

# Die Zugspitze

New York Chapter Newsletter | Spring 2016

[www.nybmwcca.org](http://www.nybmwcca.org)

## 40 years of 3s





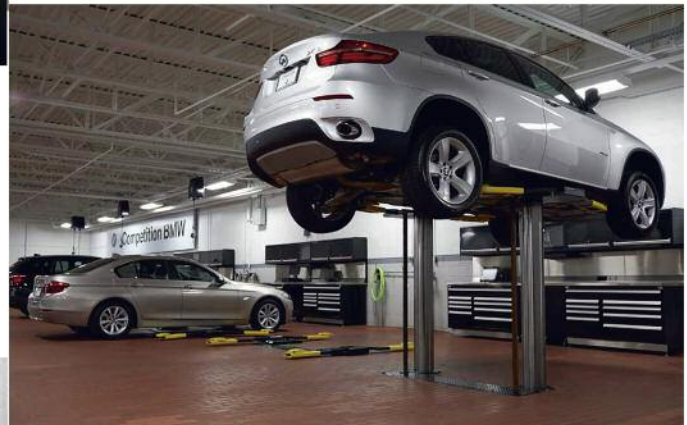
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New York Chapter  
**2016 Events Calendar**

February	25	BMW of Manhattan Dealership Social
<b>March</b>	5	<b>23rd Annual Beach Party</b>
	26	<b>New York International Auto Show</b>
<b>April</b>	10	<b>Driving School: NJMP Lightening</b>
<b>May</b>	7	<b>Endurance Karting Series</b>
	22	<b>Dine &amp; Shine</b>
	24	<b>Endurance Karting Series</b>
<b>June</b>	6-7	<b>Driving School: Watkins Glen</b>
<b>July</b>	16	<b>Endurance Karting Series</b>
<b>September</b>	11	<b>Wine &amp; Shine</b>
	18	<b>Wine &amp; Shine (Rain Date)</b>
	25	<b>Concours d'Elegance</b>
<b>December</b>	3	<b>Holiday Party &amp; President's Dinner</b>

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

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**On the Cover** : Celebrating the 3-Series,  
*photos provided by Steve Geraci*

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

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BMW CCA New York Chapter Presents

# The 6th Annual Dine & Shine

Sunday, May 22nd 2016



The Dine & Shine is back by popular demand. Those of you who were disappointed by the cancellation of the Wine & Shine due to bad weather last fall will have a chance to make it up with two events scheduled for the North Fork this year.

We will gather at Pindar Vineyards for our usual Clean Car competition, and then off to ALure Restaurant in Southold for lunch on the deck overlooking Peconic Bay and Shelter Island. Between venues, you will have the opportunity to participate in one of our famous, fun rallies. Anyone can request a set of questions that must be answered along the route from Pindar Vineyards in Peconic to ALure Restaurant in Southold. Winners of the Clean Car competition and the rally will be awarded a bottle of Pindar wine and a fabulous prize to be determined by the Chapter.

### Event times:

Arrive Pindar Vineyard 10:00-11:00 AM  
Leave Pindar Vineyard approx. 1:00 PM  
Arrive ALure Restaurant in Southold 1:30 PM  
Leave ALure Restaurant approx. 3:30 PM

### All members **MUST REGISTER ON-LINE** at [www.nybmwcca.org/shine](http://www.nybmwcca.org/shine)

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

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

### CHECK ALURE WEBSITE FOR LUNCH MENU

### For more information,

contact Event Chairperson Steve Geraci:  
[stevegeraci@reflexphoto.com](mailto:stevegeraci@reflexphoto.com)

### Pindar Vineyard

37645 Main Road, Peconic NY 11958  
(631) 734-6200  
[www.pindar.net](http://www.pindar.net)

### ALure Chowder House & Oysteria

62300 Main Road (Route 25)  
Southold, NY 11971

(631) 876-5300

email: [events@alurenorthfork.com](mailto:events@alurenorthfork.com)

<http://www.alurenorthfork.com>



IF WEATHER IS QUESTIONABLE, CHECK THE CHAPTER WEBSITE FOR INFORMATION

# President's Page | Mike Bizzarro



This year we celebrate some very special landmark anniversaries.

For our beloved marquee, Bayerische Motoren Werke, the story began a century ago with the manufacture of aircraft engines. Production of their first motorcycles soon followed and established them in the ground transportation game. Later, the assembly of their first automobile set BMW on the evolutionary path that

would bring us what we have today, the Ultimate Driving Machine.

During BMW's 1976 foray into motorsport, Car #59, the iconic E9 3.0 CSL became the first BMW to dominate the 24 Hours of Daytona (piloted by Peter Gregg, Brian Redman, and John Fitzpatrick), taking the title from the previous winning team Brumos Porsche, with one of their own drivers, Peter Gregg. At last year's O'fest we had the opportunity to hear stories of that amazing endeavor from Brian Redman himself, one of the winning drivers.

To commemorate these achievements, we've started the celebration this year with a social event at BMW of Manhattan, complete with several special vehicles on display. What was most surprising about this event, and what brought the biggest collective smile to our board, was not the fact that it was "sold out" and wait-listed within 48 hours, which by itself is impressive. It was that fully 90% of the members who registered were either first or second-time chapter event attendees! Seeing more new faces enjoying an active part in the club community is why we do this.

We quickly follow that event with our annual presentation at the New York International Auto Show where BMW of North America will display the next brand icon, the M2.

Continuing towards our goal of getting all of you involved and in keeping with the theme of celebrating these BMW milestones, we'd like to dedicate a section of our newsletters this year to pictures, captions, and stories (a yearbook if you will) submitted by all of you. Have a BMW that's been in the family for generations? Remember your first 2002? Want to share a funny anecdote about teaching someone to drive stick or just have that project car that just never seems to be finished? We want to hear about it and so do your fellow chapter members! I can guarantee others have similar memories and stories to share and that's part of the camaraderie our club is built on.

Until next time, I leave you with this: Throughout this year, whether you're at a car meet, a BBQ, a concert, wherever... take a moment to raise a glass to your favorite BMW that brought you and your friends or family together, wish it a Happy 100th and 100 more to come.

\*Please send all yearbook submissions to [newsletter@nybmwcca.org](mailto:newsletter@nybmwcca.org).

**T**he New York Chapter thanks Paul Simon, Nicole Caruso, Armando Diaz, Louis Cortes and the entire staff at **BMW of Manhattan** for hosting our 2016 Year of Celebration kick-off!

**Special to The Chapter:** Armando, the Wholesale Parts Manager, has generously created a club account for us. When purchasing parts from BMW of Manhattan, use Account #361707 along with your BMW CCA ID for special discounts and free local delivery.

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



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BMW Car Club  
of America  
New York Chapter



**BMWCCA Patroon & NY Chapters High Performance Driving School**

**WATKINS GLEN INTERNATIONAL**

**Monday & Tuesday, June 6<sup>th</sup> & 7<sup>th</sup> 2016**

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

**The track has been repaved for 2016 and is sure to have a number of surprises in store for drivers. Be one of the first group of drivers experiencing the “new and improved” Watkins Glen International.**

We will be having our traditional student run groups, **Novice** thru **Advanced**, with our **Advanced Solo** drivers sharing the track with the **Instructors** during their on-track sessions.

- *There will **NOT** be dedicated Open Track group for this event, but as always, Experienced & Advanced students are eligible for instructor sign-offs per the opinion of your instructor.*
- **Due to substantial fee increases by Watkins Glen, Instructors who are planning to drive at the event will be charged \$25 when they register on MSR. Fees for students have also been adjusted accordingly.**

**BMWCCA Members Pricing:**

**\$495.00 Student Registration**

**\$300.00 One Day Student Registration**

**Non-Members Pricing:**

**\$544.00 Student Registration**

**\$349.00 One Day Student Registration**



**For additional information and to register, please visit our website, [www.nybmwcca.org](http://www.nybmwcca.org) or contact Mike Allen at: [jbmike@aol.com](mailto:jbmike@aol.com)**



BMW Car Club  
of America  
New York Chapter



## NY BMWCCA High Performance Driving School

### NEW JERSEY MOTORSPORTS PARK

#### Lightning Course

**Sunday, April 10<sup>th</sup> 2016**

With Spring just around the corner, it's time to dust off those driving cob webs and get ready for an amazing driving season! That being said, the New York Chapter will be hosting a High Performance Driving School at New Jersey Motorsports Lightning track on Sunday April 10<sup>th</sup> to satisfy the needs of all adrenaline junkies. This event will cater to **Advanced Solo** drivers along with **student** run groups from **Novice thru Advanced** and give you the opportunity to experience the performance capabilities of your car. Student run groups will have in car instruction.

As in the past, we will be ordering excellent warm sunny weather for the school!

The 1.9 mile Northern Circuit known as Lightning, is a challenging fast 10 corner circuit featuring some of the most interesting and dramatic corners and elevation changes in the park.

Nobody satisfies the passion and pursuits of those interested in driving their cars on a track like the New York Chapter BMWCCA. We have Instructors 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.

Registration is on [www.motorsportreg.com](http://www.motorsportreg.com) or via the link on our Chapter website [www.nybmwcca.org](http://www.nybmwcca.org).

**Register early as this event has sold out in prior years.**



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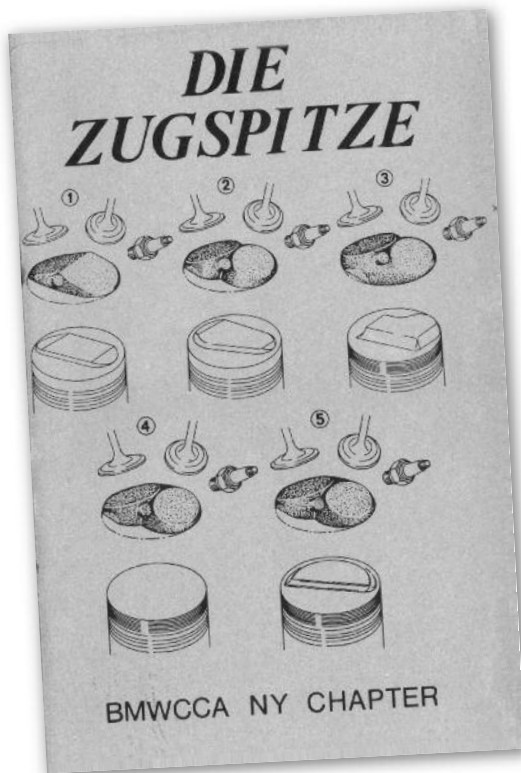
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**BMW-PORSCHE-AUDI-VOLKSWAGEN-VOLVO-SAAB**



# A blast from the past

by Steve Geraci



This issue of DZ highlights the 40th anniversary of the first 3 Series BMW, the model year 1977 320i, brought to North America in late 1976 to replace the 2002. The 2002 reigned for almost ten years, having been introduced in the U.S. around 1967 and sold until 1976. By that time, it had been modified and constrained by ever-changing safety and pollution restrictions, and a new model was long overdue

In our archives, I found an issue of DZ from late 1976 with a press release issued by BMW's Public Relations Manager, Thomas O. McGurn; here are excerpts from that press release:

*How do you replace a legend? It has taken nine years to develop a successor to the popular BMW 2002 series, a landmark car that almost single-handedly created the modern class of compact sports sedans.*

*The new BMW 320i is an evolutionary step from the BMW 2002. Retaining all the features and spirit that made the 2002 such a remarkable machine and overwhelming success, the 320i elaborates and refines the sports sedan concept.*

He goes on to highlight many of the technical changes and improvements drivers would appreciate in this totally new car, but I most appreciated that BMW stylists carried over the Hofmeister Kink at the c-pillar of the roof line. For those of you who don't know what I'm speaking of, you will recognize this key element, along with the twin

kidney grills, on every BMW as the point where the rear roof line sweeps down and towards the back, then near the bottom of the rear window reverses and creates a "kink" in the pillar that separates the rear window from the back window. This signature design feature continues to this day.

Alas, the 320i did not endear itself to the BMW performance enthusiasts, but the 320iS did incorporate several major mechanical improvements such as a five-speed gearbox and a limited slip differential that live on today as mechanical upgrades in many 2002's. The 320i ended production in 1983 and was replaced by the much higher regarded e30 models that debuted as the 1984 318i and later 325 variations. It wasn't until 1988 that BMW introduced a true successor to the 2002, the U.S. version of the car that was dominating European sedan racing, the now famous e30 M3.





Photos by Mike Allen

In 1975, the first generation of the BMW 3 Series rolled off the Milbertshofen assembly line on May 2, 1975. Internally known by its development code E21, this first 3 Series arrived in North America in 1976 with the only available model, the 1977 320i, boasting a 2.0 liter 4-cylinder 110 hp engine. Sales of the compact-size model reached almost 1.4 million units worldwide by 1983.

Its successor, the E30, brought with it 4- and 6-cylinder gasoline engines as well as the introduction of a convertible and a four-door model. All-wheel drive was made available in the US on the 325ix in 1988.

Next up was the E36, available in the US from 1991 – 1999. Its increased proportions allowed more passenger room while its perfect 50/50 weight distribution provided unrivaled handling. A new 3.0 liter DOHC 24-valve 6-cylinder engine with an aluminum head brought the output to 189 hp. The E46 generation, available in the US from 1998 – 2006, managed to increase performance and its 2.8 liter 6-cylinder engines

featured an aluminum block producing 193 hp.

In 2000 the 3 Series expanded its lineup introducing coupes, convertibles and, for the first time in the US, Sports Wagons. In

2006 the fifth-generation BMW 3 Series arrived in the shape of the E90, with efficiency and dynamics once again noticeably enhanced. In traditional BMW fashion, a 3.0 liter inline 6-cylinder engine was rated at an impressive 255 hp. The

TwinPower Turbo technology was introduced in the 335i. In 2011, BMW introduced the current 3 Series equipped with the latest 4- and 6-cylinder TwinPower Turbo engines.

For the 2016 model year, the BMW 340i marks the world premier of an all new inline 6-cylinder gasoline engine, producing 320 hp with 330 lb ft of torque.

Accounting for around 25 percent of total BMW worldwide vehicle sales, the BMW 3 Series sedan and sports wagon represent the brand's most successful model line with over 14 million sales globally. *Compiled from BMW press releases*

## The heart of the BMW brand celebrates 40 years on US shores

# A very special 3

by Joseph Michael Reyes

As my 1986 325e reaches 30 years, I wonder how many car owners can say that they are happily driving the first car that they ever knew.

I had the chance to go back to Interstate 5 Freeway, California, where my Dad took this picture of me, around age 3, and the car, and did my best to replicate it. I'm proud to own such a rare vehicle, imported directly from Germany, one of the few grey market E30s in California. My Dad bought the car on May 1, 1995 for \$7,500. It was an impounded vehicle left unclaimed at a towing service.

"Euro" has been through thick and thin with me and hasn't let me down once, especially in tight situations. When a car's been with you from the beginning there's a deeper connection, especially for an enthusiast. It was a stepping stone for me to learn how cars work, how to fix them, and gave me my first track and canyon experiences.

I've owned the car for eight years now, and in 2011 spent six months restoring the badly faded Zinnbrot Red finish. I'd like to thank my Dad for handing down this car to me. When I have my own kids, I'll be passing it down to them! Here's to 30 more years (and many more miles) to go.

Every car owner has their story, what's yours?



*Work so far: Full Zender Bodykit, M20 2.7L Euro block with the 885 head swap from a 325i, suspension techniques lowering springs and sway bars, short throw shift kit, Tokico Blue Shock, strut bar, 2.5 inch single exhaust to Magnaflow muffler, Cold Air Intake, and TSW Hockenheim 16 x 7.5.*

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### Services on older cars include:

- Reviving cars that have been in storage
- Engine rebuilding
- Component rebuilding, such as manual transmissions, steering gear
- Maintenance and repair
- Partial and complete restorations, overseeing work which is not done in-house, such as painting, upholstery and rechroming

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



# The end of the aftermarket?

by Mitchell Frischer

The first car I fell in love with was my father's 1986 BMW 635 CSI. It was black with a tan leather interior, and it was the first seriously nice car he ever bought for himself. Now, I always loved cars in general, and watched anything that had to do with racing on television... but this was something different. Kind of like the first time you "more than liked" a girl (or boy)...like a crush. Yup, I said it. I had a crush on my father's car. But not because it was a

BMW. Because it was different. My father didn't want to have the same 635 CSI that others were driving around in. He put on gold BBS wheels, a full Kaminari body kit, tinted the windows, and had some aftermarket exhaust put on the car that made that familiar straight-six sound so many BMW and car enthusiasts in general have come to know and love.

As time went on, my father suffered from the same problems many enthusiasts face...the need for more! More power, more braking, more (better) handling...And so it began. With every modification came the need for more, and more. All kinds of performance parts started arriving at the house, and next thing you know that same car now had more everything! It was one-of-a-kind. There was no other like it around. Anytime you saw that car you knew who was driving it. It was a rush like nothing I've ever known. This was my introduction to the automotive aftermarket. And I was in love for life!

We all start in different ways with this bug, this affection (or affliction!) for "tuning" our cars. Now, I used to think tuning only referred to the tuning of the engine, be it by ECU, carburetor, etc. I've since come to realize that tuning really is exactly as it's defined: "To bring into harmony" while also being defined as "to adjust a motor, mechanism, or the like for proper functioning". Think about that last one there for a second. Who is to define how a car's adjustment is best suited for them?

When automotive manufacturers sell cars, they are designed for mass markets. Tuned for different regions...yes, slightly. Usually not too big of a disparity as there was back in the 70's and 80's with "gray market" or Euro cars not having the same restrictive emissions systems the U.S. did. Then again, in those days 400 horsepower was considered supercar power; now it's fairly commonplace. I mean, how many modifications does it take to make a 335i into a 400hp car? Not too many... But some people

don't care and are perfectly happy with the car's stock power. Others want more, and with some simple bolt-ons and a good tune, they'll have a car that is more than fast enough. Then there are those who want "supercar power" and have fully-built motors with huge turbochargers making obscene amounts of power. Why is that any different than the buyer who wants a BMW and is perfectly content with a nice new 320i, or 428i vs. the one who wants more? That buyer goes and gets an M3, an M4, etc. Same with MINI. Some people just love MINIs (disclaimer; I own a MINI Cooper S) and are content with the "Justa" or base MINI, while others want more everything and buy a fully loaded MINI Cooper S John Cooper Works with more power, big brakes, better suspension, chassis bracing, etc.

Yes, there is a difference in price with all these cars; we all know that. I've certainly modified more than my fair share of cars in my life and if I added up what I paid for the car and the cost of all the modifications made (even if over years) I wound up with a number big enough to buy a nicer, faster, car. For example, I had built a full replica of a Subaru STi 22B (a rare car that never came to the U.S.). I started with a U.S. market 1999 Subaru Impreza 2.5 RS. It certainly didn't end that way with a 2.0 litre JDM STi fully built motor, big turbo, brakes, suspension, wheels, interior... this car was perfect from front to back. By the time she was done being built, and with me accounting for all the outside bodywork labor, I had spent nearly \$75,000.00 This was back in 2005. Do you know what \$75K bought back then? A barely used and mint condition 911 turbo, an M3, Corvette Z06 (with change!), a slightly used but very fast AMG car (E55, etc.), and so much more. But none of those cars would've done everything that Subaru could do for me. It made over 600 whp on pump gas, and had everything under the sun. I built the car the way I wanted to.

We've all enjoyed this luxury to modify our cars as we please for decades and decades. My Subaru still was EPA compliant and had a 200 cel catalytic converter. It passed emissions. But now car enthusiasts all over the U.S. have been dealt a mighty blow; the EPA is coming for the automotive aftermarket. There have been numerous articles on this topic since it came out, but here's the bare-bones of the EPA's 627 page document that they've proposed with 202 of those 627 pages being solely dedicated to



“...aftermarket parts and software manufacturers who sell products that defeat emissions control systems on vehicles used on public roads” (which the Clean Air Act already covers and contains the same prohibitions).

Furthermore, another proposed “clarification” increases the fines for violations of anyone manufacturing, selling, or installing a device that “bypasses, impairs, defeats or disables, the engine’s control of the emissions of any pollutant” and subjects them to a fine of up to \$3750 (up from the previous \$2750) It goes on to include that tampering, adjusting, removing, changing “any device or element of design installed on or in engines/equipment in compliance with the regulations prior to its sale and delivery to the ultimate purchaser” can subject the manufacturer, dealer/shop that installs any of these a fine as high as \$37,500.

In a nutshell, if you sell, install, tune, etc. any part (and an ECU is definitely considered a “part”) that has any effect on the car’s emissions systems you can be fined up to \$3750 PER PART! A manufacturer or “dealer” (including tuning shops, online stores, etc.) can be fined up to \$37,500 per-engine affected!

Now, there is so much more to this proposal by the EPA and I encourage everyone to read as much as they can about it. It is technically addressing race cars, or more specifically, road cars converted to race cars and/or street use. But it very much addresses the automotive aftermarket, and the more you read into it the more shocking it becomes as it practically encompasses the biggest portion of the automotive aftermarket; tuning, modifying – or whatever you want to call it that makes the car faster, sound different – or any part that can remotely be tied to emissions, including software. Scary, isn’t it?

The point of this, to the BMW/MINI community, which is such a huge part of the automotive aftermarket (think about how many companies all over the world make performance parts for BMW’s and MINI’s!) is it can affect everyone from the manufacturers, to the distributors, to the dealers, the installers, and of course, the customer. Now, I’m not saying that we should have de-catted cars running big turbos all over the road, but I look at diesel trucks everywhere that spew out huge clouds of black smoke under WOT and the EPA is worried about tuners and installers of the automotive aftermarket (which is a multi-billion dollar/year industry)!? Think about all the people who work for manufacturers, dealers, tuners, installers, etc. who may very soon find themselves out of work with a skill set that the EPA has

essentially made illegal. This hardly seems fair as most would (hopefully) agree.

I believe that the majority of modern day performance cars on the road are EPA/CARB compliant. I have a nicely modded MINI Cooper S that I love; it still runs a cat and is completely emissions compliant. It’s got tons of “parts” on it and of course, it’s tuned. Yet while technically not breaking any laws, if the EPA’s proposal is approved just about every “performance” modification made to the car would be illegal. And there’s way more than ten aftermarket performance parts on my car that would subject me (as the owner/installer) to a fine of \$37,500?!? That’s way more than the car is worth and I believe that’s exactly the kind of fear the EPA is looking to put out there.

I can’t imagine how this would all be enforced. Hopefully we’re years away from such implementations even if approved, as there’s bound to be lobbying, legal challenges, etc. Don’t go thinking these big companies in the aftermarket, and even SEMA are going to sit idly by and watch the EPA destroy not only an industry, but what has become part of human culture worldwide. If you make exhausts for cars, fuel injectors, turbochargers, intercoolers, superchargers, camshafts, etc, etc. you could be out of business like THAT if this proposal is approved. How many of you own a modded car? I’m betting the majority of you reading this do, and if so you should be scared. I am. I love the car culture. I love racing (legally), I love modifying cars to my liking, I love working on my car, don’t you? I know numerous owners of the new M3’s and M4’s and every one of them is tuned, most making 500–600hp. Every one of these cars would be subject to fines. Even owners of cars previously modified, if and when the proposal is approved, would be subject to the same fines! How do they enforce this if someone bought a used, modified car? Who would be responsible for the fines of that vehicle? Many questions there will be about this going forward...And it’s only a matter of time before we get the answers.

If the EPA has its way all the aftermarket companies will be out of business. There won’t be any parts to modify your car with and, even if you already modified it, you’ll still be in violation of the law! I can’t imagine such a world... I can’t imagine that if this was the case when I was a kid, and my father never had access to modify his car they way he did, I might not have ever known this life and the love we all have for it. Can you? I’ll be praying that this proposal gets squashed; you should be too...

## Wrapping up the season at GPNY

by Megan Yavel

Thanks to everyone who attended the 2015 Annual Holiday Party & President’s Dinner at Grand Prix New York in Mount Kisco. Members, friends, and family had a blast at the beautiful, modernized bowling center. The 2015 Autocross Awards were presented and door prizes were handed out at the end of the

night. Special thanks to our friends Nick Soldo at Rallye BMW and Greg Vitello of BMW of Freeport who generously donated remote control i8’s, watches and a motorsports laptop bag. The National BMW CCA Office also donated vintage Oktoberfest memorabilia including glassware, t-shirts, lanyards and stickers. Lots of thanks to our friend Santa who dropped off gifts for the youngsters. See you next year!

# Welcome

## to our New Members!

Craig Abitz  
Cem Akcelik  
Douglas Allen  
Maher Almouddarres  
Eric Alper  
Philip Ang  
Lopi Asch  
Najeed Baker  
Alexandra Barilla  
Craig Bavinton  
Rowen Bavinton  
Perry Berger  
Lauren Berry  
Akash Bhir  
Adam Blinderman  
Len Blum  
Brandon Bolling  
Anthony Borcich  
Victor Borukhov  
Jeff Broderick  
Michael Broich  
Robert Brooks  
Jessy Burnett  
Brian Byrnes  
Edwin Cala  
Daniel Castrogivanni

Daxing Chen  
William Chen  
Solomon Chester  
Eileen Chu  
Craig Chung  
Adam Cobourn  
Michael Cohen  
Vito Colamussi  
Kerriann Connors  
Matthew Constantine  
Karen Council  
Anthony Damian  
Brian D'Angelo  
John Diego  
Scott Douglas  
Scott Druker  
Crystal Fox  
Justin Freedman  
Graham Fuchs  
Chris Fung  
Constantinos  
Georghiou  
John Gjelij  
Dawn Goldstein  
Jay Goldstein  
Perry Guarracino

David Hamilton  
Dale Harrison  
Andrew Ho  
Thomas Hutzel  
Harish Jeyasri  
Joseph Jezioro  
Steven Kafka  
Gregory Kaminski  
Howard Katzman  
Maxine Katzman  
Michelle Kelban  
Stuart Klein  
Louis Kokalis  
Michael Kotler  
Ron Kuncman  
Denise Larocca  
Todd Lepre  
Wei Hong Li  
Patrick Lin  
Luke Lindau  
Michael Lopez  
Mario Madrigal  
Nestor Makarigakis  
Freddy Markham  
Chris Mason  
Charlie Masone

Antonio Merolla  
John Merolla  
Frank Milio  
Kurt Miller  
Thomas Moravcik  
Ken Murphy  
Konnie Murray  
Marcin Nasuro  
Ha Nguyen  
George Nica  
Brian Oakley  
Seth Oestreicher  
Temitope Omojola  
Alexander Paine  
Gregg Pajak  
Frank Passarella  
Michelle Patterson  
Laryn Perkins  
Bradley Plant  
Roy Portalise  
Victoria Powers-Warsaw  
Yaroslav Presman  
Brian Prochilo  
Gary Raizes  
Luis Ramirez  
Vincent Reale  
Bill Robbins  
James Robinson  
Chris Ryan  
Paul Sandys  
Jeffrey Saunders  
Samuel Saunders  
Osborn Sayers

James Schiff  
Lawrence Schiff  
David Schnur  
Lewis Schwartz  
Mario Selca  
Jonathan Skeeter  
Nick Soprano  
Mary Ann Spula  
Michael Tharian  
Holden Thornhill  
Costa Triculis  
Konstantin Tsoukanov  
George Tulloch  
Nickolas Vakkas  
Chris Veraja  
John Warren  
Steed Wells  
Robert Wolfson  
Steven Wong  
John Yasek  
Simon Yim  
Jesse Yoslowitz  
Steve Yoslowitz  
Zeid Zeidan  
Chris Zydel

## And a salute to our long standing members!

Anniversary milestones for members who joined between October and December

### 5th Anniversary

Michael Acunto  
Joseph Angi  
Giovanni Barilla  
Gamini Chandrasena  
Eugene Coaxum  
Pelops Damianos  
Alyssa David  
Jason Dy  
Adam Erickson  
Howard Fuchs  
Alan Joseph  
David Kafka  
Barry Kaplan  
Kevin Kennedy  
Kevin King  
Lawrence Lioz  
Mikhial Lirman  
David Malcolm  
Dennis Morrill  
John Mueller

Yehuda Nussbaum  
Gerasimos Pagoulatos  
Hector Rivas  
Christopher Scholl  
Alex Sepkus  
Gaurang Trivedi  
Oscar Valle  
Leigh Vorenkamp  
Steven Wels  
Gerry Wincott  
Robert Wolper  
Jason Wong

### 10th Anniversary

Waseem Ahmed  
Robert Applebaum  
Cindy Etts  
Jacqueline Fay  
Paul Gerardi  
Wayne Gersh  
Faiz Khan  
Robert Koppersmith

Jason Lin  
Michel Nussbaum  
George Psaras  
Kenneth Schacter  
Neal Schwartz  
Nick Soldo  
Roger Strasberg  
Duane Thomas  
Henry Turcios  
Anne Wyden

### 15th Anniversary

Kirk Beckford  
Leon Carson  
Michael Choi  
Joseph Ciorciari  
Anthony Coppola  
Gastone Crea  
Wayne DaCosta  
George Graziano  
Jimmy Kochisarli  
Robert Kornblum

Jerry Lasser  
Judy Leong  
Conlan Moe  
Micah O'Connor  
Paul O'Donnell  
George Ramirez  
Joseph Suh  
Mitchell Tanner  
John Warren  
Tom Yonelunas

### 20th Anniversary

David Blatte  
Rick Kearney  
Angelo Michilli  
Peter Morley  
James Nickdow  
Anthony Serafino

### 25th Anniversary

Renato Caruso  
T. Dowell

### 30th Anniversary

David Williams

### Over 40 Years!

Peter Alp  
Wm Bormann  
John Damtoft  
Neal Feldman  
Burton Fleming  
Bill Hedberg  
Christopher McGuiness  
Seymour Mogal  
John Schroeder  
Karl Topp

### 45 Years!!

Stuart Rosenthal



# Ramblings of a MINIac

by Peter Burke

Most of the people I have come across know my obsession with all things MINI. When I bought my first MINI back in July of 2002, I took my buddy Mike for a ride in the Cooper for a slice of pizza in New Hyde Park. Mike started with the usual clown car, circus car lines (don't worry, heard them all). I ran into a neighboring store while we were outside the pizzeria, leaving Mike with my car. When I came back out there were several people asking Mike questions about my little red MINI. I think that's when the MINI stopped being a clown car to Mike.

Jump fourteen years later, I took Mike to the unveiling of the 2016 Clubman at MINI of Freeport. Mikey liked it! Mikey liked it so much that he placed an order for a Blazing Red Clubman S with manual transmission and white bonnet stripes. Mike will be expecting his bundle of joy by the time this issue of Die Zugspitze goes to press.

Mike is someone who grew to admire the MINI brand, but thought it was too small for his needs. The Clubman is big enough for him, yet has enough BMW/MINI DNA to provide a fun and sporty ride. Believe me, I have heard the complaints: "Oh, it's not a MINI anymore, it is too big". At the Lime Rock Historic Festival someone from the Porsche Club actually asked me if I thought the MINI marque was becoming too diluted! Really? My feeling is that different variants will bring more people into the tent, and thus will make a halo car such as the Superleggera possible.



As far as upcoming events, two of the biggest in the MINI world (at least on the east coast) are coming up. "MINIs on the Dragon" in Deals Gap, North Carolina is scheduled for May 11th through May 15th 2016. For information visit: [www.minisonthedragon.com](http://www.minisonthedragon.com). "MINIS on Top", held at Mt. Washington in New Hampshire is scheduled for June 17th through June 18th 2016. For information visit

[www.minisontop.org](http://www.minisontop.org).

On the national level, this year the biennial "MINI Takes the States" starts July 9th in Atlanta and meanders over 4,000 miles cross-country ending in Palm Springs on July 23rd. For further information visit: [MINITAKESTHESTATES.com](http://MINITAKESTHESTATES.com).

Hope everyone emerges from their winter hibernation well. Hope to see you on the road, safe travels and remember, keep the shiny side up!





# Announcing New York BMWCCA 2016 **Karting Series**



We will be hosting a series of karting events at Oakland Valley Race Park ([www.ovrp.net](http://www.ovrp.net)). The first three events will be May 7th, May 24th, and July 16th.

We plan to release more dates in the next newsletter. However, you can also keep an eye on the Chapter's website and Facebook page for future dates ([www.nybmwcca.com](http://www.nybmwcca.com)). The number of participants is limited and in past the slots have filled up fast, so please book early.

These are "arrive and drive" events. If you don't have a helmet, OVRP will lend you a helmet or any other gear you might need. The format will be a series of sprint races. You will be given a short practice session followed by a short qualifying session and then you will participate in several sprint races.

This is a rare opportunity to experience what it is like to drive a go-kart on a true race track in a wheel-to-wheel environment. Since these events begin later in the day, you will experience racing both in the daylight and under the lights in the dark.

The cost for each event is \$100, which includes any gear you need to borrow and offers a tremendous amount of seat time at one of the Northeast's premier half-mile outdoor karting facilities.

Please contact Michael Sussman to register at [karting@nybmwcca.org](mailto:karting@nybmwcca.org)

Please direct all questions to [karting@nybmwcca.org](mailto:karting@nybmwcca.org)





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# TechTalk with Mike Shiffer

I shower alone these days, because other people distract me, and the shower is where I do my best thinking. This evening, while soaping, I realized that Newton's Third Law of Motion is the basis for double-entry bookkeeping. Well, hardly the basis; more plausible is that double-entry bookkeeping was Newton's inspiration,

as it preceded Sir Isaac by at least 300 years. Why this matters to a car guy will be made clear in a bit. First an opinion, and some facts.

Double-entry bookkeeping is on my short list of Man's Greatest Inventions, right up there with pneumatic tires and more far-reaching in its effect on society. It is based on the observation that every transaction consists of two events for each participant: you give something up, something of value, to get something of value. Every ledger, income statement, balance sheet and financial document in the world depends on this concept, and financial analysis is made possible by it.

Newton's Third Law of Motion (whose fame eclipses his First and Second Laws, though you need all three to make sense of the everyday physical world) is basically the same thing: push on an object and it pushes back with equal force. Every physical interaction is a transaction where the force you apply is countered by an equal force in the opposite direction. Throw a rock and, if your feet don't move, you affect earth's orbit by the same amount of energy you gave the rock. Stand on the equator, face west, let fly, and the earth's rotation speeds up a hair. Turn around and throw another and you slow us all down. Stand anywhere else or throw in another direction and you introduce wobble to our sensitive planet. Don't worry, it isn't much.

Point is, both ideas recognize and codify the vital concept of balance. "There is no such thing as a free lunch" is a more prosaic summation of both.

Which brings me to BMW reaction arm bushings.

Reaction arm bushings are two concentric metal cylinders separated by rubber. They are there to locate one end of a suspension arm and damp down the vibration and impact that pass through the arm that the tires generate when contacting the road surface. Like all bushings, they allow rotary motion while resisting lateral movement. Unlike all-metal bushings, the rubberized ones allow some lateral movement between the arm and the body of the car. As a further refinement, BMW bushings allow more movement up-and-down than fore-and-aft, because vertical movement has little effect on suspension geometry. These bushings take all that equal and opposite reacting (tire hits bump;

bump hits back) and turn that energy into heat, instead of passing it on to your delicate sternum. (That's thermodynamics, whose first law is another model for balance in a closed system.)

All road car suspension systems are a compromise; they have to balance ride, handling, cost and space constraints. They have to hold the tires in contact with the road under acceleration, deceleration and cornering on a wide variety of surfaces. About 35 years ago, BMW started fitting reaction arm bushings to all of their cars. They helped give a comfortable ride while maintaining the crisp handling the marque is famous for. Over the years, the dimensions and materials have changed, but the basic design is still the same. They clearly do their job well. Only one problem – they wear out.

This is understandable. All that converting of motion into heat takes its toll on rubber, so most of them are seriously deteriorating after 50-75,000 miles.

I replace a lot of reaction arm bushings. The originals aren't defective or poorly made (though there are some terrible aftermarket bushings out there that fail quickly). They are simply the best they can be and, like tires and spark plugs, wear out. A number of companies make urethane bushings which supposedly last longer, but the ride is noticeably harsher with these installed. By accepting the limitations of the materials available, BMW engineers are sacrificing a certain amount of customer satisfaction for a part that does an extraordinary job for its limited life.

As BMW owners, we drive cars that ride and handle superbly. In exchange, we have to replace bushings that wear out, balancing the ledger after many miles of them looking after our automotive affairs, transacting business with the road. 🚗

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