



Die Zugspitze

New York Chapter Newsletter | Summer 2014

www.nybmwcca.org



“Going for the Gold”

The 2014 Autocross Season is off and running!

BMW i



The Ultimate Driving Machine®



COMPETITION BMW

Proud Recipient of The 2014 CENTER OF EXCELLENCE AWARD

599 Middle Country Road St. James, NY 11780 (877) 278-0946 competitionbmw.com

Present Your BMW CCA Membership Card and This Ad To Get

10% Off

On Your Next Parts Order

Offer Valid Until July 15 2014 *Restrictions May Apply

Present Your BMW CCA Membership Card and This Ad To Get

15% Off

On Your Next Car Service

Offer Valid Until July 15 2014 *Restrictions May Apply

* Pictured here is the 2014 BMW i8

New York Chapter 2014 Events Calendar

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

For the latest information, see www.nybmwcca.org

In This Issue

- 5 **President's Page** ~ Jim Siegel
- 7 **Autocross Corner** ~ André Noël
- 9 **2014 New York International Auto Show** ~ Sherwin de Shong
- 13 **Crazy for MINI** ~ Pete Burke
- 14 **21st Beach Party** ~ Jim Siegel
- 16 **Spring Karting** ~ Michael Sussman
- 18 **Tech Talk with Mike Shiffer**

On the Cover: *Photo by Mike Allen*

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

Vol. 40, No. 2 – *Die Zugspitze* is published by and for the members of the BMW CCA New York Chapter Inc. ("The Club"). All of its contents shall remain the property of the Club. The Club assumes no liability for any of the information contained herein, or provided by its member/volunteer consultants. None of said information bears the status of factory approval unless so indicated. Modifications within the warranty period may void your warranty. The Club is not connected in any manner with BMW AG, or BMW NA. Unless otherwise stated, maintenance and modification procedures herein are not "Factory Approved" and their use may void your BMW warranty. Ideas and opinions are those of the writers, and no authentication or approval is implied by its editors or publishers, who assume no liability for information contained herein.

Free BMW tech help.

Have a technical question about your BMW or MINI? Our free tech blog – **blog.BavAuto.com** – has a searchable database containing hundreds of tech Q&As, D.I.Y. articles and videos.



Check it out at blog.BavAuto.com...

Casey W. Raskob, III Attorney At Law

Traffic Tickets Statewide DWI

(914) 271-5383

Fax (914) 271 4548

The Law Offices of Casey W. Raskob
34 Lounsbury Road
Croton on Hudson NY 10520

www.speedlaw.net

info@speedlaw.net

Rudtner's
European Auto Inc.

Specializing in: The Complete Repair and Servicing of
BMW & PORSCHE

- **Hunter 4 Wheel Alignment**
- **Routine Service or Repair**
- **Computerized Diagnostics**
- **Engine Rebuilding**
- **Transmission Rebuilding**
- **Performance Upgrades**
- **Mounting & Balancing**
- **Track Support available**
- **DE Track Prep**
- **1500 HP Chassis Dyno**

We are a complete service facility as well as a NYS inspection station. We carry a full compliment of Computer Diagnostic equipment. From simple oil changes to total ground up restorations there is one choice. We are professionals, in business over 20 years. Come in and visit us in our new location at 16 Saint Johns Place. Freeport .

Bring in the coupon and receive a 10% discount on any service or repair. Not applicable to NYS inspections.

Call us for Unichip installation and Dyno Tuning.

We guarantee better performance



With our more than 20 years in business, coupled with our factory trained BMW Techs, why would you take your BMW any place else?

16 Saint Johns Place, Freeport, NY
516-378-8769 • Fax: 516-378-9663

Monday - Friday 7:30 am - 6:00 pm
Saturday call for an appointment

Exit M9W off Meadowbrook Pkwy.
3 lights on Merrick Road then left onto
Saint Johns Place.

We are the 1st building on the right. #16
Stop in and visit us or give us a call.

BMW-PORSCHE-AUDI-VOLKSWAGEN-VOLVO-SAAB

President's Page | Jim Siegel



No doubt we can all agree this was a long, cold, snowy winter.

Nonetheless, summer is on the way. We held our first autocross, a Test & Tune event, on March 30th. The weather wasn't as bad as predicted and even with the expected low attendance for an early season event, it was a refreshing change of pace from shoveling snow.

We postponed our NJMP driving school event on April 21st due to circumstances beyond our control; however, we hope to reschedule it for later this year. Stay tuned for updates, which will be posted on the website and Facebook.

In the meantime we're all looking forward to our Watkins Glen driving school on June 9th and 10th. If you've never been to the track at Watkins Glen, I highly recommend it.

Other upcoming events include the Teen Street Survival in July, the ever popular Wine & Shine in September on Long Island's North Fork, and the usual schedule of autocrosses at Nassau Coliseum throughout the season – check our website at www.nybmwcca.org and our Facebook page for the latest updates.

Have a great summer!



Nassau Coliseum
July 26th, rain or shine

What is Street Survival?

The goals of the Tire Rack Street Survival program are to teach students some of the basics of car control, to enhance their enjoyment of driving and to improve their competence as drivers. We want young drivers to understand how their actions govern a car's response, and as a result, to become safer, more effective drivers on the road.

The event is from 8:30 am ~ 3 pm with food and drink provided. Cost is \$75 per student.

Registration is handled through the BMW CCA Foundation's website www.streetsurvival.org

For more information, contact Matthew Brod or Marissa Abriano at streetsurvival@nybmwcca.org

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



NY Chapter Officers

President

James Siegel, 917-841-2841, jim@nj.rr.com

Vice President

Mike Allen, jbmike@aol.com

Treasurer

RoseAnn Burke, 917-561-8051
msnybmw@aol.com

Secretary

Megan Yavel, m3megz@gmail.com

Members-at-Large

Joe Fuchs, 516-662-9401

josephfuchs6@gmail.com

Mike Bizzarro, 631-368-1280

mbizzarro@hunthosp.org

Webmaster

Mike Bizzarro, 631-368-1280

mbizzarro@hunthosp.org

Advertising

James Siegel, 917-841-2841, jim@nj.rr.com

Events Chairs

Drivers School Registrar

Mike Allen, jbmike@aol.com

Drivers School Chair

Mike Allen, jbmike@aol.com

Chief Track Instructor

Joe Fuchs, 516-662-9401

josephfuchs6@gmail.com

Street Survival Chair

Matt Brod, onrailsm3@hotmail.com

Membership Chair

Steve Geraci, stevegeraci@reflexphoto.com

Social Media Chair

Megan Yavel, m3megz@gmail.com

Sponsorship Chair

Tony Howell, 516-524-6123

unclebimmer@aol.com

Newsletter Chair

Darby Moses, mc40cooper@gmail.com

Greater New York Auto Show

Sherwin de Shong, srde28@hotmail.com

Autocross Chair

André Noël, noelsm3@gmail.com

AAA Driver Improvement Program

Sherwin de Shong, srde28@hotmail.com

BBQ Chairs

Marissa Abriano, bimmergirl128@gmail.com

RoseAnn Burke, 917-561-8051,

msnybmw@aol.com

Vineyard Series Chair

Steve Geraci, stevegeraci@reflexphoto.com

Technical Advisor

Mike Shiffer, EuroMeccanica 914-668-1300

Traffic Ticket Advisor

Casey W. Raskob III, info@speedlaw.net

Office 914-271-5383

Safety Gear Advisor

Victor Gagliano, VAS 516-908-2180

NY Chapter BMW CCA presents

The Vineyard Series Eighth Annual Wine & Shine at Pindar Vineyards

Sunday, September 14th 2014 • 12:00 pm (noon) to 3:00 pm

(Rain date: Sept. 28)

Take a leisurely drive east to Long Island's Wine Country and join us at one of the North Fork's most highly rated vineyards, Pindar Vineyards Winery and Pavilion, for an afternoon in the late summer sun. Bring the family and a picnic lunch and relax on the pavilion overlooking the vineyards 550 acres. Sample Pindar's award-winning vintages in their beautiful tasting room and on their newly constructed deck. Tour the vineyard's facilities and enjoy complimentary tastings, open to all BMW members. All wines are available to purchase at a special discount to our members only.

All those attending will be eligible to enter their BMW in our clean car "Show and Shine" on the grounds of the vineyard in a separate parking area adjacent to the pavilion.

Winners will receive bottles of select vintages of Pindar wines.

All registered entrants will receive their choice of either a bottle of red or white Pindar wine. All entrants must register online to qualify for a bottle of wine. Registration fee is \$10 per person, children are no charge.

While on the North Fork, stop by Briermere's Farm on Sound Ave. for home baked pies, The Jamesport Country Store on Rt. 25, Main Rd., or one of the many fresh fruit and vegetable stands selling Long Island grown produce.

Register at: www.nybmwcca.org/shine

For additional information, contact Steve Geraci at stevegeraci@reflexphoto.com

Pindar Vineyard

37645 Main Rd., Peconic, NY 11958

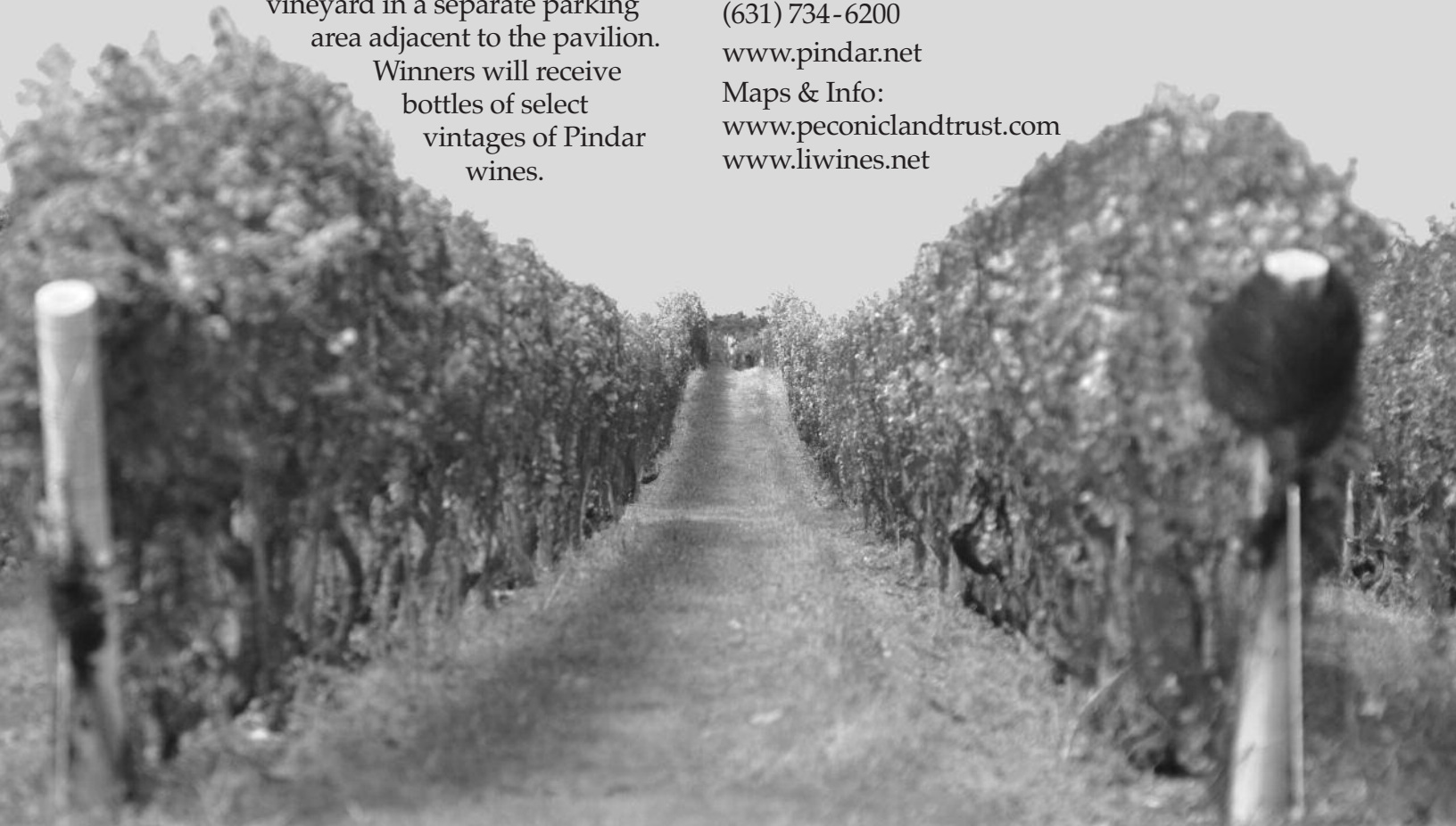
(631) 734-6200

www.pindar.net

Maps & Info:

www.peconiclandtrust.com

www.liwines.net



Autocross Corner

2014 Autocross Season

Hello Autocross Fans!

The 2014 Autocross season has begun. When I woke up early on Sunday morning, all I could hear was the sound of rain hitting the pavement. "This is going to be a wet day" I said to myself. Out comes the rain gear. I take a quick look at my phone to check the weather before I leave. Hmm... the radar is not showing any dark storm clouds. I load up the car with all the important autocross stuff and off to the Coliseum I go.

It's still raining when I arrive at the Coliseum. I send Mike Allen a text to let him know that I'm at Lot 8. Mike texts me back that he is on his way. When Mike shows up we do a rain-go-away dance, hoping for a break in the weather. When autocross design guru Tony Howell shows up a few minutes later the rain has stopped. Darby shows up in his MINI and we swing into high gear and start to prepare for the event. The rest of the support team arrives about a half hour later. At the start of the event, the ground is dry.

Thirty-three members came out to the Nassau Coliseum on this heavily overcast day. We had ten first-timers who came out to test their driving skills. By the end of the day their lap times were down and smiles were up on their faces. Tony set up a great course for the day and from the feedback I received everyone had a great time. We were able to complete 11 runs and finish by 3:30 pm!

Thanks to everyone who came out to the event. Hope to see you all at the June event.

André

Photos by Mike Allen



DETAILING ■ DYNAMICS

FOR THOSE WHO EXPECT THE BEST!



A sanctuary for those who refuse to settle for anything less than perfection.

Offering the finest wax, polishes, compounds and detailing services for the most fastidious customers.

Auto detailing solutions for enthusiasts developed by professional detailers.

- Custom Detailing • Paint Reconditioning
- 3M™ Paint Protection Film
- Engine Detailing • Concours Preparation
- Interior Detailing & Restoration
- Paintless Ding Removal • Window Tinting
- Auto Body Repair • Radar Detectors & Laser Jammers • Metal & Wheel Polishing
- Custom Stereo & Video Upgrades

Pick-Up & Drop-Off Service Available

Gift Certificates Available!

(516) 747-4114

66 Windsor Ave., Mineola

MATT ZAKARIAN - PROPRIETOR

WWW.DETAILINGDYNAMICS.COM

VISIT US
ON THE
WEB

100%
SATISFACTION
GUARANTEED



2014 New York International Auto Show aka Matt Russell's BMW NA Road Show

By Sherwin de Shong with photos by André Noël

Every year, BMW North America brings cars and brand managers to the New York International Auto Show for an early morning preview to regional BMW CCA members (both near and far, hello Baltimore and D.C.) and promises a few surprises. This year's surprise was that there were no concepts cars or cars that might be produced in a few years. No, this year was all about what you heard or saw on the Internet: What might be true IS true and YES it will be in production sometime THIS YEAR.

The only two cars that were semi-roped off were the i3 and i8 and of those two award-winning electric cars, the i8 is already sold out for the rest of the 2014 model year production run, making it the only car on display not available for purchase in 2014. The i3 is being rolled-out and BMW offered

free sample rides in the basement because no emissions means it can be safely driven indoors.

As for the rest of the BMW's on display (try and keep up) although more than half of the models are not in dealerships yet, they will be available for delivery in six months or less.

Jason Chan introduced us to the X3 and X4. While both the X3 and X5 have been around, the X4 made its New York premiere designed to slot in at an entry level below the X6. Unlike the X6, which is a four door crossover similar in size to the X5, the X4 comes across as a little less aggressive than a X6, but sized closer to the X3. And while not a 3 Series GT, it is slightly more aggressive than the 3 Series GT. Nice move BMW.

Next up was Victor Lelu with the bread and butter of the BMW line-up, the 3 and 4 Series. From the 320i sedan to the



Club members checking out the 198mph Alpina



The new 435i

If you really need the wind in your face, the 2014 M4 convertible is priced around \$73,000 (sorry, no carbon fiber roof available). The must-have option for the M3 and M4, if money is no problem and you plan to drive it like you stole it, is the \$8000.00 carbon ceramic big brake upgrade.

Next up, and I mean up the model line, was Robert Frisch and the all new Alpina B6 xDrive Gran Coupe. And like all other models on display, it is ready for purchase (of course in Alpina Blue) for a cool \$118,000. But how does it differ from the M6 Gran Coupe? One has more horsepower and one has more torque. One has the M

3 Series GT. From the 428i to the 435i Gran Coupe. All these models, plus twelve more 3 and 4 Series models, are available for purchase. On display was the 328d xDrive, which was here last year BUT the all new M3 and M4 were not.

2015 M3 priced at around \$63,000.00 (the 4-door sedan)

2014 M4 priced at around \$65,000.00 (the 2-door coupe)

Both are available with either a 6-speed manual or 7-speed M-double clutch transmission. And carbon fiber roof or steel roof, if you must have a moon roof.

DCT) while the Alpina only offers an eight-speed automatic. And while off the line the Alpina is quicker, I suspect the M6 Gran Coupe will carve a smoother path on the track.

Next up we met with Eric Sargeant and the all new 2 Series 228i Coupe, which has replaced the 1 series. Not on display but also mentioned was the upcoming M235i, which promises to be a track junkies dream and a must-have for every autocrosser. But not if Jake Mooney has his way, which I will get to later. The all new 2 Series comes along to replace the



Bay Diagnostic

European Service Specialist

(718) 615-0705

The dealer alternative for your BMW
You don't have to go back to the dealer to get Professional Maintenance and Repairs.

We are fully equipped with dealer level Equipment, Information and Original Factory Parts. This enables us to provide the same quality repairs and service you get at the dealer with the convenience of dealing with a local repair shop.
Why wait 2 weeks for an appointment !

We are open six days a week. All cars are stored in our indoor parking area
We provide a special pickup and delivery service

1717 Gravesend Neck Road, Brooklyn, New York 11229
Visit our website at: www.baydiagnostic.com





The E30 M3 crew



i8



Love this MINI artwork!



i3

1 Series with better looks, performance, and aesthetics. And did I mention the price tag of about \$33,000 with performance and efficiency that meets or beats an e46 M3?

Whew. That was a lot to cover in less than an hour and I would like to take this opportunity to thank Matt Russell and BMW NA for an outstanding presentation.

But if you wanted more, the Matt Russell and BMW NA Road Show continued up the road at the Blipshift pop-up garage. There Eric Sargeant, Jake Mooney, Matt Russell and host Kelsy Hill hosted "bimmers and bagels" where upon Eric extolled the virtues of the 228i with the 'track handling package' (available for purchase this fall of course, thanks Matt), its affordability and how much fun the car was even with the 8-speed automatic (who needs a true manual or even DCT, though DCT is not available for this model, which, I was told, is plenty quick with the 8-speed auto). To his side was one Jake Mooney. No, Jake was not there to represent any one car line. No, Jake was the BMW USA parts guy, there to inform us on which brakes to upgrade to stop a car like a 228i with a track-handling package. Or say you want a real LSD (limited slip differential) to get out of that corner that much quicker at the track. Ask Jake, because while LSD's are not offered as standard in non-M cars, we in-the-know can now order them from BMW directly to make that 228i or 435i commuter car a little more autocross competitive, right out of the box.

Wow, what a great Saturday morning. But I dare, nay hope Matt and his cohorts will top this. Until next year, hope to see you on April 4th, 2015.



M235i

EuroMeccanica Inc.

114 Pearl Street | Mount Vernon, NY | 914.668.1300

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



Services on modern cars include:

- Maintenance and service on most European cars, especially
 - BMW • Mercedes • Audi • Jaguar (pre-Ford)
 - Land Rover • Rolls Royce
- Mechanical and electrical repairs on most European cars
- Electrical and electronic diagnosis on Mercedes, BMW, Audi, Land Rover and others
- Brakes, shock absorbers and mufflers on any car

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 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

The Only 6 Time Championship Winning Parts Source for BMWs



Turner Motorsport is the leading BMW parts source in North America, bringing expertise from the racetrack to the street for over two decades. Our success on the racetrack is passed into every component that we design and sell through our comprehensive website.

Shop www.TurnerMotorsport.com for:

- ▶ ALL BMW Parts, both Replacement & Performance
- ▶ OEM Part Number Search
- ▶ 20+ Years of Championship Winning Expertise & Experience
- ▶ Competitive Pricing & Fast Shipping



800-280-6966 | www.TurnerMotorsport.com

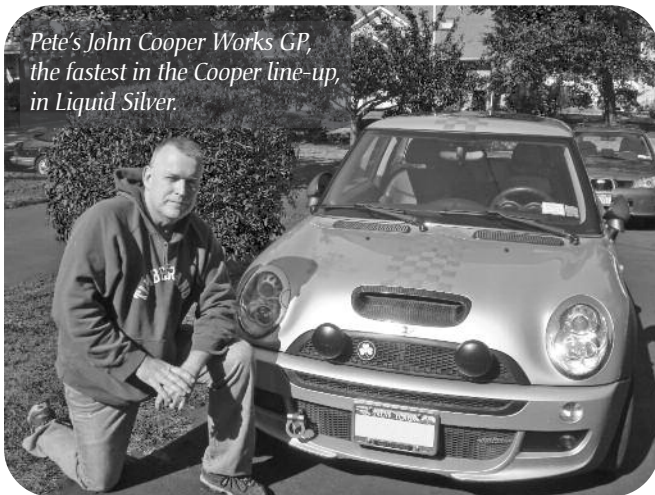


The NY Chapter is alive and well in Germany!

1991 E30 318i Touring in Sterlingsilber-Metallic with NY Chapter BMWCCA window sticker owned by Robert Schultz of Cottbus Germany

Robert is a big fan of New York and the NY BMWCCA chapter: "By the way, some people asked me where I got this cool sticker from BMW CAA of New York :D I love it!"

Crazy about MINI



By Pete Burke

You don't have to be crazy to drive a MINI, but it helps! That is my unofficial catchphrase. Let me introduce myself. My name is Pete Burke, I bought my first MINI mid-2002. But that isn't where it began. As a child, I was indoctrinated to all things automotive by my father. Dad took me to the NY Auto Show when I was five years old. I remember seeing the original Minis when they were produced by BMC. When I was about nine years old I'd ride my bike to the various foreign car dealerships located in the area; Augies in Babylon sold Citroën and Rootes products, Raymond in Bay Shore sold BMC products.

Fast forward to 2000, news reaches these shores that BMW was coming out with a new MINI, and that it may be sold in the US. I scanned issues of Car and Top Gear magazine from the UK in eager anticipation. I vaguely remember the first MINIs started showing up at my local dealer (Hassel) April

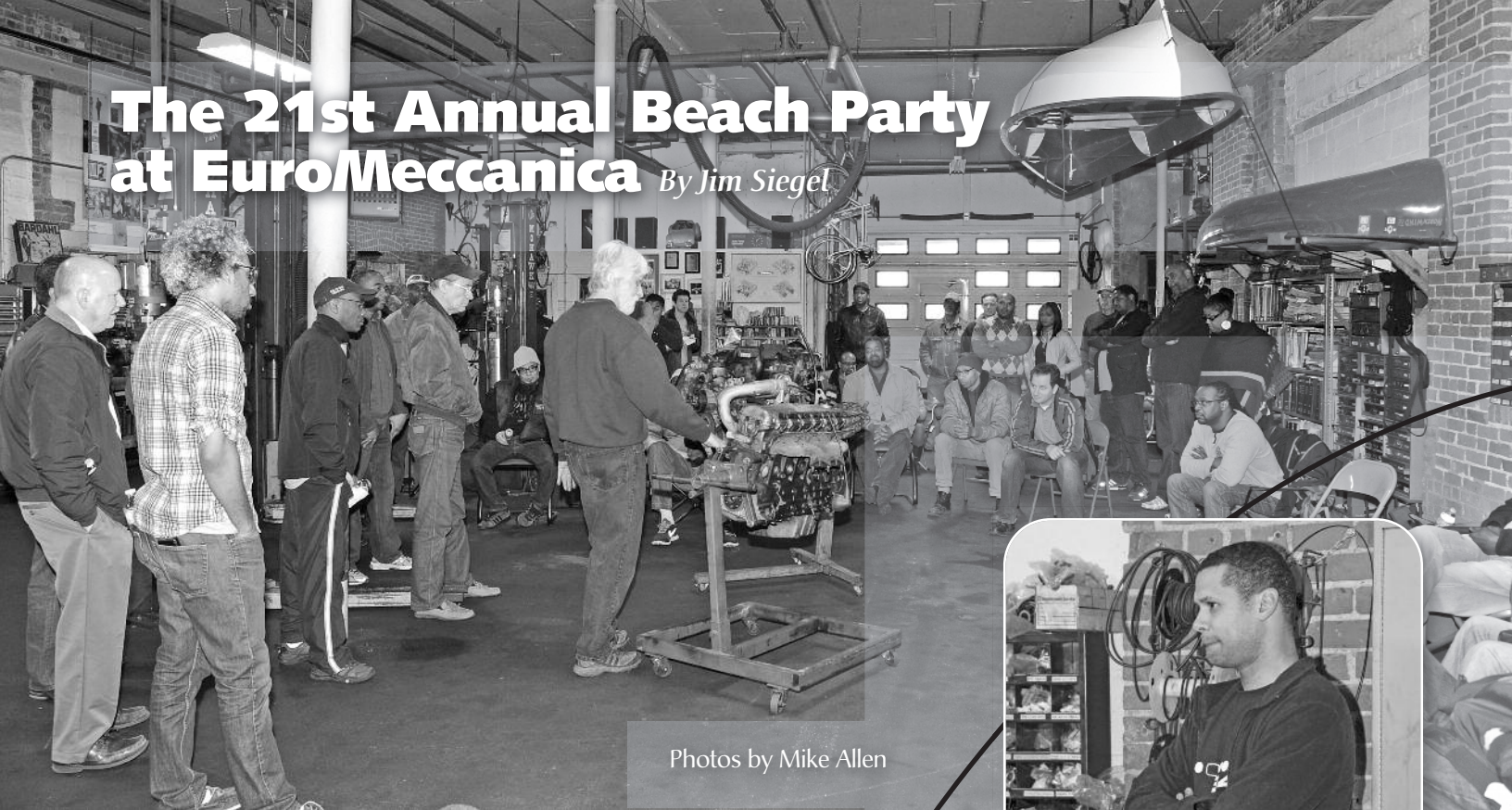
2002. I knew MINI had a hot item on their hands when several motorheads were checking out the cars on the lot. These folks must have been reading the same magazines I was reading, they knew ALL of the specs for this new cutie.

After buying my MINI, I found out something I never quite expected, that this car had a very active community. There were several online blogs that catered to owners of MINIs, and they even had runs! My first run was in 2003 to Montauk organized by Rob Friedman. Well, the rest is history. I have driven to the largest annual MINI event, "Tale of the Dragon" in North Carolina, and attended the annual "MINIs on Top" event in New Hampshire. MINIUSA is holding the biennial "MINI Takes the States", a cross country jaunt that will begin July 26 in San Francisco and end in Boston August 9th. The New York area is the home to several annual MINI events. The New Year's Eve run (two days before the day) is a spirited late night run through the city. The "MINIs to the Point" run kicks off the summer rally season with a run from Southampton to Montauk.

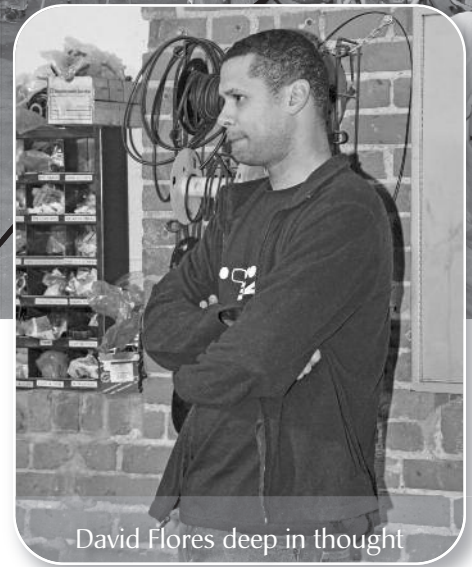
From that day in 2002 when I took delivery of my first MINI, I didn't realize how many friends I would have made by my ownership of this vehicle. Through the many MINI websites, such as NEMINI, Usminiclub, and Long Island Mini Enthusiasts (LIME), I have forged lasting friendships with many people. As one of my MINI peeps, it was either Robyn or Kelly, once said, "MINI is the only car that comes with friends". No truer words have ever been spoken!

If you are interested in joining the MINI community, or are just curious, feel free to visit one of the various MINI blog sites or join us at one of our events. We meet up monthly at Hassel MINI for a chat session over coffee and bagels. Meetings are generally the first Sunday of the month. Check usminiclub.com for exact dates of meets. We look forward to seeing you.

The 21st Annual Beach Party at EuroMeccanica *By Jim Siegel*



Photos by Mike Allen



David Flores deep in thought

This was the 21st annual Beach Party and the first in many years not chaired by our long-standing board member Tony Howell.

The replacement chair clearly had large shoes to fill and one of our newer board members, David Flores, decided to step in and take over. Needless to say he did a great job and the event was a huge success.

Right from the start Dave faced several challenges, the first of which was Old Man Winter. The original date of February 22nd had to be rescheduled to March 22nd because there was so much snow there was nowhere to park. Those of you who have been to previous Beach Parties know what I'm talking about – the street at Euromeccanica is quite narrow.

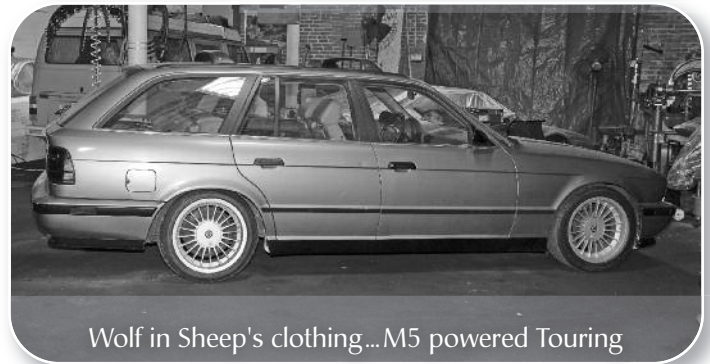
Next, the speaker Dave had lined up canceled at the last minute. So Dave stepped in and gave his own presentation on carbon fiber, since the company he works for produces race car components made of carbon fiber. Dave's presentation was very interesting and, as a result, it seemed that people were calling their friends in the area to come over – all of sudden 20 more people showed up! Perhaps the free lunch helped a little...

Then Mike Shiffer, our venue owner and host, gave his usual scintillating presentation. You never know what Mike will talk about; over the years he's found automotive topics for his Show & Tell that no one else would imagine. This year we looked at and learned about the differences between an older and a newer BMW engine; both by the way faced an end to their lives that wasn't pretty. Can you say 'hole in the engine block'?

Special thanks to Mike Shiffer for his continued support and willingness to give his personal time by opening his shop to support the club and for doing a great presentation on a Saturday morning.

Overall this event is always fantastic and I look forward to seeing everyone at next year's Beach Party – the 22nd.

Unplanned engine ventilation



Wolf in Sheep's clothing...M5 powered Touring

QUALITY AUTO CARE, INC.

"Import & Domestic | Diagnostic & Repair"
BMW & Mercedes Specialist | All Work is Guaranteed

STEVE NICOLAOU
 TEL: (516) 944-3332

www.qualityautocare.net

35 DAVIS AVENUE
 PORT WASHINGTON, NY 11050

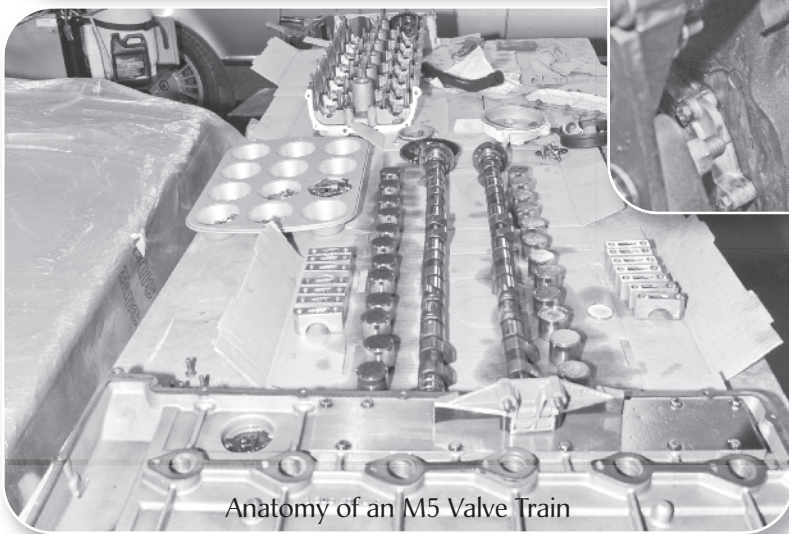




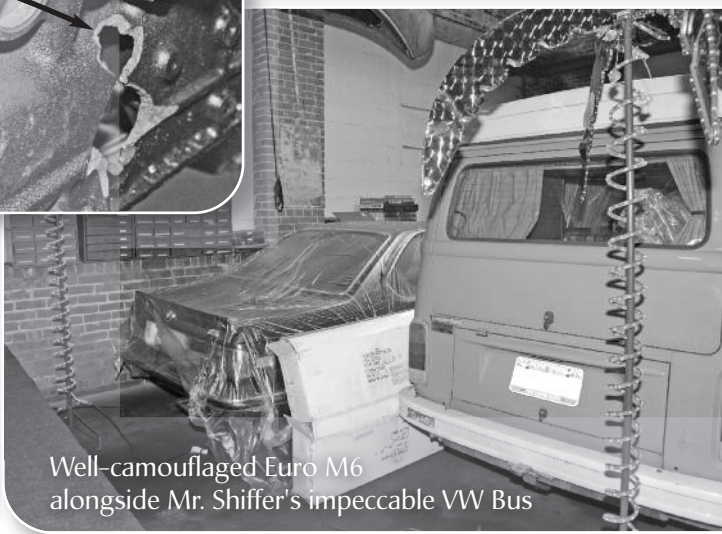
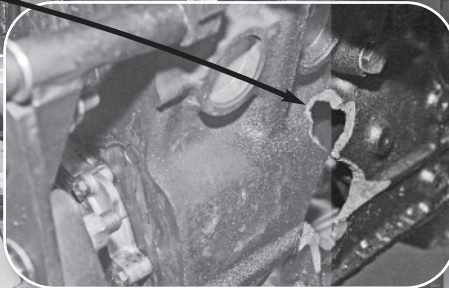
Yes, the food was good!



Our host, Mike Shiffer comparing 2 generations of 3-Series engines



Anatomy of an M5 Valve Train



Well-camouflaged Euro M6 alongside Mr. Shiffer's impeccable VW Bus

**ALPINESTARS
TECH 1 RACE
\$99.95**

**MOMO TOP
GP SHOES
\$199!**

**BELL VORTEX
SA2010H*
\$569**

VASRACINGSUITS.COM

**BELL MOMO
HANS ALPINESTARS**

*Outfitting the best
for over 50 years!*

**GET 10% OFF!!
ENTER COUPON CODE:
BMW11 AT CHECKOUT**



Swing into Spring Karting Event at OVRP

By Michael Sussman

ReStart led by Sussman, Dan Capossela, Steve Bitondo, Phil Danza

The sun was shining most of the afternoon on Saturday May 3rd at Oakland Valley Race Park. Participants enjoyed great racing at a great facility. One of the participating chapter members raced against his brother and father while celebrating his birthday. We hope you had a Happy Birthday Andrew B!

The day started with some practice laps where drivers were able to test the karts and learn the track. Tim Hannen from OVRP, who is also a loyal BMW fan, had his E36 M3 track car on display. He was generous with information on the karts and gave us some extra time during the practice session to learn the track. He also allowed us to test out a 125cc

Rotax Kart after the race. If you have never driven one, well, we do not know how to explain it other than simply awesome.

Because of the extra practice, we started the race later than anticipated – but don't think anyone was upset about getting extra seat time. After the practice session, we formed teams by pulling names out of a helmet. This allowed us to keep things

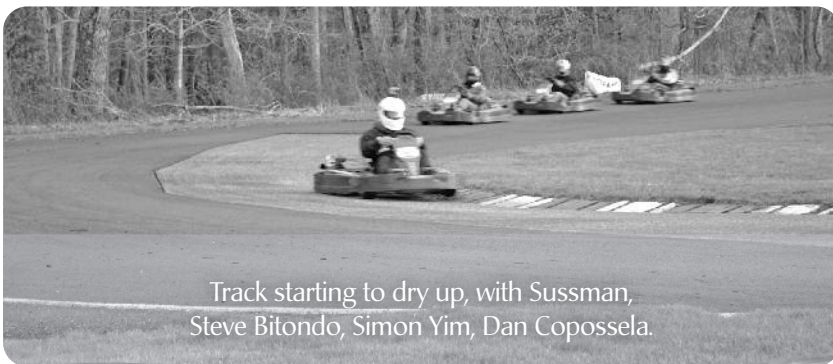
even and fun. Each team had three drivers. No surprise, we ended up with evenly matched teams. It fostered some great racing and allowed some members to form new friendships as well as catch up with old friends.

We were fortunate to experience all types of conditions during the race. When the race began, it was 65° and sunny. Within the first hour, we were racing in the rain; by the fifth or sixth driver change, the

track started to progressively dry up. The race was finished under the lights which added another element of excitement.

We want to thank the crew at OVRP and all the participants for working together to make this a great event. We are currently

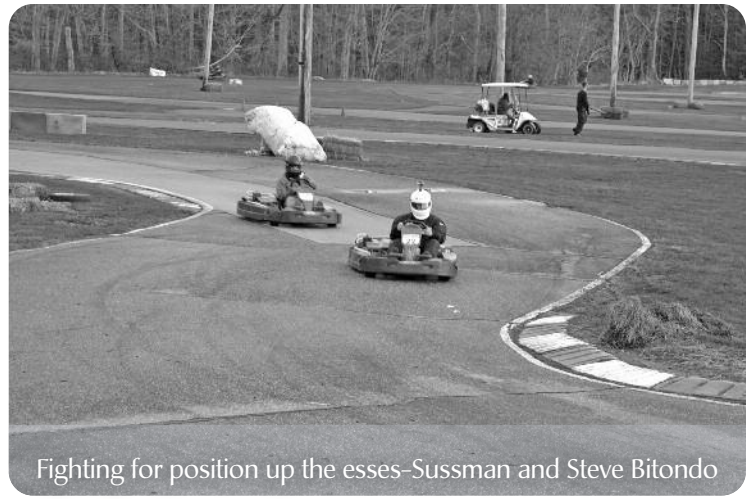
planning a future event, perhaps in June, but we were unable to firm up a date before this article went to press. Please keep an eye on the NY Chapter webpage, and our Facebook page, which is a great resource for all things happening in the Chapter. You can also contact Michael for further info on karting events at suss1173@aol.com.



Track starting to dry up, with Sussman, Steve Bitondo, Simon Yim, Dan Copossela.



Mike Patterson testing a 70mph+ Rotax Kart



Fighting for position up the esses-Sussman and Steve Bitondo



Every inch counts with Gary Savill



OVRP E36 Race Car

TECH-SAVVY SAVINGS



Allstate eSmartSM Discount

It's easy to save big on your auto policy.

Now when you get your policy details and pay your bill electronically, Allstate will reward you with an Allstate eSmartSM discount! You can save up to 10%. Of course, I'm always just a phone call away when you need help or have a question. Call now and start saving today!



MARK JONES
631-928-8222
1109 HALLOCK AVENUE
PORT JEFF STATION, NY 11776
marksjones@allstate.com



Allstate
You're in good hands.
Auto Home Life Retirement

One agency for all your insurance needs.

Subject to terms, conditions and availability. Savings will vary. Allstate Fire and Casualty Insurance Company; Northbrook, Illinois © 2012 Allstate Insurance Company.



Tech Talk with Mike Shiffer

I acquired the E34 wagon with the V12 (mentioned in my last column) when the owner decided to have me put the six-speed transmission from it into his 2001 750iL. He had no further use for the wagon, which had spent several years in the southwest. Its hood's peeling clearcoat, dried-out door panels and shrunken body seals were the result of many months in the sun, and the persistent gas smell from its evaporative fuel

leaks as well as its refusal to ignite half its cylinders made driving a chore. Being handy, deluded and hypnotized by 12 shiny little cylinders, I took on the task of returning the wagon to its former asphalt-wrinkling glory.

Before I removed the transmission, I cured the running-on-six-cylinders problem. The M70 V12 is basically two six cylinder engines on a single crankshaft, each with its own engine management system. Each cylinder bank has its very own control unit, ignition system, throttle body, air flow meter, oxygen sensors, etc. When it comes to diagnosing driveability problems, this duplication is a huge help.

BMW's fail-safe strategy, the "limp mode" should anything go wrong, is to shut down all six cylinders on the afflicted bank. You know this has happened when the car has about as much power as a VW Beetle, despite its smooth, quiet idle. The first step when encountering this condition is to determine which bank isn't working. As there are two coils, one for each bank, disconnecting one and seeing if the car still runs will nail it quickly. But beware: the intake manifolds are reversed. The driver's side intake (air cleaner, air flow meter, throttle body, plenum and intake runners) feed the passenger side bank, and vice versa. You cannot see this because there is a plastic cover over the valley in the middle of the engine where the intake runners cross. So the ignition systems are adjacent to their cylinders, the air intake is opposite, and the wiring runs every which way.

This can get confusing. Once I knew the right bank was dead, I had to figure out what wasn't working. Often, swapping parts from one bank to the other is the fastest way to figure out where the problem lies. I tried switching the computers and AFMs, and nailed it when I swapped ignition wires. The problem followed the right bank wires over to the left bank. Turned out to be the ignition sensor on one of the spark plug wires. Once it was replaced, the car roared to life, all 12 cylinders contributing their lusty voices to the chorus.

The fuel smell was easier. A tank vent pipe had rusted through in the right rear fender well below the fuel expansion tank. With it replaced, the smell went away. The smell returned with a vengeance when I filled the tank. Turned out it the brand-new gas cap was the wrong one. Replacing it took care of the smell for good.

The transmission was a problem several orders of magnitude greater than the other issues. The six-speed that fits behind the V12 is unique: it fits only the V12, in spite of having virtually the same internals as the far more common V8-specific gearbox.

The easiest solution would have been to buy one from BMW, but those things are expensive, which is why we were cannibalizing the wagon in the first place. Used ones are extremely rare, and very pricy when they do turn up. Casting around for options, I called a transmission rebuilder I've used for years. They had no V12 trans-nies, but they did have a V12 gearbox housing which they were

happy to sell me for the scrap value. They also had a 550i six-speed in excellent shape, which they never expected to use and would part with for a reasonable sum. This was intriguing, as the bell housing diameter and input shaft size were both correct for the engine. It was also comforting to know the gearbox would have no trouble dealing with the V12's torque, as the 5.5 V8 is about as powerful. I decided to give it a shot. What clinched it: they had a spare V8 bell housing for me to use if I totally destroyed the first one. A deal was made, and I was in Getrag Heaven.

The V8 gearbox is shorter than the V12. This is easily compensated for by lengthening the driveshaft. The more difficult problem is the shape of the bell housing. The two cylinder banks of the V12 engine are at 60 degrees to one another, while the V8's are at 90 degrees. This means that maybe three bell housing bolt holes along the bottom of each transmission line up with one another, and with either engine. The rest don't line up at all, although the housings are the same size inside because the flywheels and clutches are the same size on both engines. Also, the starter motor is lower on the V8, so the cast-in bulge in the bell housing which allows the starter's nose to fit was in the wrong place. Finally, the bell housing of the V8 gearbox is a separate casting, while the V12 bell housing is integral to the whole case.

To make sure the transmission input shaft aligned perfectly with the crankshaft, I made a template out of 3/8" steel. In the middle of it I put a cylinder that fit snugly in the bearing housing on the V12 gearbox casing. With the plate thus indexed to the center of the casing, I clamped them together and drilled through the bell housing bolt holes into the plate. This gave me the holes on the engine block. Next, I took the same plate, indexed it to the V8 bell housing and drilled those holes. My original plan had been to cut both bell housings and weld the section from the V12 onto the V8 housing using the template to hold them the correct orientation: bolt holes to input bearing housing. After the plate was finished, I realized it would be much simpler to use the template itself. It was certainly strong enough, as well as thick enough for me to use countersunk fasteners to hold the plate to the engine. All I would have to do was cut out the center and perimeter of the plate to clear the flywheel, starter and other obstructions, and skim 3/8" off the mounting face of the V8 bell housing to maintain the fore-and-aft distance.

This was done and, after a great deal of shaving this and grinding that to make room for things I hadn't anticipated, the thing went in. I made an aluminum form to cover up the hole that had to be cut in the bell housing to clear the starter's nose, and a special transmission-to-exhaust mount for the Twin Pipes of Terror. Shortening the shift linkage was no big deal, and the modified drive shaft fit perfectly.

I don't want to think about how many hours went into this, or how many nights I lay awake rearranging chunks of metal in my mind, but every time I drive this beast, I smile. Guess it was worth it.



Michael Shiffer

EuroMeccanica, Inc.

114 Pearl Street | Mount Vernon, NY 10550 | (914) 668-1300

euromeccanicany.com



"Concept to REALITY"
it's MAC or it's NOT

LUXURY AUTOMOTIVE RESTYLING FACILITY

BMW FACTORY TRAINED COLLISION REPAIR SPECIALISTS SINCE 1994

108 GLEN COVE AVENUE, GLEN COVE, NEW YORK - (516) 676-7985

contact: joe@MartinoAutoConcepts.com

WWW.MARTINOAUTOCONCEPTS.COM



BMW Car Club
of America
New York Chapter



BMW CCA New York Chapter
PO Box 920576
Arverne NY 11692



DATED MATERIAL

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

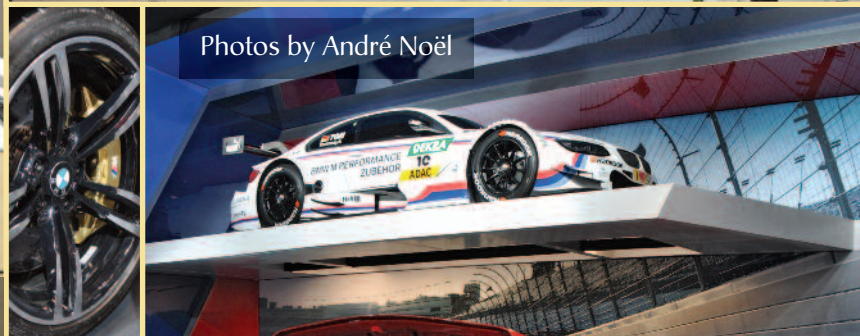


**Auto
Show
9**

BMW i8



The MINI Cooper S
that won Dakar



Photos by André Noël



The cool electric X5



M235