

Die Zugspitze

New York Chapter Newsletter | Spring 2019

www.nybmwcca.org



"MVI0US"

BMW's E30 M3

doing what it was designed to do...

High Performance Driving School and Instructor Training School

SAVE THE DATE!!!

Friday April 12th thru Sunday April 14th 2019

New Jersey Motorsport Park – Thunderbolt



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



For 2019, the New York Chapter BMW CCA is planning to again partner 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 13-14**. 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 will be on www.motorsportreg.com.

New York Chapter 2019 Events Calendar

March	16	26th Annual Beach Party
April	12	Driving School: NJ Motorsport Park
	20	NY Int'l Auto Show CANCELLED
May	11	Autocross* (The Mike Patterson Memorial Season Opener)
June	9	Dine&Shine
	30	Autocross
July	20	Autocross
	21	Teen Street Survival
	28	Autocross
August	11	Autocross
	25	Autocross
September	14	Autocross
	15	Old Westbury Concours d'Elegance
	22	Wine&Shine
	29	<i>Old Westbury Concours rain date</i>
October	12	Autocross

(* All autocross events will be held at Nassau Coliseum, Lot 2, East Meadow, NY

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

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On the Cover : Mike Patterson deftly puts his "slightly modified" E30 M3 to its limit on the Autocross in 2011
~ 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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Bavarian Autosport has unfortunately closed their doors after 45 years

With their catalogs and website, BMW enthusiasts have successfully found and ordered performance upgrades, maintenance parts and everything in between.

BAVauto, as they are commonly known, was famous for a wide range of offerings. Outside their parts division they hosted an annual "Show and Shine" since the '90s. They also provided brilliant YouTube videos on how to perform basic maintenance on our vehicles.

BAVauto has supported the BMW CCA New York chapter in countless ways. We would like to thank them for providing decades of much needed services for the BMW and MINI communities. Their absence will surely be felt.

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BMW CCA New York Chapter Presents

The 9th Annual Dine & Shine

Sunday, June 9, 2019



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.

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 may 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.

Pindar Vineyards now requires all attendees to pay a \$12.00 wine-tasting fee. This entitles members to a wine-tasting or your choice of one glass of beer or wine.

Event times:

Arrive Pindar Vineyard between 10 and 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 PRE-REGISTER ON-LINE at www.nybmwcca.org/shine

Pre-registration does not commit you to attend, but creates a framework for meaningful classes in the Show & Shine competition.

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

President's Page | Mike Allen



The new year is again upon us and with that the New York Chapter has a few notable Board Member changes. Before mentioning the incoming appointees, I would like to thank Megan Yavel and Steve Geraci who are stepping down from their respective roles as President and Secretary. It was a pleasure working with them and both added tremendous value to the Chapter. Going into 2019, after more than 15 years of active involvement with the Chapter, I have the honor

of taking the helm as President and will enjoy working collaboratively with Vice President David Flores, Treasurer RoseAnn Burke and Secretary Sherwin de Shong. Jointly, we will endeavor to bring a variety of activities, both driving and social, to our members.

For the driving enthusiast, we have officially resurrected our age-old Autocross program and will have a full eight event season this year at the Nassau Coliseum. This is sure to bring out the competitive side of drivers as we watch friends suddenly become contestants where secrets are kept hidden and tire pressures rarely shared.

For the more "spirited" who prefer to experience their car at higher than normal speeds in a controlled environment under the tutelage of skilled instructors, we have our three day joint HPDE/Instructor Training School with the New Jersey and Del Val Chapters at NJMP Thunderbolt in April. This event always sells out and is a great way to get the season off to a good start.

Go-kart enthusiasts are not being left out as we are planning to continue with our Karts & Coffee series once the weather warms up a bit.

The Street Survival program is a crucial part of our charter, as it is totally geared towards teen driving safety. This year's event is still in the planning stages and tentatively scheduled for July 21st. More information can be found on www.streetsurvival.org.

However, it's not all about driving – sometime folks just want to mingle and talk. Don't worry, we have that covered too, with numerous social activities on tap for 2019. These include our Beach Party at EuroMeccanica, our Wine & Shine and Dine & Shine clean car shows on the East End of Long Island, and of course, our fabulous Concours D'Elegance at Old Westbury Gardens.

The objective is to get folks together to talk about one thing that brings them all together – their love and appreciation of fine automobiles.

We just learned that the 2019 Auto Show preview with BMW USA and NY BMW CCA has been cancelled. (See page 10 for more information.)

On a more somber note, this year we lost a very close friend to many, Mike Patterson, to a tragic accident on the Meadowbrook Parkway. Mike joined the club a mere 9 years ago and was an avid autocrosser who rapidly evolved into a formidable force on the track. His competitiveness and love for BMW's was only eclipsed by his sincerity, generosity, good humor and "ear to ear" smile. Although only with the Chapter a relatively short time, he touched the hearts of many and has left his mark. He will truly be missed.

In honor of Mike, our first autocross of the year on May 11th will be named the "Mike Patterson Memorial Season Opener".

Stay safe folks. Let's make 2019 an amazing year.

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



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Mike Allen, mallen@nybmwcca.org

Social Media Chair

TBD

Newsletter Coordinator

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Welcome to our New Members!

Dania Acosta	Robert Chorny	Adam Girard	John Lo	Alex Ramirez	Rebecca Steinberg
Faraz Ahmed	Victor Chu	Elena Goldberg	Linda Marro	Jonathan Regis	Jonathan Stieber
Michael Angelaras	Michael Cibuls	Yuri Goldberg	Victor Masi	Raheeba Rehmat	James Stoll
Francois Annabi	Greg Clemens	Jeffrey Goldstein	John Matsis	Jordan Reid	Andrew Storrs
Marino Attanasio	Sereita Cobbs	Michael Goldstein	Lukasz Matysik	James Rizzi	Ed Talanian
Daniel Bacchi	Marc Cohen	Jerry Gonzalez	Neelam Mehra	Blake Rosso	Peter Terracciano
Berk Badoglu	Anthony Compas	Bruce Gordon	Lex Mirickeh	Todd Rubin	Christian Thalassinis
Najeed Baker	Martin Considine	Christopher Grant	Marc Nepomuceno	Mikhail Ruf	Gregory Thomas
Kimberly Bancke	J Coto	Yutai Han	Felix Nesvizhsky	Rania Salem	Frank Trick
Nelson Beato	Zaackery Coto	Robert Harris	Paul Ng	Michael Sanders	Ho Tak Tsang
Jose Bellott	Eugene Croker	Weiyin He	Alejandro Nolasco	Marggies Santana	Vladimir Tsimmerman
Alexander Berger	Stephen Cruz	Steven Heo	Tarek Nsouli	Miguel Santana	Vadim Tshipenyuk
Nancy Berman	John Cuellar	Azmat Iqbal	Dominick Onorato	Carlos Santos	Paul Vinas
Ivan Bessonov	Niv Dauber	Emanuel Kaliontzakis	Ron Pacheco	Michael Saul	Louis Violante
William Betz	Alex Dekhtyar	Marceli Kapuscinski	John Pagano	Barbara Schriefer	Leon Volchok
Ken Blair	Mallory DeMaio-Sorise	Marc Karetsky	Edric Panganiban	Richard Schwartz	Igor Vorfolomieiev
Eugene Bradshaw	Lawrence Diaz	Rafal Kaszuba	Gregory Pasqua	Steven Servakh	Donovan Wallace
Richard Brown	Michael DiFiore	Matthew Keating	Roshan Patel	David Shamooil	Ryan Walsh
Joseph Buongiovanni	Bella Donder	James Kiefer	Guy Pennisi	Ilona Sheynkar	Xiaojing Wang
Vladimir Byhovskiy	James Elliott	Vladislav Kizhnerman	Marc Pensabene	James Siedio	Andy Wasserman
Genevieve Carpentee-Kopanos	Nora Elsheemy	Matt Klein	Natalie Perlov	Cassandra Silva-Susco	Gregory Weaver
Lillian Carrera	Gianni Ferrara	William Knight	Oleg Petrik	Aaron Simon	Shayna Winston
Brad Carter	Deveren Fogle	Narendra Kotti	Michael Pinto	Barinder Singh	Steven Wolpov
John Cash	Amy Fuhrman	Denis Krasilnikov	Paul Pisani	Gurvinder Singh	Frank Wong
Ronald Chaffin	Marc Fuhrman	Alexei Kroujiline	Adrian Popescu Dolj	Uldis Skrodelis	Pamela Yablon
Billy Chang	Anjani Gandhi	Sameer Kumar	Lina Portnaya	Phillip Smith	Simon Yim
Peter Chang	Edwin Garcia	Akkil Kurian	Judith Proctor	Richard Smith	Jay Youngerman
Willis Chen	Norman Gavin	Justin Lam	Mukund Raghavachari	Louis Solomon	Tatyana Zayonts
Andrew Chernoff	Gina Generoso	Robert Landon	Manila Rahimi	Kevin Solorzano	Charlie Zhao
Leon Chernyavsky	Don Giantonio	Michael Lexton	Sriram Ramanathan	David Spencer	Barry Zucker
	Stephen Gillespie	Laney Liner		Costas Stavrakis	Richard Zyta

And a salute to our long standing members!

Anniversary milestones for members who joined between October and December

5th Anniversary

Joseph Barbera
Brad Borax
Barry Farassat
Gwen Farassat
Brian Fellion
Carol Goldberg
Andrew Grant
Keira Henry
Steven Richman
Roger Rothschild
Sandra Rothschild
Thomas Sanidas
David Segrue
Marina Zamminer

10th Anniversary

Ron Artinian
Mike Bizzarro

Walter Contreras
Gregory Donahue
Katherine Escobar
Leonard Fox
Anthony Genovese
Chris Ioannides
William Ioannides
George Landauer
John Neczesny
Carlos Ospina
Anthony Rivara
Eric Sandseth
Stefan Singer
Peter Steuerwalt
Bruce Valentine
Mark Vaynkhadler
15th Anniversary
Edward Bonci

Alan Cohen
Richard Davis
Louis Domilici
Jacqueline Fay
Tim Fay
George Gabor
Karen Gabor
Joshua Hauser
Pamela Jenson
Jane Jones
John Jones
Gregory Pavlik
William Tanenbaum
Johnny Tilokee
20th Anniversary
Nick Anastasi
Lawrence Blatte

Wilkin Chu
Wayne Jackson
Christopher Jones
Andrew Leong
Judy Leong
Dylan McKenzie
Shaun McKenzie
Steve Radlauer
Jeremy Specce
Philippe Valbrune
Miklos Wenczl
25th Anniversary
Joe Ianni
Ronald Lusen
30th Anniversary
Jon Bevilacqua
Joseph Bortolussi

Walter Lawrence
Stephen Musolino
35th Anniversary
Ronald Gossow
Over 40 Years!
Peter Alp
Kevin Bange
Steven Cappel
Stephen Carney
Steven Coren
Gary Deane
John Ganey
Charles Greenel
Neal Gronich
Norman Jones
Matthew Meng
Michael Raffia

Anne Smith-Ganey
Gerald Stoller
Curtis Vanvalkenburgh
Donald White
Jim Wiggins
Over 45 Years!!
Neal Feldman
Burton Fleming
Steve Geraci
Bill Hedberg
Christopher McGuinness
Seymour Mogal
Stuart Rosenthal
John Schroeder
Karl Topp



Autocross Corner by Darby Moses

with Photos by Steed Wells

The 2019 Autocross season is finally here! We're ready for a full season of grins and shenanigans – your staff is very excited. Your schedule is comprised of eight autocross dates and one Teen Street Survival.

As some of you may know, we lost one of our own earlier this year. Our first turn-of-the-wheel will be named in honor of Mike Patterson. The name Patterson is well known among New York BMW CCA, SCCA and NASA drivers, his smile will be missed by all.

May 11 – “Mike Patterson Memorial Season Opener”

June 30

July 20

July 21 – Teen Street Survival

July 28

August 11

August 25

September 14

October 12

Last year André Noël and Tony Howell designed some very creative course layouts to keep you challenged. This year we can expect higher challenges for those with fast hands and reflexes, so come on out and have some fun! For that last minute bite to eat we've arranged for discounted food and drink across the street at Pantano's Gourmet deli with your BMW CCA membership card. We have more sponsors lined-up, to be announced at the Mike Patterson Memorial Season Opener on May 11th. Come on out to Lot 2, Nassau Coliseum, make some new friends and show off your driving skills.

Many of you are familiar with the Teen Street Survival Program. With its return our community has a chance to instruct new and younger drivers safe driving skills and car control. Parents do their very best when purchasing a safe car for their children, nonetheless these new drivers may not truly know what all those flashing lights and terms like DSC and ABS truly mean. Many of our students first experience those protections with “YOU” in the passenger seat as a Street Survival instructor, where you will teach skills ranging from skid pad training, slalom instruction to the simple reverse parallel parking. This program has flourished as a result of our Autocross volunteers. Please see your Autocross staff to sign-up as a volunteer.



Building a European car that does it all for less than \$30K

Two-Part Series by Mitchell Frischer

Part 2: Powertrain, Suspension and Brakes for Performance and Reliability

In the first article of this two-part series, I addressed the aesthetic upgrades to the 2006 MINI Cooper S R53 Checkmate edition. There were some excellent highlights and the responses thus far have been incredible! The final portion of the series is going to focus on performance, which includes power, handling, and braking.

Before I jump in, I must mention one particular aesthetic upgrade not mentioned in the previous article – illuminated side sills! These are commonly found on many of today's high-end cars including BMW, Mercedes Benz, Porsche, Audi and others. To bring the car more up-to-date in terms of overall looks, I added a pair of LED illuminated side sills from a UK-based company called SAS Conversion. They look incredible and come in either static / still lighting or with a sequential movement like I selected. You can choose from many different logos, including custom ones in various fonts. This father and son team out of Essex, England started out doing all kinds of automotive lighting but have evolved into custom door sills and the latest in carbon faces too. Check out their Facebook page to learn more (SAS Conversion).



Now, getting into the performance end of things I must note (again) one of the most important, if not THE most important part one can put on any car, tires. The Michelin Pilot Sport 4S tires sized at 215/45/ZR17 are the best all-around performance tire for any vehicle. Offering incredible grip and comfort with superior all-around performance and practically no road-noise, I highly recommend them (www.michelinman.com).

Next up in terms of importance would be the suspension, for no car is much fun if it can't handle! In my 20+ years of experience in the automotive aftermarket I've dealt with many suspension companies. One of the premier brands that is known worldwide was my choice when it came to performance, value, and quality, H&R Suspensions (www.hrsprings.com). In this case, their entry level coil over

suspension was utilized along with their front sway bar and rear adjustable sway bar. To complement this, a pair of Forge Motorsport (www.forgemotorsport.com) adjustable rear tie rods was added for perfect dialing in. These are made from the finest materials and even utilize Powerflex polyurethane bushings for the utmost longevity. Hands down, this made the most significant improvement in terms of ride and handling.



It's amazing what a new suspension setup can do on an older car, making it feel like new (or in this case, even better). A proper coil over setup on newer cars also makes for a marked improvement. This configuration has virtually eliminated any body roll and makes for flat and excellent cornering with every turn while instilling confidence in all situations. Of course, any suspension is only as good as the installation and alignment it receives. In this case, the folks at Velocity Factor (www.velocityfactor.net) handled the installation perfectly and the alignment was performed by Enrygar Auto Motors (look them up on Facebook and Instagram), both located in Boca Raton, Florida.

Braking is clearly one of the most important and needed upgrades in these cars and the folks at TBM Brakes (www.tbmbrakes.com) stepped up to the plate with a bolt-on front big brake kit consisting of their 4-piston brake calipers,

2-piece floating hat brake rotors, a combination of both street and track brake pads along with stainless steel braided brake lines. The difference in braking performance was monumental and given the car sees both street and track duty made a phenomenal upgrade. For the money the TBM brake kits are hard to beat and they're proudly made in the USA with excellent customer service and support too!



In addressing the power of the supercharged, 1.6 liter, 4-cylinder engine the first place to start was with upgraded supercharger and crank pulleys made by Cravenspeed

(www.cravenspeed.com). In this case, a 17% reduced supercharger pulley was chosen along with a 0% lightweight crankshaft pulley. A proper Gates belt accompanied it along with a new OEM Belt Damper enhanced with Powerflex polyurethane bushings that are far superior to the standard rubber ones. It should also be mentioned that Cravenspeed shock tower defenders were added to the front strut top area to prevent the notorious "mushrooming" the R53 chassis cars are known for after hitting a pot hole or bump and they work marvelously! To this, a set of new Bosch 450cc injectors were utilized with NGK Iridium spark plugs that are one heat range colder than stock.



The cylinder head in these cars are known for being quite restrictive (John Cooper Works cars had upgraded cylinder heads) and when a properly constructed Big Valve Head is utilized with a performance camshaft, the horsepower and torque gains across the board are incredible! With the car being driven daily, a spare, used cylinder head was purchased and went for a proper CNC porting with all new cylinder head components from Supertech Performance (www.supertechperformance.com), including inconel exhaust valves, black nitride intake valves, a Beehive valve spring kit with retainers, upgraded valve stem seals, and upgraded valve

stem guides for the intake and exhaust valves. The myriad of measurements and available options from Supertech Performance is second to none, as is their quality and consistency.



To complement this setup, a "Race Supercharged" camshaft from Newman Cams (www.newman-cams.com) running a 264 Intake duration and 272 Exhaust duration was chosen. Newman camshafts are widely reputed (deservedly so) for making some of the best aftermarket camshafts in the world and certainly at the most reasonable pricing. It too is a small, family-run business based out of the U.K. with incredible customer service. When you contact them you're almost guaranteed to hear from Ken Newman, the owner himself, which is a real treat as he's a die-hard enthusiast with sincere automotive passion!



To battle the increased heat of the standard Eaton M45 Supercharger, which at a peak of 17psi with the now smaller crankshaft pulley making much higher temperatures, a Forge Motorsport (www.forgemotorsport.com) top-mount intercooler was added and what an incredible kit it proved to be. With the Ultra-Gauge onboard diagnostics/scan-tool monitoring a litany of data including intake air temperatures, the difference was immediately noted. In intense summer heat at wide-open-throttle the IAT temperatures dropped to peaks of -29°F vs. the standard intercooler as noted by the OBD-II informed Ultra-Gauge Scan Tool (www.ultra-gauge.com). Additionally, a CSF Aluminum Performance Radiator (www.csfimports.com) with a bigger core and noticeable cooling improvements under all conditions was installed in lieu of the standard OEM unit. It looks great in its beautiful polished aluminum finish under the hood!



The hoses throughout the engine bay were all upgraded to Forge Motorsport silicone hoses including a full coolant hose kit and induction hose used to complement the cold air intake from DDM Works (www.ddmworks.com). The final Forge

Motorsport pieces included polished aluminum tanks for the coolant overflow and power steering fluid, which not only perform great but also look fantastic in their polished aluminum hues! Expelling all these gasses is a complete exhaust system from Milltek Sport (www.millteksport.com), including their headers with high-flow catalytic converter and a non-resonated cat-back exhaust system with beautiful polished tips for a distinctive, deep, and sporty growl that is far richer and more exotic than the standard system.



The final pieces to this puzzle of performance came by way of upgraded bushings everywhere from Powerflex USA (www.powerflexusa.com), including control arm bushings, rear

trailing arm front bushings, rear shock top bushings, and steering rack mount. Getting the power to the ground entailed an upgraded clutch and flywheel kit from Valeo (www.valeoservice.us). Their single-mass flywheel conversion clutch kit (part #52151203) made engagement silky-smooth; revving of the engine was certainly increased with the lightweight flywheel and its ability to hold the added horsepower and torque has proved to be simply perfect! Last, but certainly not least, all of these parts are only as good as the tune that exploits them to their full potential. In this case, the good folks at Hydra Motorworks (www.hydramotorworks.com) of West Palm Beach Florida made the most of everything and with the utmost in drivability and reliability with their in-house Dynojet 2WD/4WD dyno and test cell. Final numbers were still being dialed in as of this writing but rest assured, the car is making a LOT more power than it did before with a broader and longer power curve.



Between the aesthetic enhancements to the exterior and interior of the car written about in the first part of the series, along with the performance upgrades to the drivetrain, suspension, and braking system, it has certainly made for an incredible build. The car garners crowds at widely attended car shows and pretty much everywhere it's taken. The looks are phenomenal considering it's a 13-year old car and the performance makes it a joy to drive. Whether on the street or track, with new capabilities coupled with its lightweight, the MINI Cooper S is a formidable warrior. It's all been done within budget and has literally become the car that does it all! From daily driving fun to weekend track duty to car show quality looks, you'd be hard-pressed to find a European car that's relatively modern and does so much for a reasonable budget. Depending on individual tastes and component selections it wouldn't be difficult to build one for yourself. As an enthusiast who has owned many different types and brands of cars, this has been the most fun and pleasing project to date. I'm happy to have shared this experience with you and look forward to seeing your own builds on the road!



Continued from President's Page

The New York BMW CCA has unfortunately had to cancel a long-standing tradition due to the following:

"BMW Group will not have stands at this year's upcoming NYIAS so we will unfortunately not be able to host the Club at the Javits Center as we have in the past."

While the Club was not given any more information, it has been noted that BMW has declined to appear in major auto shows in the USA. Sources within the BMW community are speculating that BMW Group will be concentrating only on major international shows such as Geneva and the Frankfurt show.

Among the reasons for their no-show at the auto show are that the cost of displaying their cars does not make enough of a return and, that in this age of social media and intimate/pop up events, aka 'the ultimate driving experience', they get a more brand-focused and customer-trackable event and audience in these settings.

The next generation of the BMW M3 should almost be ready next year. The next question is where will we see it? Hopefully at the Javits Center.

~Sherwin de Shong



Ramblings of a MINIac

by Peter Burke

There's an old saying, good things come to those who wait. Well, no truer words have been spoken especially when it comes to the MINI community. Word on the street is that

the 2020 GP will have over 300 bhp and over 330 lb ft torque @ 1,750-4,500. The new GP will use a version of the B48A20T1 2.0L. This is the engine used in the BMW X2 M35i, where coupled to an Aisin 8-speed automatic and all-wheel drive, 0-60 times of 4.9 seconds have been reported. In GP guise, the Aisin 8-speed will be used (no comment) power that will be delivered via the front wheels to the pavement.

At time of writing this article, GP prototypes are being tested on the Nurburgring. Speaking of the Ring, the previous generation GP had an 8 minute 23 second lap time of the Nurburgring; MINI intends to best that time with the 2020 GP! Other details about the 2020 GP are scarce, though there are reports it will be lighter than the JCW, thanks to the use of lightweight materials. Also we can expect a tweaked suspension and brakes, making the GP a sporty ride. The 2020 GP is expected to be unveiled at the 2019 IAA Frankfurt Motor show in September. If you are interested, do not hesitate. Only 3,000

examples of the GP are going to be produced for worldwide consumption.

As far as other MINI news, the JCW Clubman and Countryman will both get the aforementioned B48A20T 2.0L from the BMW X2 M35i. Both models will be all-wheel drive and equipped with the Aisin 8-speed automatic transmission. MINI intends on offering an improved launch control system on the new JCW as well as a Torsen-based limited slip differential with up to 39% lockup. These new models will not come cheap – the current 2019 JCW Countryman is nearly \$38,000; the new 300 bhp version is rumored to be starting at over \$43,000. Before we panic, the BMW X2 M35i starts at over \$46,000, so the MINI remains a bargain, relatively speaking.

Shifting gears, I was recently looking at the MINIUSA website, as I have been toying with the idea of giving my 2005 JCW a kid sister. One thing I really find odd is how when ordering, one is now faced with a menu of sorts. Whether it is a hardtop, Countryman or Clubman, the consumer is asked to chose between three selections: Classic, Signature or Iconic. Classic is basic, Signature middle of the road and Iconic, chock full of options. If one wants two-tone paint they have to opt for at least the Signature, which comes with a moonroof thrown in. I have a friend who recently ordered a Clubman. He found this process quite disheartening. When the MINI brand was introduced in the US back in 2002, the ordering process set MINI apart from other auto makers. Options could be ordered à la carte, meaning no two MINIs were alike.

In closing, I hope everyone is pretty thawed out and ready to hit the car show circuit. Hope to see you down at Captree. Safe driving!

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Services on modern cars include:

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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.



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- Installation of roll bars, harnesses, racing seats, fire systems and other safety devices
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- Fuel cell installation
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BMW Club Racing, music to my ears!

Shaun McKenzie

BMW CCA Racing Northeast Racer Advisory Committee
Representative shaunmckenzie839@gmail.com



CLUB RACING

Go Further, Go Faster!



I'll start with an analogy. Those who are musicians will appreciate this. When students first start to learn music, we start with "chopsticks". You know, it's the tune Tom Hanks played on the giant piano at FAO Schwarz in the movie "Big".

Next, we learn to read sheet music. Concertos crafted note by note, carefully timed and precise. Then there's Jazz baby! And this is what it's like to race with BMW Club Racing.

There's no script, and only a few key notes. It's fast, you improvise, you trust the "cat" driving next to you and when it's done right, you're in a state of mind where nothing else exists, immersed in the singularity of the performance. Psychologists refer to this as the mental state of "flow".



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Sound interesting? It's available for you. You're invited to join the ranks of over 300 fellow BMW CCA members who have taken the next step in their driving experience. And you don't need a race car to get going.

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The BimmerWorld BMW CCA Club Racing School is our gateway for enlisting and developing new BMW CCA Club Racers. Last year we graduated 111 students, of which 18 obtained their BMW Club Racing license. This year, we're offering six schools in the United States and Canada.

- Road Atlanta, February 14-15 - Peachtree Chapter
- Buttonwillow, March 23-24 - San Diego Chapter
- VIR, April 4-5 - Tarheel Chapter
- Canadian Tire Motorsports Park (Mosport), April 27-28 - Trillium Chapter





- Palmer Motorsports Park, June 22-23 – Boston Chapter
- Roebing Road, December 12-13 – Tarheel Chapter

You'll experience corner passing, green-flag practice starts, driving three-wide at speed, and a full simulated race exercise all under the watchful eye of the BimmerWorld racing professionals and our fellow BMW CCA Club Racers.

It's not a fantasy camp. It's the real deal. Many advanced students and instructors attend the school just for the experience. You don't have to get your BMW racing license. It's an experience all by itself.

The BMW CCA Racing Experience

BMW CCA racing was started in 1995 as a benefit to BMW CCA members. In that year, five races were run. In 2017, over twenty races were offered across the United States and Canada. BMW CCA racers are recognized for their sportsmanship, camaraderie, and shared passion for getting the most out of their BMW's. We adhere to the 13/13 vintage racing rules, which penalized avoidable contact between cars, creates a safe experience while maintaining a highly competitive spirit.

There are two types of races, Sprint and Endurance. The Sprint races usually run for 30 minutes. Endurance races will last 60 minutes. Endurance racing can involve multiple drivers, fuel stops and some great teamwork. Typically, you'll see 30-40 race cars on the track. Multiple car classes allow a driver to determine just how much they want to invest and how fast they want to. The development of affordable, entry level "Spec" cars require minimum modifications to keep cost down.

Many of the BMW CCA Club races are run in conjunction with the local BMW chapter driver education (DE). If you're at a DE, come on over and walk the race paddock, ask some questions and watch the race. If you have questions or are interested in attending the BimmerWorld CCA Race School, please visit www.bmwccaclubracing.com or join us on Facebook – The Official BMW CCA Club Racing Group.





TechTalk with Mike Shiffer

My GPS despises the Taconic State Parkway. Oh, it may not exactly hate it, but it certainly resents my using the TSP when it has charted a different route between NYC and points north. For some reason buried deep in its programming, the GPS invariably chooses Route 22. When I take the

Taconic, I must endure its peevisish "Recalculating". Unlike other trips, driving on this stretch causes the GPS to try to shift me off the Taconic regardless of how much travel time the backtrack will add. Every recalculation adds another five or ten minutes, until something clicks in its guts and it accepts the fact that we are on the Taconic and not getting off for a while. It recalculates yet again, and sullenly reports our arrival time as early or earlier than it predicted in the first place.

Us mechanics can be like this.

A lot of the time I spend working on cars involves removing stuff that is in the way of whatever I'm trying to fix or replace. Many components, such as pumps and alternators on the engine or climate control parts under the dash are buried behind hoses, wires and other hardware. The art of extracting them is often a matter of learning what to remove and what to leave alone. This gets complicated. On a newer car, most everything will come off without a struggle. But on a car with some age and mileage on it, not so much. Plastic parts get brittle and crack, and metal rusts and corrodes. Gaining access often involves picking an approach and then abandoning it when it becomes clear the time spent removing frozen fasteners or the risk of breaking something is great enough to make another approach more sensible.

This is difficult sometimes. Maybe because it is hard to admit we made a wrong decision, or maybe it is just momentum: you pick a route, then follow it. I think it is due most often to seeing waypoints as goals in themselves and losing sight of the ultimate end.

Recently I replaced the timing chain on a 2002 X5 4.6. This means removing the timing covers. The lower one is behind the water pump, belt, pulleys and the oil dipstick tube. After removing the upper covers, I took out the dipstick tube along with all the other parts in the way of the lower cover. When I put everything back together, I left off the dipstick tube until after I had installed the upper covers. Mistake. The tube is "S" shaped, and goes through a hole in the A/C compressor bracket on its way down to the pan. In order to do this from the top, it needs to pass through the space where the right upper timing cover lives. With that cover on, the tube won't fit through the hole in the bracket. I had a choice: take off the timing cover or find another way to get

the dipstick into place. I chose the latter. Took over an hour to remove some brackets, unbolt the right motor mount, jack up the engine and coax (that's the nice word for "force") the dipstick tube up from the bottom and into place. It would have been better to remove the upper cover, but once I committed to putting it in from the bottom I couldn't back off. I mean, giving up on this would be an admission of fallibility, and we can't have that!

Fortunately this only cost me some time, and when a similar problem arose the next day I remembered the lesson. I spent all of ten minutes undoing and rerouting some misplaced wires instead of wasting time and risking damage by pulling off components that were in the way.

Getting back to my GPS, I still cannot figure out why it has such a problem with the Taconic. Everywhere else, it recalculates in a sane manner: it finds an alternate to its original route that takes into account the time added by backtracking. But not on the Taconic! Sometimes I deliberately test this. I will ask it, in all innocence, to take me home from, say, northwestern Massachusetts. It plots its usual route down 22, which I ignore in favor of the TSP. As it recalculates, insisting I get off, backtrack to Rt. 22 and add yet another 10 minutes to my arrival time, I snicker. After adding over a half hour as punishment for not following its directions in the first place, it almost audibly sighs and does its final recalc, which takes me home on the bloody Taconic and shaves at least 10 minutes off its original arrival time.

That's when my carefully cultivated shell cracks: my sane, logical technocrat self gives way to my inner anthropomorphic emotionally-driven madman.

"You see??!!!! YOU SEE??!!!!", I yell at it.

It must hate me by now. 🚗

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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.

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