



Die Zugspitze

New York Chapter Newsletter | Spring 2014

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New York Chapter
2014 Events Calendar

| | | |
|-----------|------|---------------------------------------|
| March | 22 | 21st Annual Beach Party (new date) |
| | 30 | Test & Tune: Nassau Coliseum |
| April | 19 | New York International Auto Show |
| | 21 | Driving School: NJ Motorsports Park |
| May | 3 | Kart Racing: Oak Valley Race Park |
| | 10 | Auto-X: Nassau Coliseum |
| | 25 | Auto-X: Nassau Coliseum |
| June | 9-10 | Driving School: Watkins Glen |
| | 15 | Dine & Shine |
| | 21 | Auto-X: Nassau Coliseum |
| July | 6 | Auto-X: Nassau Coliseum |
| | 26 | Teen Street Survival: Nassau Coliseum |
| August | 16 | Auto-X: Nassau Coliseum |
| September | 6 | Auto-X: Nassau Coliseum |
| | 14 | Wine & Shine |
| | 20 | Auto-X: Nassau Coliseum |
| | 28 | Wine & Shine (rain date) |
| October | 4 | Auto-X: Nassau Coliseum |
| | 12 | Auto-X: Nassau Coliseum |

For the latest information, see www.nybmwcca.org

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On the Cover: Instructors' cars enjoying the shelter of the WGI garages. ~ *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 5th Annual Dine & Shine

Sunday, June 15th 2014



Again, this year 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 ALure Restaurant 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 awarded 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 ALure restaurant in Southold 1:30 PM
Leave ALure restaurant approx. 3:30 PM

CHECK ALURE WEBSITE FOR LUNCH MENU

BMW Car Club
of America
New York Chapter



Lunch

is optional, but all members will receive a 10% discount.

All members MUST REGISTER ON-LINE:

www.nybmwcca.org/shine

If the event is canceled because of weather, a reschedule date will be posted on the chapter website.

For more information

contact Even Chairperson Steve Geraci:
stevegeraci@reflexphoto.com

Orient Beach State Park:

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

ALure Chowder House & Oysteria

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President's Page | Jim Siegel



Another year rolls around...

First I'd like to announce the Board of Directors for 2014. For the most part, the Board is unchanged with myself, Mike Allen and Roseann Burke retaining our current positions of President, Vice President, and Treasurer. The one change is that Megan Yavel has been elected Secretary, taking over from Mike

Bizzarro. Congratulations Megan!

Although Mike B is stepping down, he'll still be an active member of the Board as our webmaster and autocross equipment guru, but I doubt he'll miss taking minutes at the monthly board meetings! Nonetheless we expect Mike to continue being a major contributor to the club and potentially take on a new board of director's position in the future.

Also I'd like to thank all of the members who responded to the Newsletter survey. Based on your feedback and the general consensus of the board, we feel it makes sense to continue printing and mailing the Newsletter to all members. At the end of the day the main cost of producing the newsletter are production costs, and although we would save some money by going all digital (we would still need to print some Newsletters for advertiser distribution as well as handing out at events), the dollar savings achieved by printing fewer copies is outweighed by the soft benefits the board feels we would lose by going all digital.

So for now we're still printing and mailing the Newsletter to all members. Of course members can always choose to 'opt-out' of receiving a print copy by logging into your account at www.bmwcca.org, which many of you have already done. Members who have already selected the 'opt-out' choice do not need to update it again.

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

BMW CCA Jan. 27/Facebook – **Many thanks** to the New York Chapter for their additional \$2,000 donation to the Challenge Grant! This donation pushed us over the line, bringing our total, as of today, to \$251,000 in contributions from BMW Car Club of America chapters and members.

The Challenge Grant was established at Oktoberfest 2013 in Monterey, where BMW CCA Foundation announced an ambitious \$7 million fundraising effort to expand the Tire Rack Street Survival program and to create a permanent home for BMW CCA library, archives, cars and other displays significant to the history of the BMW CCA and BMW in America. A dedicated BMW CCA member offered to match every dollar donated by BMW CCA members to the Foundation's Capital Campaign until the end of 2013, up to a total of \$250,000. The Challenge Grant matching funds will help the Foundation grow and improve Street Survival, which has been acclaimed as an effective program to reduce fatalities in the most at-risk segment of the motoring public.

Learn more <http://www.bmwccafoundation.org>

BMW Car Club
of America
New York Chapter



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*NYBMWCCA HIGH PERFORMANCE DRIVING
SCHOOL NEW JERSEY MOTORSPORTS PARK*

Thunderbolt Course

Monday, April 21st 2014

The southern road circuit at New Jersey Motorsports Park is the signature *Thunderbolt Raceway* featuring 2.25 miles of asphalt, 12 challenging turns, a one half mile straightway and approximately 40 acres of full service paddock space. Amenities on this circuit include concession buildings, event garages, twenty (20) VIP Suites, banquet rooms, and a three (3) story timing tower with media center as well as 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. It is 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.

Autocross Corner

2014 Autocross Season

Hello Autocross Fans!

The wind is blowing in from the south. The days are getting longer and the temperature is staying above 40 degrees. What does this all mean? It's autocross season again. So pull the covers off the Bimmer, charge the batteries and get out those sticky tires. Autocross season starts March 30 at Nassau Coliseum in Uniondale.

The first event will be an Autocross school and Test-n-Tune. This is a great event for first timers to come on out and see what autocross is all about.

Registration for all events is located on the chapter website.

*** NEWS FLASH ***

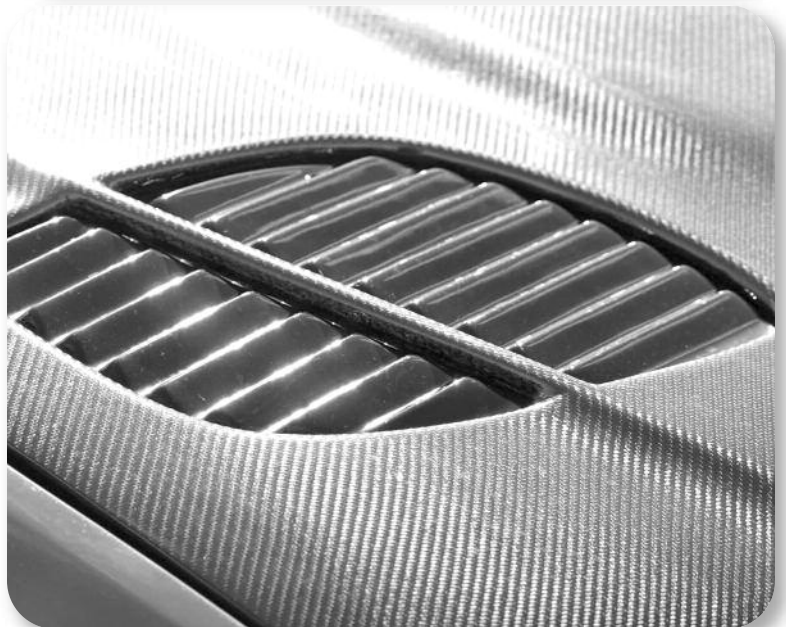
The April 12th Auto-X event was canceled by the Nassau Coliseum due to a conflicting event.

André Noël
Autocross Chairman

Autocross 2014 Season Dates

| | | |
|----------|--------------|-----------------|
| Sunday | March 30 | Test-n-Tune |
| | April 12 | Cancelled |
| Saturday | May 10 | Season Opener |
| Sunday | May 25 | |
| Saturday | June 21 | |
| Sunday | July 6 | |
| Saturday | July 26 | Street Survival |
| Saturday | August 16 | |
| Saturday | September 6 | |
| Saturday | September 20 | |
| Saturday | October 4 | |
| Sunday | October 12 | |

Photos by Gary Simmons



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I'll take that MINI supersized please!



by Matt Wayne

MINI has done quite well for its size over the years, but up until 2011 42% of people looking at MINI's claimed they

wouldn't purchase them because they were too small. Which isn't a surprise with a name like "MINI Cooper". However, we would never take another title like "Car of the Century" nor uphold our image of being an icon if we didn't overcome the size problem. Hence, the MINI Cooper Countryman was born, a four-door MINI with all-wheel drive capability, more ground clearance, seating for five, and most importantly that chic, extroverted MINI styling that makes the brand unique!

Some of you may say "Hey, that's old news", yet I'm shocked as to the expressions of shoppers as they enter a MINI showroom and view the Countryman for the first time. Sentences like "look, it's a MINI on steroids," or "wow, when did they get so big!" are said daily. So is this against everything that MINI wished to represent? Aren't we supposed to be MINI? These are the thoughts I had on this larger MINI when I first learned of its release. I was an enthusiast, and felt my precious brand was being diluted, mainstreamed, and going

away from what makes us MINI. Some of you may be enthusiast yourself and felt this way as well. The only thing I can suggest – drive it like you stole it! That's all it took for me to change my mind about this maxi size MINI.

Just like its little brother the Cooper S hard top, the Countryman kicks out 181 horsepower if you get the turbocharged edition and still offers 31MPG's on the highway. The Countryman also offers the same ability to customize as the other MINI's do with over 10 million ways to build them. They are available in non-turbo front-wheel drive, turbo front-wheel drive, turbo all-wheel drive and the all four-wheel drive John Cooper Works edition, coming in at 208 horsepower. The Countryman holds true to the Great MINI feel, having that go-cart handling that makes MINI famous. You might see a bit more body roll on the turns, but that's natural due to its height; however, this is easily remedied by upgrading to the sports suspension. All depends on what you need your MINI to do.

MINI even took it one step further by offering the Countryman platform in a two-door version called the Paceman. We didn't see a huge difference in handling and options. However, the Paceman's front seats are like the bucket sport seats we see in the traditional MINI, giving the driver a sportier experience.

Both the Paceman and the Countryman have brought about a completely new breed of buyers to the MINI brand, and if you're in the market for a new car, make sure you take the opportunity to check them out!

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Holiday Party 2013

This year's Holiday Party was held at Jericho Terrace in Mineola. This was a new venue that provided a high-end setting – the lighting in the Oak Room was like a disco in the 80's! Members enjoyed the usual variety of appetizers and a main course buffet that had a fantastic selection as well as a top shelf bar. Some of the evening's highlights included tons of door prizes, a raffle of two men's and ladies' BMW watches provided by Rallye BMW, and the 2013 Autocross Awards with class winners receiving trophies and embroidered jackets.

And no Christmas party would be complete without a visit from Santa who came right on time, as always, and brought lots of presents for all the children there. No doubt Santa is always the highlight of the party and everyone had a great time.

Special thanks to all of our advertisers and sponsors who provided gifts for the event. We truly appreciate their generosity year after year.



Left to right, 1st Place: CR Class Mike Allen, D Class Bobby Del Bello, DR Class O...
2nd Place: C Class Denis Usov, D Class Ron Feinman, Ladies Class Megan Yavel;





1st Place: Mike Zimger, 2nd Place: Mike Bizzarro, 3rd Place: Ladies Class Rose Burke, CR Class Andre Noel



Patroon & NY BMWCCA Chapters

High Performance Driving School

WATKINS GLEN INTERNATIONAL

Monday & Tuesday, June 9th & 10th 2014

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 for advanced Solo drivers. Instruction will be provided for all run groups.

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

**** References 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.

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



Race car preparation:

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



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Attention Attendees of the 2014 New York International Auto Show

Saturday, April 19th 2014 at 9:00 a.m.

**In order to participate in this event, members
will need to do the following:**

- 1 You **MUST** purchase your tickets in advance from the Jacob Javits Center website www.autoshowny.com (\$15.00 adults, \$6.00 children under 12)
- 2 Email your Name, Club ID number, and your guests' name (limit of three (3) each per member or associate member) to autoshow@nybmwcca.org. Example: Club Member Joe Smith, #123456, guests Bob Smith and Tom Jones. Your name will be on the list at the entrance.
- 3 Arrive at the North Concourse level, upper doorway of the Javits Center (10th Ave between 33rd and 34th Street) by 8:15 a.m on Saturday April 19.
- 4 Bring your BMW CCA Club ID; you will need to show it in order to enter the event.
- 5 The event starts at 9:00 a.m. **If you arrive late you will not be able to attend the show.**

**AND PLEASE, AS GUESTS OF BMW USA, PLEASE HAVE
THE COURTESY OF REMAINING WITHIN THEIR
EXHIBIT FOR THE ENTIRE PRESENTATION**

Oakland Valley Race Park

invites NY Chapter BMW CCA members to

Swing into Spring Kart Racing

Date: Saturday May 3rd

Start time: 3:00 pm to approximately 6:45 pm

Cost: \$127.00 per person

Register at: www.motorsportreg.com

Registration will remain open until
the event is full

Location: Oakland Valley Race Park

305 Oakland Valley Road

Cuddebackville, NY12729

www.OVRP.net

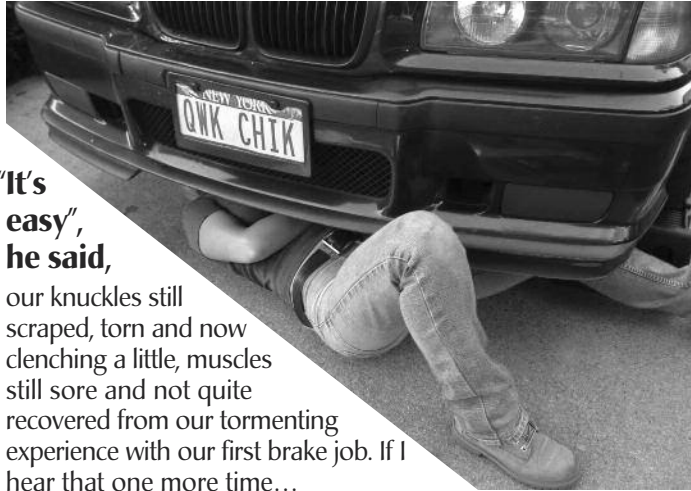
Come out and warm up for what should be an awesome auto-x and track season with some go-kart racing at Oakland Valley Race Park (OVRP).

This is an "Arrive and Drive" event, so drivers are not required to purchase any gear. You are encouraged to use your own gear (helmet, gloves, suits, etc.) and the track will provide any racing gear needed at no extra charge. OVRP is approximately 90 minutes from the Throgs Neck Bridge.

This is a "real" go-kart track with elevation, increasing and decreasing radius turns. Lots of curbing to help, or hurt, depending on how much you use. Outdoor karting is very different from indoor karting and in many ways it is more challenging. The karts do close to 45 MPH and the event is tailored to accommodate drivers of all skill levels, from veteran racers to novices who have never driven a go-kart.

Each driver will have a short practice stint (about 10 minutes) and then be placed on a team for the endurance race. Teams will be formed at the track by drawing names from a hat. Each driver will have 3 or 4 driving stints, totaling one hour of seat time per driver, in addition to the short practice session prior to the race.

Girls' Garage | Heidi Ellison



"It's easy", he said,

our knuckles still scraped, torn and now clenching a little, muscles still sore and not quite recovered from our tormenting experience with our first brake job. If I hear that one more time...

See we didn't grow up in our dads' garages helping by their sides, learning about tools and torque and little tricks. We were not born with bicep strength or mechanical skills, nor were we nurtured to hone such things. We instead spent our girlhoods cheerleading, jumping rope, roller skating, and baking away our afternoons with mom. My dad did make me help him once with a head gasket I blew on my first car, but I was not really paying attention and was more excited to get back out and tear up the streets. And Marissa's dad gave her a drill but she teared up and said, "I don't want to do boy things." But we realized they are not boy things, they are just Things. So armed instead with innate patience, dexterous hands, unbelievable determination and an everything with butter, Marissa headed over on an early Saturday.

Lug nuts are easy to loosen, normally. But when the bulk of your muscle is in your legs and not your arms I promise it is a struggle you would have never considered. So, with the aid of a one inch pipe to increase our leverage we quickly worked that out, times five. Now, where do the jack stands go on this car? Hmm, should be in the manual. I'll check the manual while you check online. It says they go where the jack goes to jack it up. How does that make sense? I'm sure the guys know how to do this. They've done it a million times. Besides, it is just brakes. It's easy. Okay, let's... uh oh... I guess not there. Finally with steadfast resolve the car was safely up and the wheel was off. I almost need more coffee already. With a ratchet here and a ratchet there, this all seemed to be working out so far. I remember 'he' had some tool that zipped this bolt right off. Sorry, I'm sure I don't have anything that fits in that tight spot nor that does a ninety degree turn. No zipping here today. So after eight thousand cranks and forty-five checks to make sure the bolt was progressing in the correct direction, we conquered that as well. This needs to come off too, I think. So after a little finger feel and sticking our pretty heads one at a time into the greasy wheel well we decided that needed to go too. Seventeen is too small, nineteen is too big. Um, why of my four ratchet sets, yes metric, do I not have an eighteen millimeter socket... really? So everything goes back in the garage and with greasy foreheads, fingers and feet we were off to the store where we were welcomed with adoring smiles and a surprising respect.

Four peanut butter cups and one eighteen millimeter socket later, everything came back out of the garage and we were back at it. Pads off, rotor off, rotor on, and now it was time to push the caliper out for the new pads, the caliper that is under that great hydraulic pressure. Leg muscles will not work here either. Sigh, easy, right? So with a huge locking pliers, a rag, and all the strength we could conjure up together we got that caliper back somehow, phew. The new pads pop right in, right? Nope, the holding clips are too wide even with two flatheads and four tiny hands strategically placed and consequently scraped. Let's go online, see if they are the correct pads. I hope he ordered us the right ones. Let's try again. With a huge pliers' squeeze, a needlenose's tweak and palm push with our whole bodies behind it, we got it in. Unfortunately, the other pad still does not fit so with tears in our eyes, we reluctantly pop the pad out for the caliper's final force. Force out, pad in, pad in, caliper crank another eight thousand times and we are all set. Heavy, awkward, dirty wheel lined up after ten minutes and on in another five. We got this. Now we are on to the other side.

This should be easy. We have the tools and now we have done one already. Righty tightly, lefty loosey, we must have said four thousand times that day, especially when the ratchet had to be turned backwards, upside down and cranked thousands of times again. But then something special was going on with that one tiny rotor bolt. It was fighting us and we were fighting back hard. We took turns with tools on tools and hammers and Google. Who man-tightened this rusty thing anyway? We packed up the garage and headed back out to the store and for a quick stop to talk to our support system. With two slices of pizza, a new screw extractor set and a very large hammer in hand we were back and had the tools out again. Clenching a folded slice of pizza in my teeth I passed Marissa the tools she requested one by one. We drilled, hammered and contorted our bodies inside that cramped wheel well, until finally with brains over brawn we won the fight. We had more coffee, tea, peanut butter cups, and rotor on, squeeze, tweak, pads in, clip on, lined up the heavy, awkward, dirty wheel for ten more minutes and we were victorious! We had a brand new set of rotors and brake pads and we did it all alone. We were dirty, and tired and proud of ourselves.

We closed the garage door and we headed out to bed in the new pads. While we sped and screeched and smoked and frightened everyone on the streets we decompressed and discussed the day's events. We knew, we could readily admit, that this would have been faster for the guys with their mechanical skills, years of training, garages full of car buddies and all the right tools, but we also came to a great realization. Everyone we talked to knew right away how to deal with a stripped bolt, a stuck rotor and all the other problems we encountered for a reason... because they encountered them too. It was not always easy for them just like it was not easy for us. Our idealized view started to bed more into reality. It gets easier, I am sure, but it was not easy for us that day. It was frustrating, annoying, dirty, exhausting but satisfying and character-building. Girls' Garage is building up too with a new 18 millimeter socket, extractor set, a firemen's calendar and hmm... I wonder how hard it would be to rig up an engine lift off those beams.

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Tech Talk with Mike Shiffer

I look after five BMWs which are powered by BMW engines other than the ones they came with. Three were converted by us. All the conversions were done to increase power, and all but one of the owners were satisfied with the results. Here's a short description of each one.

The first one we did is a 1982 733i with a 5-speed manual transmission which now has an S38 engine from a 1985 M5. The original engine had over 200,000 miles on it and wasn't running well, so the owner decided to do something fun. The installation was not difficult, as the blocks of the M30 and S38 engines are nearly identical, but the M cylinder head is larger so the rod which travels along the firewall that joins the left and right hood latches had to be replaced with a drive cable. This took a lot more planning and effort than expected, while the seemingly more complex problems of wiring and plumbing were not nearly so troublesome. Because the weight of both engines is very close, we didn't need to change the front spring rates to accommodate the new engine, though we did install performance suspension components (springs, shocks, sway bars). The car is now very quick indeed, and the owner was so pleased with the transformation that he had it reupholstered, painted and had the aluminum trim replaced. It has over 300,000 miles on the clock now.

The second is a 1972 3.0Cs. The original engine and gearbox were replaced with a Eurospec S38 engine and 5speed. This meant we had to replace the original vacuum booster with a hydraulic unit, as the intake plenum on the M engine needed the space occupied by the original booster. Also, there is no speedometer drive on the M transmission, because the M5s and M6s have electronic speedos with a sending unit in the differential. We installed a black box that takes an impulse from four magnets strapped to the driveshaft and uses this signal to drive a motor that spins the speedo cable. The performance was disappointing until we realized that the M engine computer had Dinan chip that was 30 years old and had been designed for a different air flow meter. A call to Dinan got us an updated chip that transformed the car. This is the engine the car should have had from day one.

We invigorated a 1981 320i with an M20 2.5l "i" engine. Although BMW did fit a version of their small six to the E21 in Europe, the US model required some modification to the engine mounts on the cross member to accept the longer six-cylinder. It was a fairly easy swap otherwise. Like all BMWs made in the glory years of the 80s & early 90s, the engine management is self-contained, meaning the interface to the chassis wiring is very simple: instruments (oil pressure, coolant temp, tach, alternator light) ignition switch,

power and ground. Later BMW engine management networks with many other systems (instrument cluster, access/security, ABS/slip control, cruise control, auto transmission), making swaps far more complicated. With the E21 and E30 cars, the engine/chassis interface involves barely a dozen wires.

This swap was undramatic but very satisfying. Two extra cylinders gave the car more power and a smoother idle with no loss of fuel economy.

The next two cars were converted by other shops. Both are E34 wagons. Both have been lowered and fitted with 840CSi Brembo brakes. One has an S38 engine & gearbox from a 1993 M5, while the other has an early 850CSi drivetrain. They are a convenient study in contrasts. The engines: a 3.6-liter six-cylinder with 310hp and 266 lb/ft torque and a 5-liter V12 with 295 hp and 330 lb/ft torque. On paper they are not so different. On the road, however, they are. The M engine car is a little rough at idle, and doesn't really get down to business until 3500 rpm, when it starts pulling with real authority. The V12 idles smoothly, and starts pulling at about 900 rpms. Characteristic of large displacement multi-cylinder engines, its torque curve is fat and flat, so it feels like it will never run out of breath. The gas pedal is like a rheostat with no concern for rpm. You step on it and go like mad. The M engine is also very responsive, but only if you keep the revs up. In its power band it is very, very quick. On a track, it would most likely outperform the V12.

Both cars are in my shop right now. The six-cylinder car was flooded in Hurricane Sandy, but we were able to bring it back to life. The drivetrain was savable because we got the car (and got it running) the day after it was flooded. As for the rest, a donor car was found that contributed every wire, motor, module, relay, actuator, etc. needed to replace those that had been ruined by salt water. (This project deserves its own column.) The car is now roadworthy, just waiting for an exhaust system.

The V12 is the only one of these cars whose owner wasn't happy. I don't know why, though I think he just isn't a station wagon kind of guy. It is mine now, after a further conversion that would take a whole other column to explain.

I can tell you that its current owner likes it a lot.



Michael Shiffer

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