

Die Zugspitze

New York Chapter Newsletter | Summer 2017

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Announcing the New York Chapter's
"Go Green i-NITIATIVE"

See page 13



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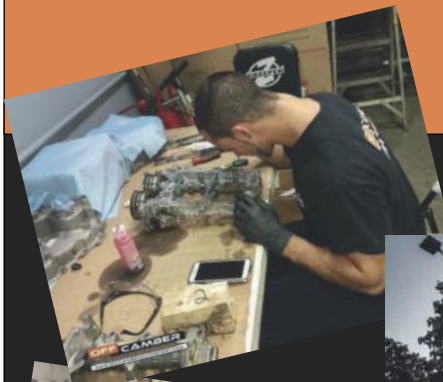
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New York Chapter
2017 Events Calendar

March	11	24th Annual Beach Party
April	9	Driving School: NJMP Lightning
	15	New York International Auto Show
May	8-9	Driving School: Watkins Glen
June	4	Rallye BMW Show
	11	Dine & Shine
	18	Dine & Shine (rain date)
September	10	Wine & Shine
	17	Wine & Shine (rain date)
	24	Old Westbury Concours d'Elegance
October	1	Concours d'Elegance (rain date)
December		Holiday Party

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

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On the Cover : "Double Trouble" 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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President's Page | Mike Bizzarro



This year our high-octane schedule flew through events like gears in the quarter mile. From the Beach Party and Auto Show, on through two track days, karting, the Dine & Shine, and Rallye MotorSport Show, there was something for every enthusiast.

Our annual Watkins Glen event was truly a unique experience being our first ever tri-chapter hosted track day. With staff and members from the Patroon and Del Valley chapters participating, we were granted a chance to drive alongside dozens of new faces and come away with just as many new friendships.

Thanks to Nick and the crew over at Rallye BMW for once again giving us a prime spot for the club table at their MotorSport Show. Easily hosting a hundred cars, great people, live student bands from the School of Rock, and raffles with all proceeds going to local law enforcement charity, the show is a must: If you haven't attended yet, make it a point to go next year!

Now in its seventh year, the Dine & Shine saw the largest turnout to date! Club members started the day filling the Pindar lot with samplings of BMW's finest vintages (and a Ferrari for good measure) for the car show judging. From there, members were treated to a road rally, complete with clues and trivia, around a portion of Long Island's North Fork, eventually ending the cruise on the outdoor patio of ALure at the Port of Egypt Marina in Southold. Here they were treated to a waterside view, superb food, and award presentations for the car show and trivia questions.

Before leaving you to enjoy the summer sun, an important reminder to everyone out there. You will need to visit the BMW CCA National Website (www.bmwcca.org) to verify they have your correct e-mail address on file. They maintain the clubs' members master list and this will ensure you continue to receive the digital version of Die Zugspitze, our chapter newsletter. To date there are still 280 of you who have not provided an e-mail address. It is important that you correct this to continue receiving your local chapter newsletter, as well as staying abreast of the communications from the National office and the Chapter. If you are unable to log on to their website, you can contact them by phone: 1-800-878-9292.

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

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of America
New York Chapter**



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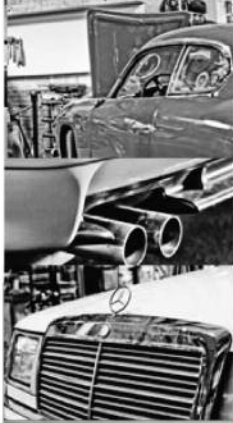
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EuroMeccanica, Inc. was started by Michael Shiffer in 1991. Michael is a tech advisor for NYBMWCCA and EuroMeccanica hosts their annual Beach Party, where dozens of BMW owners and enthusiasts converge to learn more about their cars. The shop's atmosphere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



Race car preparation:

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All Things Aftermarket



When is enough, enough?

by Mitchell Frischer

With the long anticipated release of the new Dodge Demon, the landscape has

drastically changed in the horsepower wars. Yes, there have been numerous high horsepower cars released by various manufacturers in the last years (Bugatti, McLaren, Ferrari, Porsche, Pagani, etc.) but none quite so within reach of the public at what can be best described as “affordable”. Those “hypercars” mentioned are all well in excess of \$1mm. Although pricing has not been formally announced at the time of this article, the Demon is expected to be approximately \$125K. That’s a hell of a deal for a car that can make over 1,000HP off the showroom floor. However, it’s a drag car and not one that is likely to be driven on any kind of a “regular” basis.

Mercedes/AMG is coming out with their own hypercar in the very near future, and of course there have been numerous rumors as to what BMW has up its sleeve in terms of the possible M10 or M8; the latter of which is said to be produced off the existing i8 platform with an upgraded version of the M5’s twin-turbo V8 with close to, or possibly in excess of 700HP. Made of carbon fiber and titanium, it may have the best power-to-weight ratio of any BMW ever produced. Pricing is still a big question mark.

To me, and many enthusiasts/purists alike, the most important factor with regard to these “ultimate performance cars” isn’t so much the power they make, but the power-to-weight ratio. I don’t believe the majority of the general public really gets this. The Bugatti weighs a LOT, the Demon is no lightweight, etc., so the real question is: When is enough, enough? I get the bragging rights aspect of having a supercar and hypercar with over 1,000 HP but translating that power to be usable, versatile, and more is a far greater task. What always appealed to me about BMW’s and MINI’s has been the incredible balance of power and handling. That’s what allows these to be considered (as BMW has marketed for many years) “The Ultimate Driving Machine(s)” Now, while I’m a fan of all kinds of racing, speed, etc., there is nothing better to me than an exponentially built car. One that is balanced in terms of power, handling, braking, and when applicable, comfort. I’ve seen many marques try to execute this balance over the years, but few have really been able to achieve it.

I would love to see BMW come out with something

completely different that encompasses all of these factors yet is “attainable” as opposed to the \$1mm+ hypercars. They certainly have the resources to do so! The M Performance division has everything they need to execute this. Much in the way Mercedes has allowed AMG to design and build entire cars like the SLS and GT/GT-S/GT-R, I (for one) would be thrilled to see BMW have the M-division do the same! A complete and total car that’s all their own and branded as an “M” marque like Mercedes has done for their AMG cars. The GT-S isn’t branded as a Mercedes, it’s branded as an AMG sold through the Mercedes network. Look at the carryover from the GT-S too. Their new C63 and E63 cars both feature the same 4.0L twin-turbo V8 from the GT-S (with some minor differences) which allows for greater sharing across multiple platforms.

From a business standpoint this is an excellent concept. Can you imagine BMW having a 4 Series-based car with a twin-turbo V8 like the M5 and branded solely as an “M” car? I’ll bet with the right setup it’d be a huge hit! Not to knock the M3/M4, which are excellent platforms with incredible engines, it could just be something different. I don’t necessarily see BMW falling into the 1,000+HP car market anytime soon, and I’m not sure they really need to either. Again, it’s all about balance with the most important factor being power-to-weight. They certainly have the technology and ability to execute this in a production car and it would be an amazing feat to have one that isn’t priced in the stratosphere. Perhaps somewhere in the mid-high \$100K range. This would undoubtedly be a car which, if engineered and tested to the levels of perfection that BMW is known for, could, and should, easily set records at the Nürburgring and other well-known tracks, which we all know is great for marketing.

So when is enough, enough? What do you think? Does BMW need to come out with a 1,000+HP car to compete with the upcoming AMG hypercar and others like it? Or is a more balanced and proportionate car that can keep up with, or best those cars at a far greater price-point having superior “balance” and built exponentially the better route? It’s a tough call to make. From a marketing standpoint the 1,000HP or greater output gives significant bragging rights. Then again, if BMW builds something that can match, or even beat those cars in all-around performance including acceleration, top-speed, handling and braking, then that in-and-of itself could be all they need. Time will tell and I believe we’re going to find out sooner than later...I suppose in the end, enough really never is enough!

24th Annual Beach Party at EuroMeccanica March 11, 2017

by Rich Rausser



Our 24th Annual Beach Party was a huge success, primarily due to the cooperation of the weather, as well as the presentations by our esteemed speakers. A major winter storm occurred just days prior to the event, leaving nearly two feet of snow in some areas of Westchester County, but thankfully the weather cleared by the morning of the Beach Party. Mike Shiffer of EuroMeccanica was our gracious host again at this late winter event, and the Beach Party was as fine as any, with summer days on our minds, and palm trees swaying in the breeze.

Our Club President, Mike Bizzarro, kicked things off and introduced Don Dishinger, the first of three speakers. Don shared his recent experience with BMW's Performance Center Delivery (PCD) where he picked up his new BMW 435i. PCD

provides BMW customers with a unique new vehicle delivery experience at their Greenville-Spartanburg facility. PCD includes not only some track time in a vehicle similar to your new BMW, but also a factory tour, as well as several great meals and a stay in a luxury hotel, all paid for by BMW. Don also spoke about his recent experience selling his beloved E39 via Roundel. By all accounts, Don's 5er' went to a great new home in Michigan.

Next up was Casey Raskob, our Chapter's Traffic Ticket Advisor. Casey has been fighting traffic tickets for many years and he truly has a great command of the vagaries of each traffic court throughout our great state of New York. Casey's general advice is if you receive a speeding ticket in New York, do not plead guilty since pleading guilty, or a bad plea bargain,



can affect your car insurance and your driving record for years to come. The takeaway here: If you get a traffic ticket, call Casey for a free consultation.

Last up was Mike Shiffer of EuroMeccanica, the tech advisor for our Chapter. Mike started EuroMeccanica in 1991 and it is now a well-known and highly respected shop. It has overseen the partial and total restoration of BMW, Mercedes, Jaguar, Rolls Royce, Bentley, Alfa Romeo, Lancia, Daimler and other cars. It has prepared track cars for competition, driving schools and vintage racing. Repairs and maintenance are performed on modern European cars. Mike did a compare and contrast between a vintage BMW 2002 and a “new” 2 Series BMW. Mike covered everything from engine differences and similarities to the design influences that are evident in the new

2er’. Next we were underneath both cars to examine the differences in underbody components along with suspension similarities and differences. Mike truly displayed his wealth of knowledge, especially when it comes to BMWs.

This year’s Beach Party was a resounding success due to a combination of nearly 25 club members in attendance, interesting contributions from our speakers, our entertaining and knowledgeable host, and a great lunch buffet. Thanks to everyone who participated in this year’s event and I look forward to seeing everyone at all of the Chapter’s events through the year.

Photos by Rich Rausser

"A Tale of Two Tracks"

Story and photos by Mike Allen



Chapter One

NJMP Lightning ~ April 9th, 2017

1.9 miles long, 10 turns, "Twisty"

With great trepidation, 72 stalwart drivers and instructors ventured to NJMP Lightning on Sunday for our annual HPDE season opener. Why trepidation? I say trepidation as last year's event was greeted by 1-3 inches of snow the night before, with temperatures barely touching 50 degrees on the day of the event. It was chilly to say the least. This year, Mother Nature was significantly more accommodating and bestowed on us sunny, seasonal, mid-sixties weather for the entire weekend. My box of Hot Hands Hand Warmers was subsequently not needed and fortunately, thanks to Amazon, eligible for free return. Yet again the New York chapter was fortunate to have Off Camber Autosports as an event sponsor. They provided a fantastic lunch consisting of "gourmet" pizza and a zesty salad. For those who decided to overindulge, TUMS was readily available. Off Camber additionally provided T-shirts and shop coupons that were raffled off as we dined. Thanks Mo, much appreciated!

On the track, no records were set, but sure as heck, everyone in attendance had a blast. We always have a mix of automotive genres, but this year things were spiced up in the Novice and Intermediate run groups with American Iron, represented by Mustang GT's and a Hellcat going head-to-head against European exotica, represented by a bevy of BMW's and a gorgeous yellow Porsche GT4. I won't comment on the perceived "winners" but let's just say, "nimbleness" will always outperform "horsepower" on twisty tracks.

Chapter Two

Watkins Glen ~ May 8th and 9th 2017

2.35 miles long, 11 turns, "Fast and Sweeping"

This year, the DelVal Chapter joined the New York and Patroon Chapters to host our annual HPDE at Watkins Glen. Getting a third Chapter onboard was extremely beneficial with regard to having additional skilled worker bees handy to help run the event and also to beef up the event's Instructor pool. With the proliferation of commercialized "Track Days", I anticipate further collaboration with additional BMW CCA Chapters.

The drive up to Watkins Glen from Long Island was somewhat "interesting", as we were greeted with wet roads and intermittent rainfall for most of the Route 17 portion. This, I guess, was Mother Nature's version of speed control and yes, it worked! The great news is that she "ran out of steam" and come Monday we were greeted with clear blue skies for both track days. For those of you who are familiar with the Finger Lakes region, you're fully aware that the weather up there can change on a dime, especially in Spring. We really lucked out this year and I have already put in an order for the same weather next year. Let's see if that request is honored.

As is the norm at this venue, the "big guns" came out and there was a plethora of dedicated "no-holds-barred" track cars at this event. Did I say previously that "nimbleness" will always



outperform “horsepower” on twisty tracks?? Well just to be clear, Watkins Glen is not a twisty track. There are three clearly designated “straights” (aka horsepower-favored passing zones) where nimble light cars that handle like go-karts were hard pressed to keep ahead of the monster horsepower goobers – we gave them a run for their money though (oops, I guess the cat is out of the bag that I have one of those “bone stock” low horsepower cars); but alas, after a few hard fought laps, even I had to start letting folks by.

The Instructor run group was crazy fast. There was a ton of fully race-prepped E36’s, E92’s, a couple of amazing M2’s and over-the-top P-Cars – GT3’s and a few GT4’s. For those into automotive porn, this was the venue. But then I diverge..... Yes, we all had an amazing time at Watkins this year and some of us have already started planning our strategy for next year.

Chapter Three ~ **Going Forward**

At the end of the day, these events can not be successful without the participation of both students and instructors alike. Our Chapter’s HPDE format mandates classroom sessions and in-car instruction. We focus on safety, training and fun – literally in that order. For those who see value in these priorities, we appreciate your support; for those who are focused on only fun, come join us someday, we may actually win you over!

Safe travels everyone!



2017 New York International Auto Show

by Sherwin de Shong ~ photos by André Noël



On the website for the 2017 New York International Auto Show at the Javits Convention Center was an announcement for Breakfast with BMW on Saturday April 15, 2017, listed as a private event. Listed on the NY BMW CCA website was the usual information regarding how to gain entrance to this, our annual early morning preview of Q&A with BMW and their product managers. To make a long story short, as long as you are a current member of the BMW CCA, you and a few guests can join us for our “breakfast”.

Okay, so there is no breakfast or even free admission tickets any more, but we show up anyway, every year. More than one hundred members plus their guests make for good company and lively conversation regarding our favorite topic of discussion.

This year our inside man from BMW, Hector Arellano-Belloc, arrived with three friends, Jose, Prane and Christian.

Up first was Jose Guerra, who talked up the latest M car stuff, starting with the M2 Limited Edition. One hundred and fifty of these M2s are slated for the US market, all in Alpine White, with “standard upgrades” to the driving experience that employ the less-is-more theory by way of a single-zone climate control set-up, a basic quality audio system (I think the engine/exhaust audio system would suffice), and manual sports seats. The only option to decide upon is whether to go with the six-speed manual (save the manuals!!) or the seven-speed dual clutch. But act fast if you haven’t already because this run of M2s is coming to the US market with 75 manuals and 75 DCT’s.

Next was Prane Wang with the M760i xDrive. The numbers game say that this car has 600 hp with 590-lb-ft of torque available at less than 2000 rpm. Well this is a V-12 with twin turbochargers so that power should come quite easily. And all

connected to an xDrive set up with a rear bias and rack-and-pinion steering in the latest generation Seven Series. Happy driver. Happy passengers.

Think of this as a stretch M5 with all the go-fast stuff and all the luxury stuff too.

Which brings us to our final host, Christian Voigt, who took us through the latest iterations of the 5 Series available in Sedan or Gran Turismo (GT) engine options of 530i, 540i, 550i, and 530e iPerformance (electric hybrid). All the models offer the xDrive option as well many of the standard features we have come to expect; however two of these models were highlighted for their unique qualities to the line-up.

The 530e iPerformance is the 5 Series hybrid, with or without xDrive, that comes with 20-mile electric motor only range (give or take 5 miles) showing BMW’s commitment to hybrids across their core (3, 5, 7 and X5) line-up.

The other standout in the 5 Series launch is the M550i xDrive, and as Christian was quick to point out, while this vehicle is down by 100 hp to the outgoing M5, its eight speed Steptronic sport transmission with rear-biased all-wheel drive is still quicker than the outgoing F10 M5 –thus making the 2017 M550i xDrive the fastest 5 Series ever.

At least until the next generation (G30) M5 arrives, hopefully some time next year. With xDrive. Probably. And hopefully it will follow the rear-wheel bias of the current BMW M cars, with even more dynamic tricked-out BMW suspension magic. But while that eight-speed Steptronic sport transmission is very nice (should probably be replaced with a DCT), I know a true manual would be even nicer. I can still hope.

And wait until next year, Saturday March 31, 2018, to see what Hector shows up with.



Facing page, left: BMW product information manager and host Hector Arellano-Belloc with Jose Guerra for Limited Edition M2 iPerformance; Prane Wang, 7 Series manager and Christian Voigt, PhD Engineering, 5 Series manager.

Facing page, right: Prane Wang talks about the features of the new 7 Series.

Above: Club members listen to Jose Guerra talk about the iPerformance available on the latest BMW cars.

The New York Chapter BMW CCA "Go Green i-NITIATIVE"

Starting in 2018, our newsletter, *Die Zugspitze*, will only be available online in digital format. These next three issues will be the last you receive in the mail. With the money saved from the costs associated with printing and mailing, we will have additional funds available to provide you, our members, more events!

Please contact the chapter with any questions or comments or to register an email address for newsletter delivery at:
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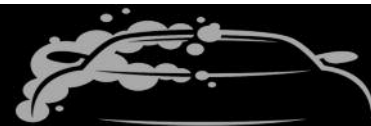
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New York Chapter BMW CCA Presents

Admission Fees for Spectators

Members of OWG	FREE
General Admission	\$10
Adults over 62	\$8
Youth (7-12)	\$5
(Payable at the gate.)	

Judging Classifications

Concours: Judged on interior, exterior, engine compartment, trunk (No undercarriage, tops up on convertibles)

Street: Judged on exterior only (No undercarriage; tops up on convertibles)

Tuner/Stance: Judged on interior, exterior, engine compartment and trunk (No undercarriage, tops up on convertibles), with a focus on creativity and uniqueness.

MINI Corral: Single class "Best of Show". Mini's only. Judged on interior, exterior, engine compartment and trunk (No undercarriage, tops up on convertibles)

Location

Old Westbury Gardens
71 Old Westbury Road
Old Westbury, NY 11568

Directions To Old Westbury Gardens

www.oldwestburygardens.org
For additional directions
call (516) 333-0048

Registration

Opens: September 1, 2017
Closes: September 21, 2017
Online Registration at
www.motorsportreg.com

For additional information

Go to www.nybmwcca.org or
contact Gordon DeShong with
subject line CONCOURS2017 at
srde28@hotmail.com

Concours d'Elegance

"Great Marques of Long Island"

on the beautiful grounds of
Old Westbury Gardens

Sponsored by:

RALLYE BMW

Sunday September 24, 2017

(Rain Date Sunday October 1, 2017)

Gates open at 8:00 AM for entrants, 10:00 AM for general public
Judging will begin at 11:00 AM (Polishing cloths down!!!)

Entrants Fees: (includes Gardens' admission fee for driver)

Pre-registration BMWs, \$40.00 (payment must be made
by September 21st);

Registration, day of event BMWs – \$50.00, space available basis

Pre-registration MINIs – \$20.00 (payment must be made by
September 21st)

Registration, day of event MINIs – \$30.00, space available basis

Display corral (not judged) for BMWs and MINIs only – \$15.00

Please make plans to attend this great event. Bring your family
out to enjoy a gorgeous Sunday on the Great Lawns of
Old Westbury Gardens.

A blast from the past

 by Steve Geraci

Westchester BMW Leaders In Dealer Advertising

by David Haueter

In today's world, it has become truly rare to walk into a car dealership that is doing innovative and effective marketing on its own. Most dealers simply follow orders from headquarters, and leave it at that. One exception to this norm is Westchester BMW, located in White Plains, New York. Westchester BMW has the distinction of being a factory store wholly owned by BMW NA. However, they are run autonomously of NA, and are responsible for their own profitability and hiring of employees.

There is more work involved in running a factory store than in running an independent dealership. On top of all the normal work involved in running a dealership, they are required to give extensive reports back to NA. Westchester BMW is used as a testing ground by NA for new service/parts or sales procedures, and NA uses these factory stores as an opportunity to run a dealership as they feel it should be run,

and to get feedback on how their procedures work in the NA regularly. They also provide their own input on how processes can be improved.

The sales volume leader has been the new 325i. Sales were helped by the recent car magazine awards the 3-er has won, and sales should increase even more as the 325i, 318i, and coupes become more of a presence on the street. General Manager Fred Dellis likes to talk about the new 3, and is obviously excited about this car's future. He believes it is a car you have to live with for awhile to really appreciate, that gets more enjoyable as you put more miles on it. Dellis himself drives an M5 demo 100 miles a day roundtrip to work, and it has been a tremendous car to live with. The people here appreciate the older cars as well, and there are 2002's and 530's in the employee parking area.

Dellis is rightfully proud of their clean and very effective advertising. They typically advertise in the New York Times, The Wall Street Journal, and New York City radio stations WCBS and WFAN, as well as a lot of direct mail advertising. They have done some very innovative work in this area of the business. To put a potential buyer at ease before they even walk in the place, Westchester BMW printed adhesive badges that say "Just Looking", for the person who would like to look without a salesperson inter-

ference. This was advertised in area newspapers, including The New York Times. "When people come into this dealership, we want it to be an enjoyable experience", says Dellis. "Unfortunately, in our industry today, potential customers feel like adversaries when they walk in. We have worked very hard at making them comfortable. We need them, and it's in our best interest to make them comfortable without pressure.

The people at Westchester have so much faith in BMW



Westchester BMW's new car showroom. Photo by: Joel James

cars that they issued another ad that invites prospective buyers to come in and test drive the Lexus LS400, Infiniti Q45, and Acura Legend to compare them to the BMW in the same price range. They have all three cars on site and ready to drive. Dellis has found that most people prefer BMW after comparing these cars head to head. "It is my belief that a customer can be successfully shown the differences in

engineering, safety, build quality, and balanced performance parameters that have secured BMW as the ultimate driving machine", says Dellis. "There are many approaches to doing this thing called transportation. There are so many good products out there, and there are a lot of companies trying to get a piece of the pie today. There are more and more players, so you have to be real good at what you do. The comparative analysis must be handled respectfully, and by that I mean crediting the competition for their obvious accomplishments while drawing the customer to a decision that results in the purchase of a BMW". This ad has recently run in such popular periodicals as Road & Track and Sports Illustrated. This is a gutsy move, but it has paid off, and it instills confidence in the customer that the dealership has put all their cards on the table. Having the cars on site also allows the BMW salespeople to spend time in the cars and better know their strengths and weaknesses. Among other things, Westchester BMW has also given away a new 325i in a contest that asked new buyers to write why they bought a BMW. The winner was chosen by a panel of judges, and was redeemed the full purchase price of the car. It is inspiring to see a dealer doing such innovative marketing on their own, and Westchester BMW is certain to come out with some more interesting advertising in the future.



As some of you might remember, I was the editor of Die Zugspitze from the late 80's to the late 90's. As it was then, and still is now, editors were always looking for meaningful content to share with the membership. Many first-time authors would submit articles for consideration for publication. One day, I received an unsolicited article from an author not known to me, that contributor was chapter member David Haueter.

For years, many of you have known David as author and photographer of countless articles on BMW's for Roundel. His most recent stories appear in the May and June 2017 issues.

Here, from 1993, is David's first DZ contribution; a story about a then groundbreaking concept of a factory store wholly owned by BMW NA.

Welcome to our New Members!

Raymond Agrelo	Renee Eliasberg	Tommy Leung	Gregory Ramirez	Leonard Spitale
Ricardo Alexander	Hassan Essaheb	Kevin Li	Rameshbhai Rathod	Christian Stachulec
Christopher Allan	Christine Fellmeth	Tom Loreto	Nicholas Rekas	Dmitriy Suponitskiy
Darwin Almanzar	Federico Fernandez	Annemarie Mammano	Oleg Rezzzy	Drew Sussberg
Tim Amon	Howard Fitzpatrick	Alyssa Mammano	Nicole Rizzo	Saul Tavarez
Joseph Angi	Terry Flood	Ivan Maressov	Edward Rizzo	Johnny Tilokee
Ron Artinian	Peter Gallagher	Patrick Mathieu	John Roberts	Joseph Tringali
Keith Beard	Robert Gayle	Robert Michalowski	Roger Rommel	Eugene Tucker
Doru Bercea	Peter Ginnegar	Oscar Mo	Tracy Rommel	Nickolas Vakkas
Jose Brunheroto	Dmitry Goldshmidt	Ronald Mola	Anthony Rossano	David VaSecka
Oguz Caginalp	Robert Gottlieb	John Morrell	Natalie Rudolph	Chris Veraja
Yizhen Cai	Ralph Guglielmo	Leon Morson	Trisha Sanchez	Elchin Verdi
Vincent Cancila	Willie Hammond	Steven Muller	Keith Sandiford	Jose Vergara
Egidio Carlino	Ralph Harary	Daniel Muller	Jon Schiller	Richie Vecean
Gregg Chappell	Greg Horne	Patricia Nucatola	Carl Schmid	Darrel Vixamar
Yuheng Chen	Julio Jimenez	Cancila	David Schoen	Damien Vixamar
Vincent Cocco	Finley John	Kevin O'Dell	Brandon Schwartz	Michael Weyandt
Robert Cole	Dominic John	Michele Oster	Cavell Scott	Carl White
Johan Corona	Joseph Kadiri	Grant Owens	Andrew Scott	Jason Wong
Rod Crichton	Peter Kastsaridis	Angel Pabon	Frank Sebastiano	Billy Wong
Anthony Damian	R. Katz	Giovanni Palazzo	Anthony Serafino	Marko Yakubovsky
Pelops Damianos	Jed Kelly	Thomas Pawluk	Steve Sharkey	Arthur Yates
Andrew David	Hamza Khan	James Pfail	Lloyd Simon	Michael Yuryev
Jean Desravines	Matthew Kirsheh	Henry Phem	Donour Sizemore	James Zadrima
Joseph Deyhle	Alex Kuklov	Nick Plakas	Brian Small	Jinglin Zeng
Nick Dimtchev	Mike Lee	Art Pomerantz	Fred Snyder	
John Dolan	Paul Lemberg	Thomas Quoma	Anthony Sollitto	

And a salute to our long standing members!

Anniversary milestones for members who joined between January and March

5th Anniversary

Michael Brown
David Cohen
Frank Columbia
Alexander Crawford
Dorothy Dehler
Vassilios Fessatidis
Carlos Freire
Loren Griffin
Ronald Hauser
Habib Khoury
Michelle Lee
John Martin
John Migotsky
Natalia Morozova
Gary Muoio
Eric Ng
Andreas O'Keeffe
Nicholas Otten
Alex Prylucki
Alan Romney
Michael Sullivan
Varghese Thankachen
Evgeny Tsonew
David Wang

10th Anniversary

Michael Alicanti
Christopher Amico
Kristen Bange
George Boutsikos
Angelo Bucolo
Edward Choi
Jonathan Cohen
Michael Delikat
Housseine Essaheb
Dimitrios Franks
Peter Gorry
James Hisiger
Susan Hock
Richard Jasper
Sandy Nguyen
Dmitriy Petlyuk
James Pollowitz
Joseph Quiles
John Regan
Edelmiro Rivera
Michael Servedio
Denton Taylor
Dwight Walters

15th Anniversary

Judson Ain
Kerry Brecker
Harold Chang
Simon Chow
Stewart Ebratt
Cielo Ebratt
Thomas Ferrara
Richard Kahn
Edmund La Gamma
Jason Lane
Scott Martin
Albert Matschke
Eileen Matschke
Scott McQuiston
Gordon Medenica
Conrad Meyer
Norbert Moskovits
Brett Newman
Maximilien Nguyen
Sami Ozder
Michael Paciullo
Tim Peloso
Edward Phillips
Greg Pol-Wnuk

Allen Ross
Matthew Schmelzer
Kenny Sher
Gino Singer
Jim Snidero
Mark Thompson
Paul Zaleski
Lawrence Zinn

20th Anniversary

Howard Blank
R. Cameron
David Gellman
Zachariah George
Fred Grossman
Joseph Jacina
Gregory Johnson
Aldo Pinotti
David Rocca
Barry Santini
Peter Simone
Shahram Victory
Mary Villardi

25th Anniversary

Renato Compas
Eric Johnson

Alan Kopman
Leonel Urcuyo
Donald Zucker

35th Anniversary

Steven Bernhard
Marc Koenigsberg

Over 40 Years!

Peter Alp
Kevin Bange
Wm Bormann
Steven Cappel
Neal Feldman
Burton Fleming
John Ganey
Steve Geraci
Charles Greenel
Bill Hedberg
Christopher McGuiness
Seymour Mogal
Stuart Rosenthal
John Schroeder
Karl Topp

45 Years!!

Stuart Rosenthal

New York Chapter BMW CCA presents

The Vineyard Series Eleventh Annual Wine & Shine at Pindar Vineyards

Sunday, September 10, 2017 • 12:00 pm (noon) to 3:00 pm

(Rain date: Sunday, September 17)

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, 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.

Everyone who pre-registers online will be eligible to enter their BMW in our "People's Choice" clean car Show and Shine on the vineyard grounds. Winners will receive their choice of select vintages of Pindar wines. Pre-registration does not commit you to attend, but creates a framework for meaningful classes in the

Show & Shine competition. All registered entrants also qualify to receive their choice of a free bottle of Pindar wine.

Please take the time to register online, it will help to insure there is an appropriate classification for your car.

Registration fee is \$10 per person, children are no charge (payable in cash only at the event).

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





TechTalk with Mike Shiffer

In the last few weeks, we've had a slew of black convertibles in for service. At one point we had an E30, E36, E46 and an E93, all black, and all with folding tops. The tops worked, mostly. One of the E30s had a small issue with the deck lid not securing after the top was stowed, and an E36 had a stripped gear in a motor. This infestation of drop-tops became inspiring when another black convertible rolled in.

Taking up three spaces in my garage is a 1967 Lincoln Continental with the suicide doors and the white leather seats and the top that disappears into the trunk. It's here because the top would not complete its retract cycle. Well, it wouldn't until the owner went to show me what was wrong. He inserted the key into the keyhole on the left rear fender and the top went through its paces without a hitch. After two repetitions of up and down with the whole shop gaping in awe at this miracle of American can-do engineering, he was fit to be tied. I assured him he wasn't dreaming, and that I knew which switch was acting up. You see, I have spent many, many hours crouched in the trunks of 50-year-old Fords, sorting out their wonderful, terrible top systems. The Lincoln's top is a direct descendant of the first mass-produced automatic top, which was found on the fabulous 1957 Ford Fairlane Skyliner. Having the Lincoln here, a killer whale among all these BMW porpoises, got me to thinking about the evolution of the power top: raising and lowering one is still the most exciting thing a car do while standing still, and it is perhaps the most complicated electromechanical device found on a passenger car.

All automatic convertible tops must follow a series of steps when lowering and raising. Here is what lowering usually consists of. First, the front of the top must be released from the top of the windshield. Next, the rear of the top is raised off the deck. Next, the deck is unlocked and raised nearly vertical. Next, the rear of the top is lowered into the well below the deck as the top retracts and folds down into the well like an accordion. Finally, the deck lid lowers back into place and is locked to the body. Raising is more or less a reversal of these steps. If any step fails to complete, the system will not start the next step in the sequence until the problem is resolved. The moving parts can be as simple as a couple of motors and a series of levers, or they can involve a hydraulic pump, six double-acting rams, seven or eight motors, Bowden cables, augurs, counterweights and about 100 pounds of spring steel arms. As it happens, the mechanical parts have changed far less radically over the years than the systems that control them.

Nowadays, BMW convertible top operation is electronically controlled. It has been since automatic tops appeared on E30s. The task of telling which motor to do what in sequence is one that computers excel at, since the decision to move to the next step in the sequence is based on where each component in the top is in relation to each other. For example, when the top is down and the switch is pressed to raise it, the first thing that happens is the deck lid is unlocked from the body. When the switch that responds to the deck lock says it is free of the body, the computer sends power to the mechanism that raises the deck. IF the deck is unlocked AND fully opened AND the top is down AND the windows are open, THEN energize the motor to raise the top. Reads like a flow chart, which is how computers think.

It was not always like this. In 1957, Ford came out with a fully automatic top with no electronics. (To really give themselves a challenge, they made the top a hardtop: steel, glass and chrome. Not only did it weigh much more than a soft top, it didn't fold up into a neat package. This meant that the 1957 Skyliner had to be built nearly from the ground up to accommodate the top. More about this later.) The system's mechanical components are larger and more numerous than on modern BMWs, but they are basically the same motors and rams doing the same jobs in about the same sequence. What's wildly different is how the Ford system controls the process. Everything is done electrically, which means the limit switches carry enough current to energize solenoids and relays and have to make and break multiple circuits simultaneously. For example, the deck position switch has three discrete circuits which are all open when the deck is latched, and closed when it is free of the body. One circuit turns on a light on the dashboard, alerting the

driver that great things are happening overhead. A second circuit powers up the deck lock motor relay and a third runs the deck unlock relay. By contrast, the deck switch on most BMWs is a simple on/off switch with a skinny little wire running to the computer, which does all the circuit making/breaking internally. The BMW switches are smaller than sugar cubes, while the Ford's are all different shapes and sizes, some as large as a can of Red Bull. In fact, the entire control system on a BMW – switches, control module and signal wiring – could easily fit in a laptop case. The analogous Ford electrical system would fill a milk carton.

The fundamental difference, and the one I find fascinating, is how the early system relies on shuttling power from one component to another, while the computer uses the switches for information. The first system uses a round-robin approach: switch powers up motor, motor moves part, part reaches its limit which operates another switch which cuts power to the first motor and powers up a second one, and on and on. The electronic system has a brain. The switches are like neurons which inform the brain of the state of things, and it makes decisions based on the information provided. The wiring diagrams give a visual representation of this. The Ford diagram looks like a spiderweb with intricate interconnections between the parts, while the BMW diagram is like an octopus: each input (switch) and output (motor, solenoid) tied directly and only to the computer. The Ford system is kind of like roots and leaves of a plant, while BMW's is like the brain of an animal running its affairs.

The other provocative aspect of convertible weirdness is how the lack of a solid roof, coupled with the need to stick the folded top somewhere out of the way influences the design of the rest of the car. Again, the Skyliner is at one extreme. In spite of its ladder chassis, the lack of the roof as a structural member tying the front and rear body parts together meant the frame had to be reinforced with gussets, braces, flitch plates and extra hardware in order to reduce flexing. To fit the hardtop in the trunk, the rear of the car was extended and the cabin pushed forward. The rear deck was hinged above the taillights and the floor of the trunk was reinforced to support the weight of the roof as it was raised and lowered by two large and heroic rams. The Skyliner's trunk featured a washtub-sized holding pen where it was safe to place groceries, beach stuff, etc. The rest of the trunk was reserved for the roof, which when lowered would unceremoniously crush anything in its way. The Skyliner wasn't built after 1959, but its roof mechanism lived on, running the automatic soft tops on Lincoln and Thunderbird convertibles through the 60s.

BMW also designs and builds around the structural and storage issues of convertibles. They are all unit-body cars (no separate chassis), which makes cutting off the roof a wiggly proposition. To reduce bending and twisting, they raise the rocker panels a couple of inches and reinforce the floor under the cabin. Different models store their tops differently. The E30 had a permanent well behind the back seat. It ate up trunk space, but its trunk was pretty large to begin with. The trunks on later cars are smaller, so they have a movable panel in the roof of the trunk. When the top is up, the lid can be pushed upward to make more luggage space. It has a position switch which prevents the top from retracting if the lid isn't lowered first. (This is a very common reason for owners to think their top has stopped working. "Check the trunk roof", is the first thing I tell people whose tops fail to retract.) On most models, the trunk lid and hatch are linked in such a way that only one can be opened at a time to keep them from banging into one another. BMW has been very successful in making convertibles look as graceful and organic as the hardtop cars they are derived from: a far cry from the ungainly Skyliner.

I have owned only one convertible in my lifetime: a 1964 MG Midget. The top was secured to the body by snaps and took up almost no space in the trunk. The top was simplicity itself, needing no motors, pumps rams or cables. Its operating system did possess a brain, of sorts. That system was not created by automotive engineers. It was released in 1956, designed and built by my parents. 🚗

Michael Shiffer
(914) 668-1300

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In April 2013, Christine and I gave birth to twin girls. While our daughter Cameron was thriving, her twin sister Mackenzie was not. At four weeks old, our doctor told us Mackenzie has Prader-Willi Syndrome (PWS), a rare genetic disorder affecting approximately 1 in 20,000 births. It presents with weak muscles, developmental delays, intellectual disabilities, seizures, temperature instability, and much more. However, the hallmark of PWS is a constant craving for food. Imagine waking up each day with an insatiable hunger — this is the truth for someone with PWS.

When Mackenzie was four months old, we found a doctor specializing in PWS. She is deeply committed to treating and finding a cure for PWS. In turn, we are committed to raising funds for her research.

Please join us for a special afternoon of Beers, Brats, and Bimmers to help support Mackenzie and our PWS community. —Andrew Geraci

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of America
New York Chapter



BMW CCA New York Chapter
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"Go for it!"

photo by Mike Allen