your car.

André Noël
Autocross Chairman

2013 Autocross Season Dates

- Saturday April 27 Test-n-Tune
- Saturday May 4
- Sunday June 16
- Saturday June 22
- Saturday July 6
- Saturday July 27
- Sunday July 28 Street Survival
- Saturday August 3
- Saturday September 7
- Saturday September 21
- Saturday October 12

*check club website for extra dates that may be added

Photos by Mike Allen





NY BMWCCA HIGH PERFORMANCE DRIVING SCHOOL NEW JERSEY MOTORSPORTS PARK

Lightning Course

Monday, May 20th 2013

The 1.9 mile Northern Circuit is known as Lightning. This 10 corner circuit is fast and challenging featuring some of the most interesting and dramatic corners and elevation changes in the park. The 20 acre paddock area has a 4 acre skid pad and autocross area, as well as concession areas, timing towers and school and drivers meeting room facilities

Nobody satisfies the passion and pursuits of those interested in driving their cars on a track like the New York Chapter. Instructors are ready to guide you through another amazing track session at an exceptional value of **\$240 for BMWCCA members and \$270 for non-members**. Please note that the additional \$30 for non-members will automatically make them club members for one year, commencing the week prior to the event.

Online Registration at: **www.motorsportreg.com**

For additional information please contact Mike Allen at: **jbmike@aol.com**



Terms/Conditions: This is not a racing school but rather a high performance driving school on a race circuit under close supervision by instructors. You will be taught the fine art of car control and the fundamentals of vehicle dynamics. You will be able to learn the capabilities of your car and improve your driving skills at speeds that are not permitted on public roads. All drivers will be instructed on safety regulations, and general etiquette on the track. In addition to the "Pre-Event Safety Inspection" which the driver is required to have performed, an "On-Site Safety Inspection" will be performed prior to the event. A confirmation notice that explains the Safety Inspection requirements will be sent to you approximately 6 weeks before the event and after registration and payment are received and accepted.

20th Annual Beach Party

Autocross Awards

by Mike Allen

Yet again the New York Chapter hosted its Annual Beach Party at Mike Shiffer's shop, EuroMeccania. Although the weather forecasters called for snow showers throughout the afternoon, Mother Nature was kind, and sunny skies prevailed. Unfortunately some of us weren't notified of the probability of favorable weather and left our M's at home.

This year, more than 50 attendees celebrated the 20th anniversary of this event at EuroMeccania! Our thanks go out to **Mike Shiffer**, for his long term support in offering this venue and his willingness to provide ongoing, technical insight and open-minded presentations and discussions.

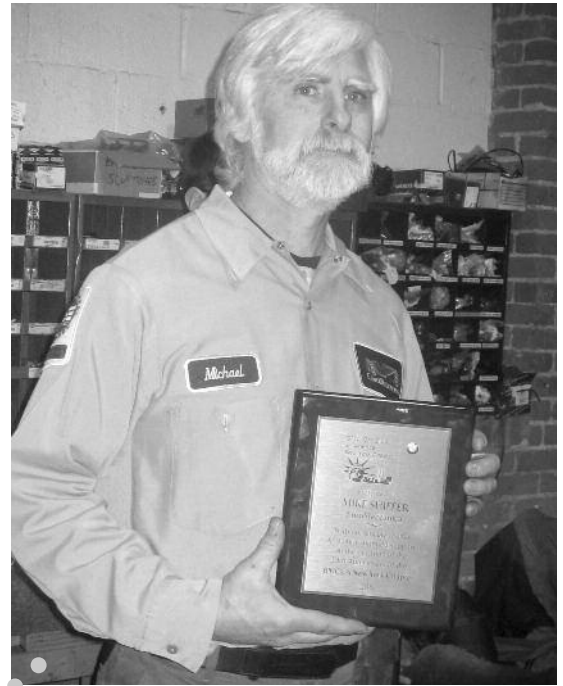
Every year we are treated to some truly unique cars being worked on at the shop and this year was no exception, with three notable "entries": A pair of 5 Series wagons, one inflicted with Hurricane Sandy water damage, sporting an M5 motor transplant and the second with a V12 motor transplant. Both somewhat potent "road warriors". The third entry, also a 5 Series, was an M sedan undergoing a Supercharger installation. Clearly an intoxicating amount of horsepower is expected to come from that venture.

As our featured speaker, Mike Shiffer gave an impressive talk on the effects of salt water damage on a car and remedial steps that may save the vehicle's drive train. He also spent a great deal of time going over structural enhancements and fabrication steps that were necessary for engine transplants. Initiatives not for the faint of heart!

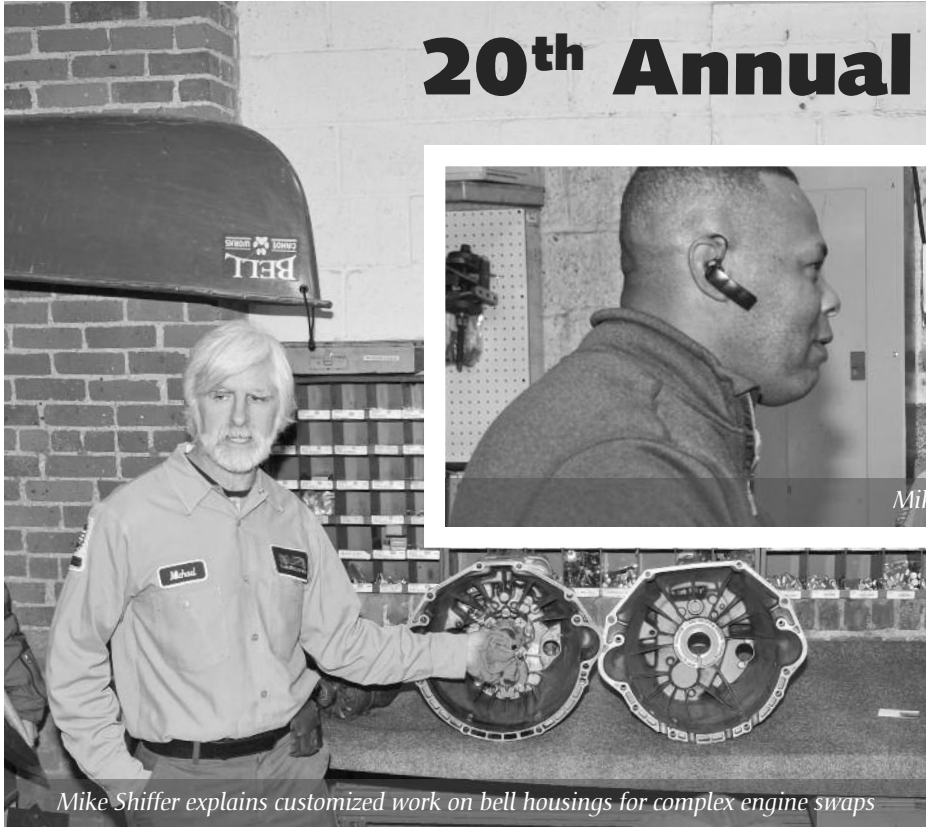
This year's event was augmented with a presentation by **Joseph DeLeon** from X-Treme Vehicle Coating Inc. Joe did an excellent job demonstrating the installation of clear vinyl coating on a car to protect the paint from chips and scratches. This was followed by a lively discussion on the different methodologies for applying these coatings and on their pros and cons. **Teresa Rodriguez** from Trezori.com was also with us, showing personal products for both men and women offered by her company.

Since our Annual Holiday Party was canceled due to the "wrath of Hurricane Sandy", the 2012 Autocross Awards ceremony was held at this year's Beach Party. Many of the award recipients were on hand to receive their trophies, and for anyone who was unable to attend, the trophies will be available at our first Autocross event in 2013.

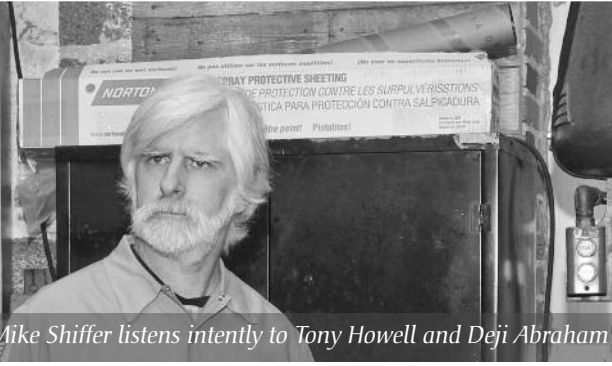
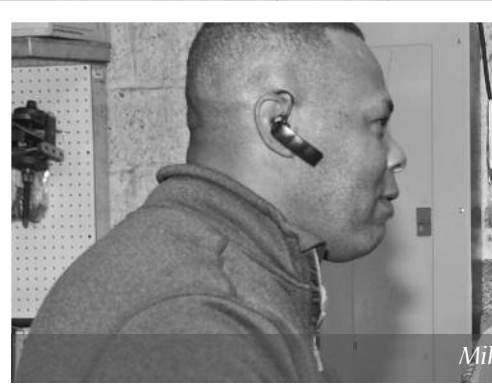
A special thank you goes to **Anthony Howell** who has been running this event for a number of years. His tireless effort in coordinating all aspects of the agenda, yet again, paid off and fun was had by all!



20th Annual Beach Party a



Mike Shiffer explains customized work on bell housings for complex engine swaps



Mike Shiffer listens intently to Tony Howell and Deji Abraham



Mike Allen, Jim Siegel and André Noël



Marcie Allen accepting her hospitality award



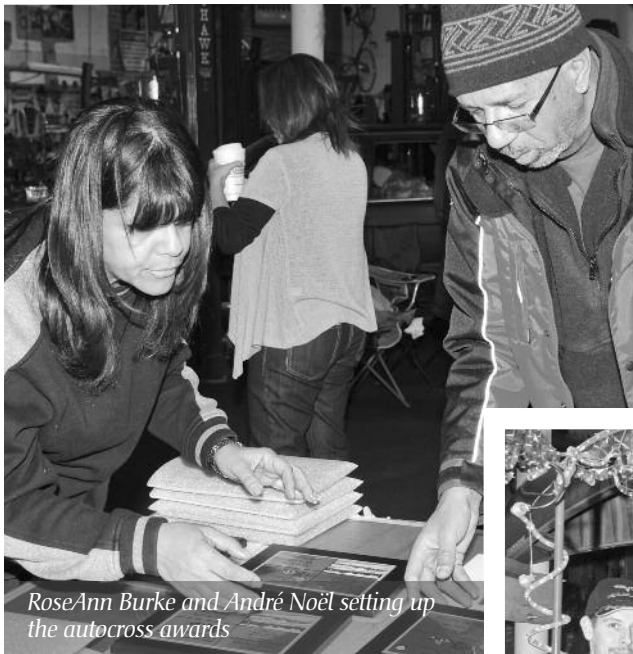
Butch Cassidy to Sundance Kid: "Who are those guys?"



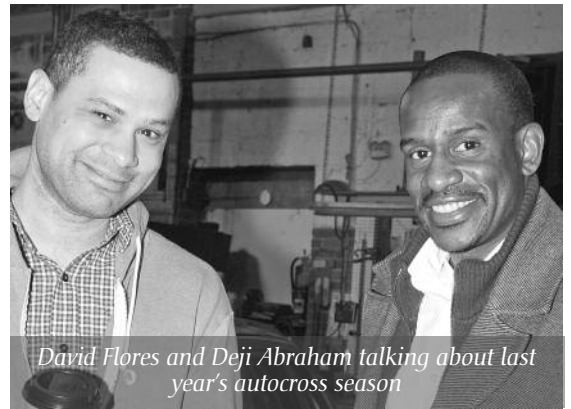
Simon Yim, Victor Yim, Matt Brod and President Jim Siegel



from Jim Siegel



RoseAnn Burke and André Noël setting up the autocross awards



David Flores and Deji Abraham talking about last year's autocross season



An M5 engine getting a supercharger



Mike Bizzarro, Mike Abriano and Jay Ruffino checkout the autocross awards

2012 Autocross Winners*

Mike Allen



Anthony Howell



Mike for Marissa
Abriano



Jim Siegel



Denis Usov



Simon Yim



Lubomir
Kmec



Deji
Abraham



Oskar
Zinger



Ron Feinman



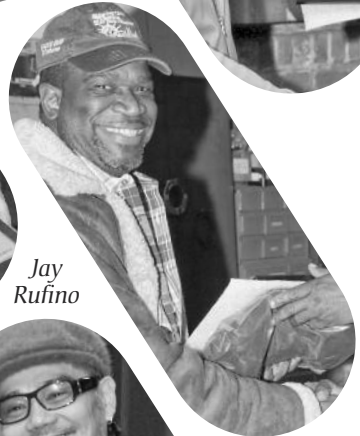
Victor
Yim



Mike
Bizzarro



Darby
Moses



Mike Abriano



Paul
Schulman



David
Flores



Jay
Rufino



* These are the 2012 Autocross winners who received their trophies at the 20th Annual Beach Party. A complete list of winners appears on page 6 of the Winter 2012 Issue of *Die Zugspitze*. Congratulations to you all!

Patroon & NY BMWCCA Chapters

High Performance Driving School

WATKINS GLEN INTERNATIONAL

Monday & Tuesday, June 10th & 11th 2013

Come out and join the BMWCCA NY & Patroon Chapters at Watkins Glen International for 2 great days on the famous grand prix circuit!

We will be having our traditional student run groups & continue with our open track type format.

Instruction will be provided for all run groups.

The Open Track run group provides maximum track time for Advanced Solo and open Track Participants. Hopefully up to 3-4 hrs of track time each day!

**** References are needed for Open Track if you are not a regular Patroon or NY Participant****

BMWCCA Members Pricing:

\$395.00 Student Registration

\$275.00 One Day Open Track

\$450.00 Open Track

Non-Members Pricing:

\$444.00 Student Registration

\$324.00 One Day Open Track

\$499.00 Open Track

Please note that the additional cost for non-members will automatically make them club members for one year just prior to the event.

Online Registration at: **www.motorsportreg.com**

For additional information please contact Mike Allen at: **jbmike@aol.com**



Terms/Conditions: This is not a racing school but rather a high performance driving school on a race circuit under close supervision by Instructors. You will be taught the fine art of car control and fundamentals of vehicle dynamics. You will be able to learn the capabilities of your car and improve your driving skills at speeds that are not permitted on public roads. All drivers will be instructed on safety regulations, and general etiquette on the track. In addition to the “Pre-Event Safety Inspection” which the driver is required to have performed, an “On-Site Safety Inspection” will be performed prior to the event. A confirmation notice that explains the Safety Inspection requirements will be sent to you approximately 6 weeks before the event and after registration and payment are received and accepted.

Concept 4 Series Coupe



2013 New York International Auto Show Preview

by Sherwin de Shong

On Saturday March 30 2013, I plan to be at the Jacob Javits Center hearing all about BMW's latest offerings, as well as their plans for the future. If you would like to join me, just go to the Chapter website nybmwcca.com for instructions on how to attend.

Our inside guide to early car show presentations for so many years, Larry Koch, has retired from BMW USA. I am looking forward to hearing from our new hosts, Matthew Russell and Thomas Plucinsky, who will be taking over Larry's responsibilities.

While I cannot say for sure what will be on display, I do expect to see one or two surprises (hopefully something from the new 4 Series lineup). And I will have a few questions to ask regarding the 320i and 328i, something entirely new for the US market. These two models have the same engine, but different horsepower and torque specs. Unlike the 335i and the 328i of three years ago, where the 335i had the power advantage via the twin turbo, the 320i and 328i for the 2013 model year appear to have identical power plants. We will have to see how the 3 Series representative explains this one.

With the already announced upcoming arrival of the BMW 4 series, we can expect to see a two-door coupe and a four-door coupe that might look like an act of cannibalism on 3 Series sales (BMW's bread and butter). But take a step back and look at the big picture; unlike the 6 Series Gran Coupe, when BMW was late to the four-door, low roof line party à la Mercedes Benz CL class and Audi A7, they now seem to be on time, if not ahead of the curve. Superbowl Sunday saw Mercedes announce the September 2013 arrival of the new Benz CLA class, which seems ready to compete directly against the new 4 Series lineup. Initially, the only sales competition the 4 Series will see will be from the CLA Benz's. Unless the folks from Audi have an S5 four-door coupe in the pipeline, the BMW camp will be one of the first at the small four-door coupe party (sorry, the Volkswagen CC is just not in this class of rear wheel drive autobahn cruisers). And getting there early does matter, as witnessed by the Benz CLS arriving to create the segment, then watching all the followers, à la Audi S7 and last but not least BMW with their Gran Coupe.

With the X6, BMW introduced a model that was called by myself and other journalists, enthusiasts and petrol heads as the answer to a question nobody asked; however, BMW created a niche market for themselves and has watched yearly sales increase, only to witness the Infinity FX and Acura ZDX follow in the new segment, with no option from Mercedes and Audi who are both still hinting at some sort of competitive response in the near future. Or maybe we will see another marque following BMW's lead into the X6 four-passenger SAV market, or even a fourth competitor in the four-door coupe market from Lexus or Infinity on display at the New York International Autoshow. We shall see on Saturday morning, March 30th. Looking forward to seeing and hearing questions from many New York Chapter BMW CCA members at the car show.



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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
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BMW-PORSCHE-AUDI-VOLKSWAGEN-VOLVO-SAAB



Tech Talk with Mike Shiffer

On Friday I got a call from a customer with a 2006 325i. He was concerned because his engine's electric fan was running for an unusually long time. We discussed the possibility of a fan controller having gone bad, or some other wiring issue. He decided he would bring in the car next week, as he needed it to get to the airport on Saturday. I started to tell him that was fine, but then I remembered

something. I asked him to drop off the car immediately and not to try to make it to the airport. The fan was most likely compensating for a problem with his electric water pump, as it is programmed to do. Even though the car had not been overheating, he agreed to drop it off right away. On his way to my shop the car started running hot. Turned out the water pump had stopped running, maybe a mile from my shop. Stored codes indicated it had been slowing down for a while, and finally decided to quit.

The same day we fixed a couple of oil leaks on a 6-cylinder X5, which included replacing the valve cover gasket. The owner came in Saturday to pick it up. He drove halfway up the block, stopped and brought it back. "The Service Engine light is on", he announced. Odd. It hadn't been on Friday when we test drove it. I got a scan tool and pulled codes: Secondary air injection low flow, banks 1 & 2. The only part of this system that is likely to be affected by the work we did is a plastic pipe that runs from the secondary air valve along side the valve cover, around the back and up the other side of the engine where it plumbs into a vacuum solenoid switch with a short length of rubber hose. If the pipe or hose is leaking or pinched off, low flow codes will be stored. Since the pipe is easily caught between the valve cover and the cylinder head when changing the VC gasket, I looked at it first. (Since we know of this possibility, we double-check -- literally, two different guys check -- to make sure the pipe is free.) Unsurprisingly, the pipe wasn't pinched on this car, but in feeling along the pipe I found the problem. The small hose that connects the pipe to the vacuum switch had torn: it was dried out and brittle. It had obviously cracked when we moved the pipe while replacing the valve cover gasket. I replaced the hose with a new piece, cleared the codes and sent the car on its way, certain this had fixed the problem.

A third BMW had an inoperative remote trunk release. The dashboard display showed the trunk lid open even when it was closed and latched. There is a switch in the latch itself that is supposed to close when the lid is secure. It clearly wasn't working. I replaced the latch and all seemed well. The owner picked up the car, only to see the trunk open icon pop up as he was leaving. While he waited, I removed the new latch and noticed corrosion in the wiring plug. I checked the old latch and saw that one of the pins on its plug was badly corroded. Confident that the problem was a bad connection in the plug (and relieved I had replaced the right part: the pin on the old latch was too damaged to fix), I cleaned the plug sockets and plugged in the latch without installing it in the trunk lid. Didn't work: the warning light was still on. I confirmed the wiring was now sound, and that I would need to look further for the


problem. It was late, so the customer left the car for me to work on the next day. I put the latch back into place so I could close the trunk before going home and found it now worked perfectly. I figured there was a second switch in a different part of the trunk lid that detects whether the lid is up or down, so as long as the lid is up the switch in the latch is ignored. I had been closing the latch with the trunk open, so the warning light never went off. Clever BMW engineers, I thought. They realize the latch could be closed with the lid still open so they fit another switch that closes when the lid is more than a few degrees from horizontal.

I was wrong. There is no second switch, which I found out a couple of weeks later when the car came back for the same problem. What it turned out to be was a broken ground wire in the harness where it flexes near the right trunk hinge. It was grounding some of the time, then breaking contact. When it was grounded the dash warning light stayed off, and when it wasn't the light came on. I found this the old-fashioned way: wiggling the harness and watching the trunk light, which was wired into the circuit as well.

Modern cars are intelligent. This adds a layer to diagnosing problems. In each of these examples, the cause of the problem was not related to the symptom in a straightforward way. In the first case, the fan's abnormal running was the only symptom, but it was not the problem. It was a planned response to the actual problem: water pump inefficiency and eventual failure.

The second car's issue was more straightforward. The customer picked up the car after it had been parked most of the day. The secondary air pump ran when the car was started, but there was no air flow. The valve, which should have been opened by vacuum applied to the pipe that runs behind the head, stayed closed because of the broken hose. The condition that made the check engine light come on was easily found by reading the diagnostic code. The reason the light didn't turn on when the car was road tested is that by design, the air pump doesn't run every time the car is started. Its function is to reduce emissions during warm-up, and to speed the heating of the catalytic converters. When the car is already warm, the pump doesn't run. Until it does run it isn't checked by the engine management's self-diagnostic program, and if it isn't checked it won't set any codes. When I road-tested the car, it was still warm enough not to call for the air pump.

In the third case, I outsmarted myself by thinking the car had a second switch when the "switch" turned out to be a broken wire that would make contact when it felt like it.

This is what auto repair looks like these days. To diagnose problems, I need to take into account the strategies BMW uses to compensate for component failure, the meaning and likely causes of "Check Engine" light codes, and remember that even today, complicated-looking problems may have simple causes. 

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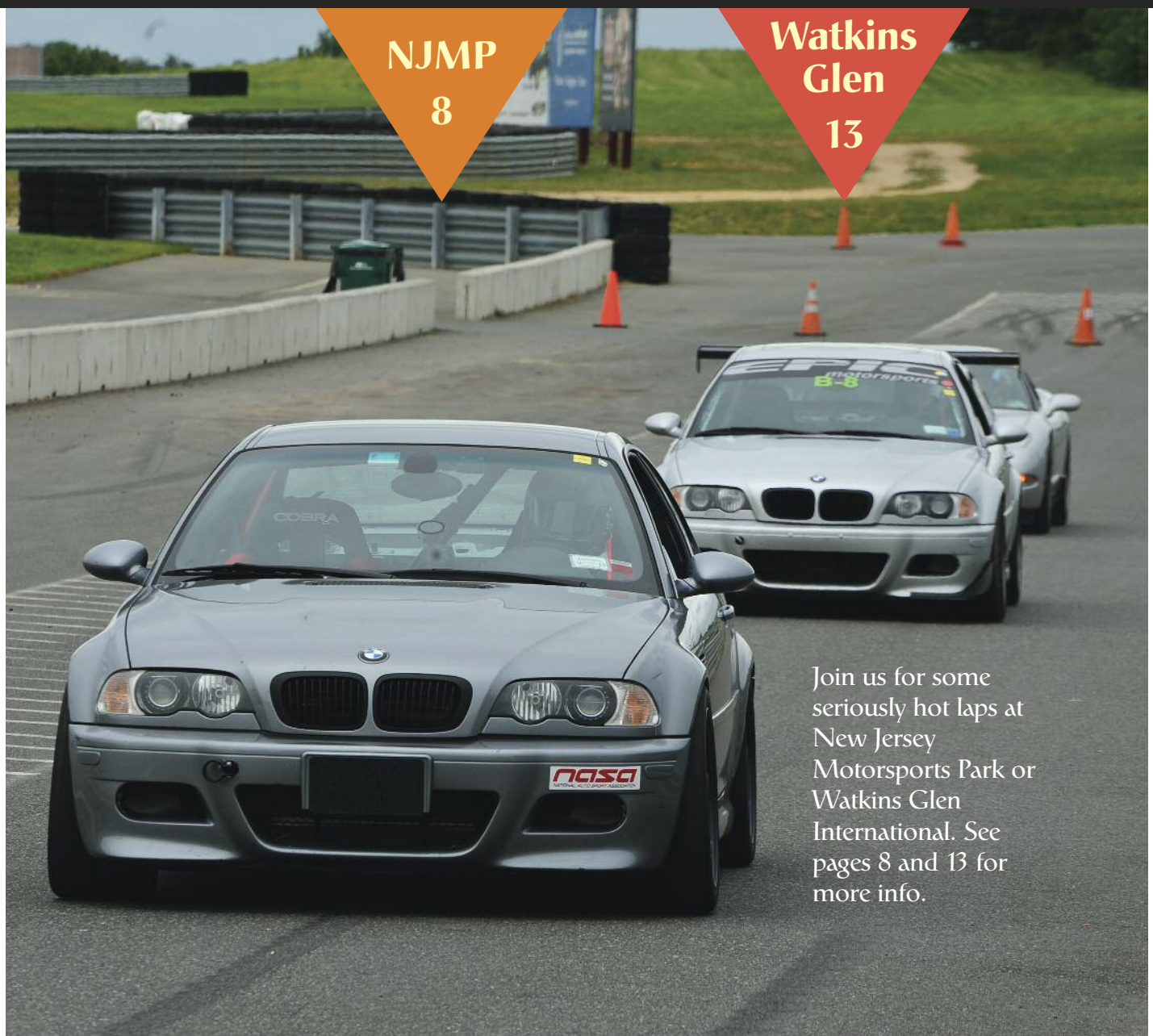


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