

Die Zugspitze

New York Chapter Newsletter | Spring 2018

www.nybmwcca.org



"Ready to Race" BMW M4 GT4



The New York Chapter BMW CCA “Go Green i-NITIATIVE”

It is finally time!!! Our newsletter, Die Zugspitze, is being distributed in a full digital format! You can find this issue, as well as many of our past newsletters on our website, nybmwcca.org. With money saved from costs associated with printing and mailing, additional funds will be available to provide you, our members, with more events!

By now you should have received an email from our National office, BMW CCA, indicating that your newsletter preference has been updated to email. If you would like to change your preference to opt-in to the print version, you will need to follow the instructions to change your newsletter preference. Your choice will not effect Roundel, which is available only in print. We hope you continue to receive your Die Zugspitze digitally and support the chapter with our Green i-NITIATIVE.

Please contact the chapter with any questions or comments at newsletter@nybmwcca.org.

Have an idea for an event?

Please email us at events@nybmwcca.org

New York Chapter
2018 Events Calendar

March	10	25th Annual Beach Party
	31	New York International Auto Show
April	13-15	Driving School: NJ Motorsport Park
May	7-8	Driving School and Instructor Training School ~ Rallye BMW Show
June	3	Dine & Shine
	10	Dine & Shine (rain date)
August	~	Beers, Brats & BMWs
September	9	Wine & Shine
	16	Wine & Shine (rain date)
	23	Old Westbury Concours d'Elegance
October	~	Concours d'Elegance (rain date)

For more information, go to www.nybmwcca.org
 or see the Chapter's Facebook page

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On the Cover : BMW's newly developed M4 GT4s are now here. Race teams Turner Motorsports and Bimmerworld are gearing up to do battle with this new weapon here and around the world.
Photo courtesy of BMW Group.

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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Get your tickets now...

The early morning preview with BMW NA and New York BMW CCA at
2018 New York International Auto Show

Saturday, March 31st 9:00 a.m.

Attention Attendees

In order to participate in this event, members MUST purchase their tickets in advance from the Jacob Javits Center website www.autoshowny.com (\$17.00 adults, \$7.00 children under 12)

Email your Name, Club ID number, and your guests' name (limit of 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.

- Arrive at the North Concourse lower doorway of the Javits Center (10th Ave between 37th and 38th Street) by 8:15 a.m on Saturday March 31st.
- Bring your BMW CCA Club ID; you will need to show it in order to enter the event.

**** 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

EuroMeccanica Inc.

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Hours: 8:30-6:00 MONDAY-FRIDAY www.euromeccanicany.com



Services on modern cars include:

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- Partial and complete restorations, overseeing work which is not done in-house, such as painting, upholstery and rechromin

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

President's Page | Mike Bizzarro



Spring ushers in a time for change, for new beginnings, for that which we've cultivated to bloom. It also signifies a time for us to renew our Chapter vitality and direction.

With only one member offering nominations for the board election and the nominated members declining to run, this tells us you are all in support of our leadership and trust our judgement in the decisions we make with regards to the Chapter. Allow me then to explain the

strategic vision of the reorganization we have decided to perform.

Darby Moses, even in his role as Secretary, put forth tremendous effort and initiative in scouting locations and reaching out to venue contacts and other clubs in an attempt secure a home to restore our Autocross and Street Survival programs. To give him the authority and freedom to continue with a more focused drive in reviving these programs, he will now be assuming the full-time role of Autocross Chair.

Steve Geraci, one of our chapter's longest standing and respected members, whom you should all know from the renowned Vineyard Series Wine/Dine & Shine events and the newly introduced (and highly successful) Beers, Brats, and BMWs event, as well as a long-time board member and former Newsletter Editor, has stepped up to the position of Chapter Secretary.

Steed Wells, an avid photographer and enthusiastic member who joined the ranks of our board shortly after attending our Manhattan BMW event a few years back is now our dedicated Newsletter Coordinator. Expect him to be engaging more of you to get your cars in our Reader's Rides section or your memorable experiences published.

RoseAnn Burke, whom many of you may know from hosting our Family BBQs and Holiday Parties, not to mention laying down some quick 1M times at our autocross events, returns to her role as Chapter Treasurer. Her skills have guided us through tough financial times in the past and will be a critical asset going forward as we launch new event initiatives and navigate the changing club landscape.

Megan Yavel will escalate to the position of Chapter President. She brings with her experience not only from the financial aspects of the Chapter as a former Treasurer and organizationally as a former Chapter Secretary, but from her years active in the workings of the San Diego chapter as well as sitting on a special advisory board for the club's national office which helps shape policies and procedures.

Mike Allen returns as Vice President, offering his guidance and expertise to this new cabinet structure. With over a decade managing events with many critical moving parts like our HPDE program, and that special eye for detail seen in many of the covers and action shots captured for this very magazine, he will ensure everything runs as smoothly as we expect.

While I leave you administratively in the capable hands of this new cabinet, I am still an active part of the Chapter and will be assuming a role gauging membership experience and the pulse of the Chapter. Behind the mantle of leadership, I was only getting the 30,000-foot view of policy results when what we needed was to see how our decisions most directly affected membership.

So please help me welcome our new 2018 Chapter board. They bring with them a wealth of experience, the drive to do great things, and at their hearts the interests of all of you, our Chapter family.

It has been a pleasure and an honor serving as your Chapter President. Have a happy and prosperous 2018 and I'll see you at the next event!

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



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President

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mallen@nybmwcca.org

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Autocross Chair

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Vineyard Series Chair

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Newsletter Design by Industrial Success

Jeanette Haglich, agent@industrialsuccess.com

High Performance Driving School and Instructor Training School

Friday April 13th thru Sunday April 15th 2018

New Jersey Motorsport Park – Thunderbolt



BMW Car Club
of America
New York Chapter



This year, the **New York Chapter BMW CCA** will be partnering with the **New Jersey** and **Del Val Chapters** for a **3 Day High Performance Driving School and Instructor Training School** at **New Jersey Motorsport Park's Thunderbolt Course**.

This event will cater to **ITS candidates, Advanced Solo students, regular HPDE attendees and first time Students** whom have never been on the track.

Driver School: The regular driver school portion of the event will be on the weekend of April 14-15. No need to take 2 days off work to start the season. You have no excuse not to come on out, knock the rust off your driving and reinforce all the good things you learned last year. The Driver School portion of the event will have 3 student run groups so there will be ample track space for everyone.

Instructor Training School: Participation in the Instructor Training School is by invitation only. The Instructor Training School is for advanced students who have shown a high level of driving skill, an understanding of driving dynamics and a desire to teach. The program is a rigorous two days of on-track and classroom instruction and role-playing.

Friday track day: On Friday there will be **6 hours of track time (sharing with ITS)** for **instructors** who wish to get in some extra track time and for **approved advanced Solo students**.

Introduction to the Track (Sunday only): On Sunday we will be holding a special school for students who have never been to the track. This event was offered for the first-time in 2009 and was a run-away success. We have designed this event to encourage students who are new to the track to try out our Driver School program.

Saturday banquet: We will be holding a track-side dinner on Saturday night. Your banquet ticket is included for full weekend participants. Tickets may also be purchased for guests and for Sunday Introduction to the Track students.

Please visit www.nybmwcca.org or contact **Mike Allen** jbmike@aol.com for more information. Registration is open on www.motorsportreg.com.



All Things Aftermarket



The First Mods Are Most Important

by Mitchell Frischer

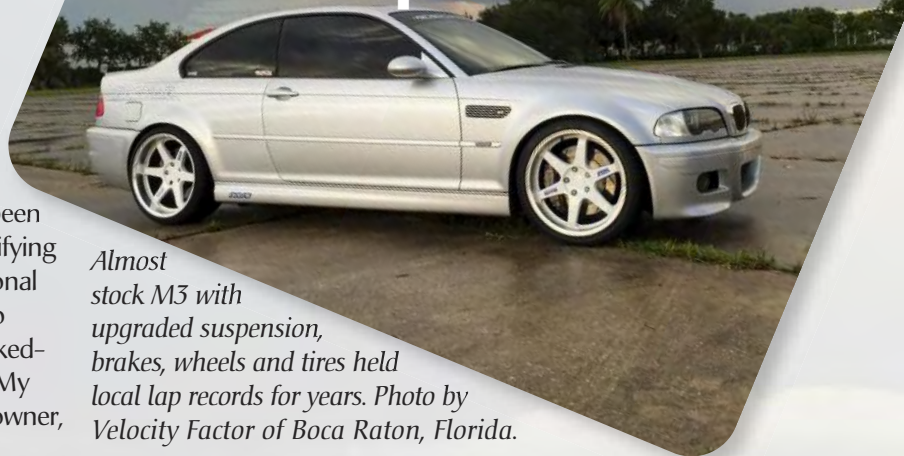
I've had numerous people over the years come to me for advice on modifying their cars properly. Having been

in the automotive aftermarket business for decades, modifying dozens of personal cars, and once co-owning a professional race team, I've seen it all, from mild to wild, high quality to downright pathetic products, bold claims that can be backed-up, and those that could not, along with everything else. My experience is as a consumer, a racer, a tuner, a business owner, a consultant, an advisor, and a friend.

Like most, I started out modifying my first car, a 1987 Dodge Daytona Shelby Z turbo. Bought brand new, my first (and only) objective in modifying the car was to make more power. Hey, it's the number-one most desired modification made to vehicles. So, I installed a mechanical boost controller. It was a piece of junk. Literally a block of aluminum with some vacuum lines, a t-fitting, and an adjustable knob. I was able to "bleed" the air/pressure and therefore increase boost. No need to get into specifics, but I'll state the obvious: I was increasing boost and doing nothing about adding fuel, adjusting timing, ignition, or the like. Basically I turned that nice little motor into a ticking time-bomb, and guess what...it blew up. Lesson learned.

Back then there was no "internet", no smartphones (cell phones were analog and expensive!). Obtaining information came from good old-fashioned reading and knowledge imparted by way of those with experience. Nowadays everyone is a "tuner" and an authority on modifying cars. Forums have allowed for everyone to share information (with as much misinformation at times) and there's so much media available it's never-ending. The way I learned was the hard-way, through experiences both good and bad, from getting my hands dirty and most of all, watching, listening, and learning from others who knew much more than I. Over time I learned a great deal and have been fortunate in being educated by some of the smartest, brightest, and most experienced tuners, techs, fabricators, engineers, and more. I've learned that sharing what I've come to know isn't always well-received because I don't play favorites and I'm always honest. "Too bad" I say to those who don't appreciate the honesty. There's plenty of car-less kids posing as experienced individuals online you can listen to and, like me, learn the hard way!

Here's a fun fact that most enthusiasts have a hard time grasping; your car makes plenty of horsepower. I don't care



Almost stock M3 with upgraded suspension, brakes, wheels and tires held local lap records for years. Photo by Velocity Factor of Boca Raton, Florida.

what you drive. If it can go over 100mph, it's got plenty. Shocking I know, and believe me I love going fast. But here's the rub; power is not so great to have unless you can control it. So, when asked what the most important modifications one can first make to their car I usually have the same answer every time – upgrade the suspension, brakes, wheels, and tires. Learn to control and take full advantage of the stock power because most people do not know how. Do you think there's a reason why cars such as Miatas, MINI Coopers, and older BMWs are amongst the most favored and seen at club racing events? It's because they're cheap to buy, modify, work on, along with being lightweight and nimble.

I drive a MINI, and it's pretty well-sorted. Nothing outrageous power-wise, but let me tell you I've got a fully adjustable suspension, big brakes, lightweight and strong wheels along with excellent tires. I can run circles around most higher-powered and certainly fancier/more expensive cars on a track or road course. Power-to-weight is the key factor when it comes to racing. It's also important in a street car. If I told you that upgrading those components and parts I just mentioned would help you cut down your lap times far more significantly than just adding power you might not believe me. If I told you those same components would make your street car much safer to drive and control as well, wouldn't that entice you? My point here is simple. If you learn how to take full advantage of the car you have with the stock power it makes, just think how much more you'll be able to enjoy it when you then start adding power. Of course, I never got into cosmetics as that's a matter of personal taste and importance. My focus here was strictly on performance, and to me the best and first modifications are those that allow you to fully exploit the potential of the car with the stock power levels. From there the sky's the limit and in our world that seems to be never-ending!

“Ready to race”

Newly developed BMW M4 GT4s
delivered to customer teams
for the first time

—Photos courtesy BMW Group



- Customer teams receive the latest model in the BMW Motorsport range
- Official delivery of the BMW M4 GT4 as part of an exclusive event at BMW Welt and in North America, Australia and Asia
- Customer teams now able to contest races with the new car
- High demand and great customer interest around the world

The first newly developed BMW M4 GT4s have been delivered. After completing around 30,000 test kilometres, numerous hours in the wind tunnel, extensive application drives and successful test outings in race conditions, the first models were received by their new owners around the globe on Wednesday. The delivery in Europe was part of an exclusive customer event at BMW Welt in Munich (GER), where the BMW M4 GT4 was the first race car to be handed over to new owners. The first customers in North America, Asia and Australia will also receive their cars. This sees the latest addition to the BMW Motorsport range of products with customers earlier than planned, and which is now ready to take to the track.

“Today is a very special day for us. After intensive months of testing and development, the BMW M4 GT4 is now officially ready to race,” said BMW Motorsport Director Jens Marquardt. “I’m particularly pleased that we were able to deliver the first models to our customer teams at such an early stage. This means that our customers are now able to test the BMW M4 GT4 thoroughly and familiarise themselves with the car. This has laid

the foundations to successful customer racing outings. We are pleased with the GT4 car in every respect so far. The interest and demand from customer teams around the world has been incredibly high from the start. This acclaim makes us feel very positive. The production model BMW M4 Coupé provides the BMW M4 GT4 with a very strong basis, and we are extremely confident that the race car will become a guarantee of success for our customers. We wish our customer teams the very best of luck for the next race season.” (fuel consumption BMW M4 Coupé combined: 9.5 – 8.3 l/100 km [29.7 – 34.0 mpg imp], CO2 emissions combined: 218 – 194 g/km).

Some long-standing BMW Motorsport customers were invited to BMW Welt to receive their new race car as part of an exclusive event. After the official vehicle handover, everyone sat down to eat lunch together. Afterwards, the cars were loaded onto the expectant trailers and trucks and taken away. In North America, Australia and Asia the first BMW M4 GT4s will also be presented to customer teams. There are no more obstacles in the way of the first customer race outings on the track.

Customer teams involved in development

It wasn’t just the entire expertise of BMW Motorsport that went into the development of the car; with Schubert Motorsport, Walkenhorst Motorsport and Sorg Rennsport, various long-standing, experienced BMW customer teams were involved in the construction of the vehicle in line with the specific requirements of privateers, in terms of easy maintenance and cost efficiency. Successfully, the GT4 car was convincing on its initial outings in



race conditions in terms of both performance and reliability.

The BMW M4 GT4 was tested by numerous BMW works drivers, junior drivers and customer racing drivers with different specifications on a wide range of racetracks, to adapt all technical applications such as the stability systems, DSC and ABS to race requirements in as much detail as possible.

Numerous endurance tests mastered successfully

The result speaks for itself: In their first outing in the BMW M4 GT4, the two BMW Motorsport Juniors Beitske Visser (NED) and Dennis Marschall (GER) won at the "Circuit de Catalunya" (ESP) a few weeks ago as part of the GT4 European Series Southern Cup.

The BMW M4 GT4 mastered the ultimate endurance test at the 24-hour race at the Nürburgring (GER) on the Nordschleife: Dirk Adorf (GER), BMW Motorsport Junior Ricky Collard (GBR), Jörg Weidinger (GER), test and development engineer at BMW M GmbH and a successful competitor in the BMW Sports Trophy over many years, and the British motorsport journalist Jethro Bovingdon demonstrated the reliability of the BMW M4 GT4 in an impressive manner. It was as part of the endurance classic that BMW Motorsport Director Jens Marquardt started the sales phase for the latest addition to the BMW range of products. The BMW M4 GT4 is available starting from 169,000 euros (plus sales tax)*. *Price not valid for customers in the USA.

The following teams will receive their cars

Europe: Team Securtal Sorg Rennsport (GER) Team RN Vision STS (GER) Team Gamsiz Motorsport (BEL) 3Y Technology (FRA)

North America: Turner Motorsport (USA) BimmerWorld Racing (USA) Samantha Tan Racing (CAN) Fast Track Racing (USA)

Australia/Asia: BMW Team SRM (AUS) Team KATO RACING by Tony Longhurst (AUS) Team AAI Motorsports (TPE) Kent Baigent (NZL)

See here for a preview video of the BMW M4 GT4: <https://youtu.be/ZXv2xh0OcEA> If you are interested in purchasing a BMW M4 GT4, please send an e-mail to: M4GT4@bmw-motorsport.com If you are based in the USA, please send an e-mail to: M4GT4_NA@bmw-motorsport.com

Car delivery at BMW Welt

The delivery of the BMW M4 GT4 was a first in the history of BMW Welt. For the first time ever, a race car was handed over to its new owners on the Premiere, which is usually reserved for delivering production cars. Car delivery is one of the central functions of BMW Welt. Its entire architecture was designed with the intention of making the first encounter with the car an unforgettable experience. The highlight of the collection is driving straight out into the Munich traffic. The customised day programme with personal care and the perfectly orchestrated handover of the new car regularly attracts customers from around the world, who make their personal dreams come true there. Up to 160 vehicles are handed over daily on the Premiere, located above the showroom. Since BMW Welt opened in 2007, more than 150,000 owners have picked up their new BMW vehicle on the Premiere. *See more photos on back cover.*

A blast from the past

by Steve Geraci

With the reintroduction of many iconic car models from the past, such as the Ford Mustang, Chevy Camaro, Dodge

Challenger and others, rumors had also swirled around for many years about resurrecting the 2002, the car that gave

birth to the phase "sports sedan" and saved BMW in the 60's and 70's. As a longtime owner of many 2002's, I too

considered it an interesting idea—what would it look like, and would BMW ever really seriously consider it?

I recently came across this article published in Autoweek in 1998, given to me by my son Andrew, 14 years old at that time, with the caption "Dad, Bell bottoms from the 70's aren't the only things coming back into style, hope you enjoy the article!!"

Though not previously published in Die Zugspitze, stories such as this helped pave the way for the 2 Series and the M2, worthy successors to the first "sports sedan".

NEWS • NEWS • NEWS

A NEW 2002

BMW is actively considering building a legitimate successor to its much-loved 2002, the car that in effect launched the marque in North America and which was also widely popular in Europe.

Insiders call it "our back-to-the-roots car." A senior designer elaborates: "A reborn 2002 is going to have to be the ultimate affordable driving machine."

The no-frills entry-level coupe would arrive in 2003, costing \$20,000 in today's money. The two biggest challenges facing the engineers are the development of an exceptionally lightweight body and the adaptation of a suitable low-cost platform. The research and development team has set a provisional weight limit of 2300 pounds, which would undercut the current 318ti hatchback by nearly 500 pounds.

Like its predecessor, the new 2002 is a notchback two-door sedan. Safety features include ABS, six air bags (front, side, and head), and an advanced electronic stability program called DSC III. An engineer explains the thinking behind the DSC III program: "When the driver fails to respond to a change in vehicle attitude, the system will act in a conventional manner via throttle or brake control. But when the driver's reactions indicate that he can exercise proper car control through opposite lock and throttle steer, the adaptive electronics will permit a greater degree of freedom—it's called 'pleasure without punishment.'"

Like DSC III, all controls will have to be aimed at enthusiast drivers. The suspension will be tuned for ultimate grip, roadholding, and, most important,



BMW is working on a modern interpretation of the legendary 2002 sport sedan. The original 2002 was sold in the United States from 1968 to 1976.

feedback. And the engine will be allowed to make itself heard.

Murmurs in Munich suggest that BMW would likely use the next-generation four-cylinder engine it is co-developing with Rover. The top version of that engine is a 2.2-liter multivalve unit good for about 170 bhp.

The donor platform is the biggest unanswered question. Those with their eyes on the bottom line are said to favor adapting the new 3-series floorpan, but the engineers prefer to create a new one that later could form the basis of the next-generation 3-series.

Although BMW still has a little over a year before a final decision must be made, the industry's recent merger mania may speed up the process. Perhaps the new 2002 will arrive as early as 2002. —Georg Kacher



RADOVAN VARICAK



Ramblings of a **MINI**iac

by Peter Burke

Hello everyone, hope you have made it through the winter unscathed! As I have said in past articles, one of the things that gets me through the winter is knowing that there are car shows coming up as well as local rallies! And at this point I can't wait for the thaw. As I put pen to paper or fingers to keys, there is a lot going on in the world of MINI.

The 40th Edition of the Dakar Rally (January 6 through 20) has just ended; 43 of the original 92 entries completed the Rally. Four of the seven MINI crews completed the rally. Although MINI did not finish in the top three honors (which were Peugeot first and Toyota in second and third) having four MINI teams finish over 9,000 km crossing the rugged terrain of Peru, Bolivia and Argentina is a feat in itself.

MINI decided to return to the NAIAS, aka the Detroit Auto Show, for 2018 after skipping the show for two years in a row. The mid-generation 2019 model-year-refreshed 3 and 4 door hardtops, as well as convertibles, were presented at the 2018 Detroit show. Any changes announced were purely cosmetic, such as new colors and new Union Jack taillights on the hardtops. What the US is not getting now is the 7-speed Steptronic transmission with double clutch. We may eventually get this transmission in the US, but as of yet we are at the end of the priority list, more than likely because of complex EPA requirements that must be met. Also in the cosmetic department, the MINI logo is going through some changes. It will now be a two dimensional "flat design" as MINI refers to it in their press releases.

The biennial MINI Takes the States (MTTS) is back for 2018! This biennial event, which is legendary in the MINI community, never fails to amaze. For 2018 the run will start on both coasts (east coast in Orlando, Florida and west coast Portland, Oregon) and end up meeting in Keystone Colorado. The event will take place from July 14th through July 22nd.



MTTS 2016 attracted a total of more than 4,000 MINI owners through the run, and more than 900 made the run from start to finish – amazing when you consider the route ran from Atlanta up through Michigan, then ending in Palm Springs, California. The beauty of this event (as in most MINI events) is that it was done to raise money for charity. In 2016 the charity was #DefyHunger with partner Feeding America. Enough money was raised to provide more than a million meals, surpassing the goal of 800,000. The sponsored charity for the 2018 run has not been announced as we go to press. For further information on MTTs please visit their website MINITAKESTHESTATES.com

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Welcome to our New Members!

Derrick Acker
John Bannayan
Michal Barocas
Rikki Bassi
Gregory Bautista
Jose Bellott
Conor Bennett
Martin Bertrand
Evan Boudin
Frantz Bricourt
Simon Bristol
Dennis Brown
Wallace Brown
Sidney Chatelain
Frank Chiachiere
Andrew Cohen
Henry Coira
Osvaldo Cruz
Michael Denino
Yasin Elbakry
Andrew Elia
Frank Esposito
Joseph Esposito
Yvette Esposito

A Fagan
Victor Fernandes
David Flores
Daniel Frank
Anthony Giummo
Sol Goldberg
Joel Goldenburg
Yuki Gutierrez
John Haglof
Bob Hermesch
Judy Hermesch
Michael Huss
Christopher Johnson
Douglas Johnson
Norman Jones
Danette Jordan-Woods
Marc Kemp
Kevin King
Emmanuel Kusi
James Lackner
John Lawrence
Andrew Lee
Michael Lee
Joseph Leone

Jeffrey Levy
Yusong Liu
Richard Lo
Mitchell Lomazow
Mario Madrigal
Kourosh Malekan
Sean McElgun
Leward Miller
Darby Moses
Udey Mudgal
Julian Murray
Kuni Nakamura
Michael Natilli
Debra Odell
Dylan Odell
Joanna Ogrodnik
Steven Ort
Michael Papazoglou
Cole Parisi
Drew Parisi
Dottie Pepper
Laryn Perkins
Eric Peterson
Jimmy Qiu

Harry Ramos
Indira Rattan-Nawbatt
Alexander Renwart
Joseph Rojas
Darryl Roopnarine
Scott Rothman
Charles Ruffin
Jorge Santiago
Michael Schultz
Brandon Shane
Danielle Sherley
Elijah Siegel
Mark Stoopler
Robert Swahn
Sam Tanenbaum
Christopher Taveras
Robert Terracciano
Holden Thornhill
Liqi Wang
Steed Wells
Frank Wetchler
Brandon Williams
Isabela Yepes

And a salute to our long standing members!

Anniversary milestones for members who joined between October and December

5th Anniversary

Rob Alexander
Alex Atallah
Alexander Blatte
David Buckler
David Campbell
Alexandra Chirinos
David Harper
Elliot Isban
Terence Jones
Yury Kalnitsky
John Marchisotta
Kathleen McCarthy-Simpson
Eugene Mokrov
Daryl Moore
Paul Ng
Diva Sandrasagra
Cheryl Segall
Brian Simpson
Robert Strong
Ira White
Pajtim Ziba

10th Anniversary

Pavol Blaho
Thomas Cangelosi
Ralph Cozza
George Filipov
David Greene
Peter Huang

Adam Lipson
Austin Locke
James Lombardo
Serguei Narojnyi
Rolland Peacock
Nick Plakas
Hugh Ragsdale
Ronald Rothberg
Bill Seiden
Phillip Williamston
Paul Zucconi

15th Anniversary

Sardil Anam
Domenick Angelletta

Michael Belardo
Kristine Crawford
Peter Forman
James Hagedorn
Gary Kagawa
Edward Kaminski
Tom Masino
David Micca
Christos Michaleas
John Miller
Keith Moss
Phillip Perry
Loren Plotkin
James Plousadis
Greg Presto

Maxime Roy
Janis Treanor
William Wood
Serge Yutsis
David Ziminski

20th Anniversary

Matthew Brod
Joseph Paletto
Steven Peters
Kenneth Silvers
Kenneth Torsoe
Chris Turrisi

25th Anniversary

Joseph Canonaco

Kathryn Gregorio
Bruce Miller

30th Anniversary

Theodore Blaszczyk
David Hom
Art Martin
Michael Rosenberg

Over 40 Years!

Peter Alp
Kevin Bange
Steven Cappel
Stephen Carney
John Ganey
Charles Greenel
Neal Gronich
Bill Hedberg
Matthew Meng
John Schroeder
Gerald Stoller
Curtis Vanvalkenburgh
Jim Wiggins

Over 45 Years!!

Neal Feldman
Burton Fleming
Steve Geraci
Christopher McGuiness
Seymour Mogal
Stuart Rosenthal
Karl Topp

Contributors wanted! Remember your first 2002? Have a BMW that's been in the family for generations? Want to share a funny anecdote about teaching someone to drive a stick, or a project car that just never seems to get finished?

Send us your stories and photos and we may publish them in the Chapter newsletter. Send submissions to newsletter@nybmwcca.org

BMW CCA New York Chapter Presents

The 8th Annual Dine & Shine

Sunday, June 3, 2018

BMW Car Club
of America
New York Chapter



Once again, please join us on the North Fork of Long Island's Wine Country for a day of BMW's and good times. We will gather at Pindar Vineyards for our usual Clean Car competition and this year we will have our Clean Car show award ceremonies at Pindar. Winners will receive their choice of a selection of vintage Pindar wines.

Next we head to Alure Restaurant in Southold for lunch on the deck overlooking Peconic Bay and Shelter Island. As we leave the Vineyard, you will have the opportunity to participate in one of our famous fun rallies. Anyone can enter and request a set of route instructions with questions to answer along the way from Pindar Vineyards to Alure Restaurant in Southold. Winners of the rally will be awarded fabulous prizes in several categories, provided by myself and the Chapter.

Event times:

Arrive Pindar Vineyard 10:00 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

If the event is canceled because of weather, the rain date is the following Sunday, June 10th.

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

Pindar Vineyard

37645 Main Road, Peconic NY 11958
(631) 734-6200
www.pindar.net

ALure Chowder House & Oysteria

62300 Main Road (Route 25)
Southold, NY 11971

(631) 876-5300

email: events@alurenorthfork.com

<http://www.alurenorthfork.com>

Allow extra time for traffic!



IF WEATHER IS QUESTIONABLE, CHECK THE CHAPTER WEBSITE FOR INFORMATION



TechTalk with Mike Shiffer

“First they ignore you, then they ridicule you, then they fight you, then you win”. Like most people, I thought Gandhi said this.

He didn’t.

After exhaustive research and much cogitation, I have concluded it was said by somebody observing the trajectory

of new automotive technology. Since cars entered the scene at the dawn of the 20th century, people have ignored, ridiculed, fought and eventually accepted their major technological advances.

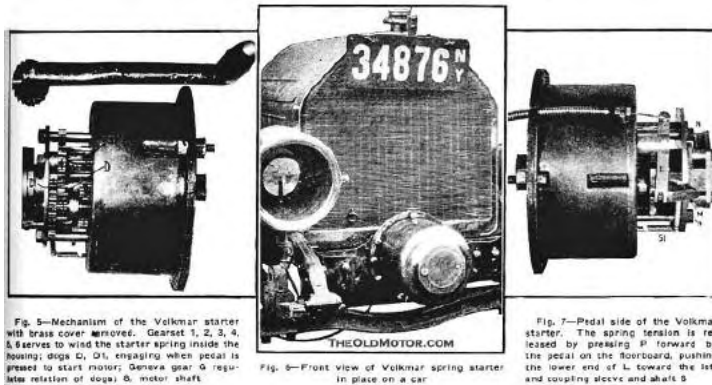


Fig. 5—Mechanism of the Volkmar starter with brass cover removed. Gearset 1, 2, 3, 4, 5 serves to wind the starter spring inside the housing; dogs C, D, E engaging when pedal is pressed to start motor; Geneva gear G regulates rotation of dogs; S, motor shaft.

Fig. 6—Front view of Volkmar spring starter in place on a car.

Fig. 7—Pedal side of the Volkmar starter. The spring tension is released by pressing B forward by the pedal on the floorboard, pushing the lower end of L toward the left and coupling sleeve and shaft S.

Taken from Article “Mechanical Compressed Air and Acetylene Starting Systems January 25 2014”

Self-starters were introduced on Cadillacs before WW1. They were not an immediate hit. E.B. White, in a fine essay on the Model T Ford, observed that “...self-starters were not a prevalent accessory. They were expensive and under suspicion. Your car came equipped with a serviceable crank...” The attitude of many was that electric start was not just frivolous, but betrayed a lack of character and know-how. White continues, “...and the first thing you learned was how to Get Results. It was a special trick, and until you learned it...you might as well have been winding up an awning”. Despite the moral and intellectual decay they fostered, self-starters were inevitable. In 1919, electric starters were factory fitted to Model Ts, and by the Twenties virtually all cars had them. Radios, automatic transmissions, power steering and air conditioning were all met with scorn and ridicule at first, and I still know some staunch and manly hold-outs against these society-destroying scourges. But comfort and convenience have a way of winning out over the virtues of self-denial, so practically no car sold in the USA today lacks these things.

You’d think folks like me, aka mechanics, would embrace changing technology. After all, we love taking things apart. New and complicated parts and systems should be great fun, right?

Not so much.

Many mechanics are put off by new technology. (Mostly, I suspect, because they are worried they won’t be able to keep up.) When condensers and points were replaced by electronic ignition, mechanics grumbled about how you couldn’t repair anything that went wrong inside the “little black box”. With points, they argued, you could usually rig up something that would get you home no matter what failed. Even after several years’ experience with GM’s ubiquitous and reliable HEI distributors, some of my colleagues remained unconvinced. Fuel injection was also subject to scorn, ridicule and resistance. Pollution controls were viewed with suspicion; ABS and traction control were likewise disparaged (you might stop, but what about the guy behind you, eh?). Today, the staggering amount of electronic parts, coupled with the blazing rate of change from year to year makes even the most diligent and imaginative mechanics nervous.

What happens when self-driving cars hit the scene big-time? I have some negative feelings. Like every last one of you, I enjoy driving and believe I can do a better job of it than some computer program. That said, I don’t believe it will lead to carnage. There will be accidents, probably fatal ones that can be blamed on systems failing or programs not coping with circumstances effectively. The issue is not whether things are perfect from day one. It seems likely that computers will do at least as good a job as most drivers at staying safe. Also, the systems will get better and better as more real-world experience is logged.

For me, driving relieves stress more than it creates it. Driving gives me a feeling of freedom and control, and I’d hate to give that up. Still, I see the value of self-driving cars. The benefits are huge for people who cannot or should not drive, especially older folks for whom the loss of mobility is devastating.

Clearly, there will be a period of time when drivers must share the road with an increasing number of driverless cars. How long that will last is anybody’s guess. But I strongly suspect the endgame will be all self-driving cars, or ones with automatic throttle, steering and brake overrides. To the detractors these cars will be seen as ridiculous, unreliable toys, then as an affront to good old American values and freedoms, and then simply accepted as The Way Things Are Today.

Like E.B. White, who mourned the passing of the Model T, I too will be sorry if I cannot drive my own car because something “better” took its place. 🚗

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

Make a difference!

The New York Chapter wants you, if you

- have professional or other experience in any area listed below
- would like to work with fellow BMW enthusiasts
- want to help guide the Chapter

Since the 1970's, the NY Chapter BMW CCA has been providing a wide range of tangible benefits to its members. The list includes social gatherings, technical information, a wide variety of driving/social events, high speed driving schools, Street Survival Program, and an award-winning newsletter, Die Zugspitze, just to name a few.

At this time, we are seeking volunteers and chairpersons to coordinate new and existing programs to help continue to provide these services to our members and to help build the Chapter.

If you have skills and/or are interested in assisting in any of the following categories, please contact the Chapter at: board.nybmwcca.org.

Marketing
Advertising
Accounting
IT/Webmaster
Social Media
Membership
Street Survival
Write a column for Die Zugspitze
Photography
Social Event Planning
Membership



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



BMW CCA New York Chapter
PO Box 102
Williston Park, NY 11596



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Moving? Please notify BMW CCA directly at BMW CCA, 640 South Main St, Greenville SC 29601

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