

Die Zugspitze

New York Chapter Newsletter | Summer 2018

www.nybmwcca.org

**Autocross
is back!**



“Double thumbs up and ready for action...”

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The New York Chapter wants you, if you

- have professional or other experience in any area listed below
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- want to help guide the Chapter

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

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

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

Marketing

Advertising

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IT/Webmaster

Social Media

Membership

Street Survival

Write a column for

Die Zugspitze

Photography

Social Event Planning

Membership



New York Chapter 2018 Events Calendar

March	10	25th Annual Beach Party
	31	New York International Auto Show
April	13-15	Driving School: NJ Motorsport Park
May	7-8	Driving School and Instructor Training School ~ Rallye BMW Show
June	24	Karts and Coffee: RPM Raceway, Farmingdale
July	7	Auto-X: Nassau Coliseum
	29	Karts and Coffee: RPM Raceway, Farmingdale
August	4	Auto-X: Nassau Coliseum (tentative Street Survival)
	18	Auto-X: Nassau Coliseum
	26	Karts and Coffee: RPM Raceway, Farmingdale
September	1	Auto-X: Nassau Coliseum
	2	Karts and Coffee: RPM Raceway, Farmingdale
	9	Wine & Shine
	23	Old Westbury Concours d'Elegance
	30	Wine & Shine (rain date)
October	6	Auto-X: Nassau Coliseum

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

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On the Cover : Lean, mean and ready for action: An enthusiastic NJMP HPDE attendee gives his clear sign of approval.

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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New York Chapter BMW CCA presents

**NEW
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time
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The Vineyard Series Twelfth Annual Wine & Shine at Pindar Vineyards

Sunday, September 9, 2018 • 11:00 am to 3:00 pm

(Rain date: Sunday, September 30)

Take a morning 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 vineyard's 550 acres. Sample Pindar's award-winning vintages, tour the vineyard's facilities. 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

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www.pindar.net

Maps & Info:

www.peconiclandtrust.com

www.liwines.net

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enjoy the
drive.



President's Page | Megan Yavel



Good Riddance to Old Man Winter! Spring has finally sprung! Back to washing cars, meeting up with friends and enjoying the great outdoors. 2018 has already seen some great events for club members and I am excited about the upcoming events we have to offer.

Let me take this opportunity to introduce myself to those who may not know me. My name is Megan Yavel, the new President of the New York Chapter. I've been involved with the BMWCCA for about ten years starting as a member in the San Diego chapter, then joining our chapter when I came back home to New York. I have served as secretary and treasurer for the New York Chapter and on a National Committee that helped shape policies and views on how the club is evolving. I look forward to helping our chapter continue to grow and to make the changes needed to offer more to you, our members.

Thanks to everyone who attended our Beach Party in early March at EuroMeccanica. Special thanks to Mike Schiffer for hosting us for the 25th year in a row!!! We enjoyed a great meal, an informative, hands-on lesson with Mike and welcomed Alexander Schmuck and Rebecca Kiehne from BMW North America. Have you seen the world record for the longest drift set by Johan Schwartz? We watched it with Alex and Rebecca while getting the behind-the-scene details of the day the record was broken. They also brought an M4 CS for us to see, touch and ask questions about. Did you miss it? Check out the video on our Facebook page. Thanks to Rich Rauser for putting together such a great event!

Next up was Early Access to the New York International Auto Show, another event the chapter has been holding for over twenty years! Sherwin de Shong organized a great event where members from BMW NA were kind enough to talk to us about the vehicles at the show and take our questions. The M1 was present again and all cars were open for us to enjoy. Thanks to everyone who attended, especially our friends from the National Capitol Chapter who make the trek north to enjoy the show with us!

We had an amazing three days on the track at NJMP, hosted by the New Jersey, Del Valley and New York Chapters. Many thanks to Mike Allen for working with the other chapters on the event, which was great for all levels of drivers. Everyone enjoyed the beautiful weather during this season opener. Want to try driving on the track? Many other BMW Chapters host events throughout the year! Check out what our friends in the Patroon Chapter are doing by visiting their website.

Keep your eyes peeled on our website and social media for upcoming events including Karts and Coffee on Sunday mornings at RPM Raceway in Farmingdale. Bryan Duncan sets up these events with two discounted races for club members and special parking just for us! Did I mention coffee and donuts?

And now for the topic has been on many of our minds since the end of the 2015 season. Darby Moses has been working diligently to find us a new location and has secured a few dates for us to host a street survival and some autocross events. Keep your eyes on our website and social media channels for more info.

We look forward to seeing you at the chapter's summer events. What would you like to see the chapter do? Have an idea for an event? Please find me at these events so we can chat about what the board can do to enrich your membership. I look forward to meeting you soon.

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



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Newsletter Design by Industrial Success

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Welcome to our New Members!

Mark Anhouse
Jeff Antonoff
Shaibal
Bandyopadhyay
Gareth Bannister
Michael Butler
Christopher Capuzzi
Miguel Cardenes
Kelvin Carter
Jerome Cartwright
Dimitri Christoforou
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Neda Morvillo
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Rochelle Noel
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Nicholas Parise
Bhavesh Patel
Thomas Pawluk
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Arlind Rexha
Jennifer Reyes
Andrew Rosenberg

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Marc Sacher
Mark Sardar
Marc Schnitzer
John Sinon
Brian Small
Walter Sparkes
Wendy Sparkes
Rande Stypulkowski
Daniel Turetsky
Glenn Turner
Thomas Ulrich
Anton Vazanellis
Herbert Waldren
Tara Wanukovich
J Wieber
Jakub Wiltos
Randall Yang
Thomas Ziangas

And a salute to our long standing members!

Anniversary milestones for members who joined between January and March

5th Anniversary

Catherine Aufiero
Erik Balogh
Mike Blumenthal
Alexandra Choumitsky
Bobby Davidov
Daniel Fleischman
Robert Fregenti
Adam Glatzer
Anthony guarna
Michael Josephson
Andrew Kalish
Mohammad Khan
Scott Kocher
Zbigniew Laszczyk
Guy Nelson
Victor Paterno
Jacob Piser
Adrian Rexhaj
Teresa Rodriguez
Rania Sedhom
Carl Simmonds
Ethel Stone
Ira Wincott

10th Anniversary

George Chang
Donald David
Jeffrey Falk
David Gershon
Ralph Guglielmo
Gabriel Kupchik
Paul Lemberg
Mike Maio
Robert McClure
Gary Ohlsen
George Ou

Elizabeth Papadatos

Vibhav Prasad
Edgardo Rivera
Brian Rovell
Lewis Schwartz
John Silvis
David Somma
David Stalzer
Mark Stewart
Samuel Suen
Natalie Wrynn
Joseph Yuen

15th Anniversary

John Ahn
Anthony Albanese
Anthony Chan
Michael Dragone
Max Feil
Harry Grant
Eric Isban

Onga Kwong

Mark Larson
Winston Maharaj
Gary Merson
Bobby Ng
Sandra Pavlovic
Lawrence Rosenstock
Kevin Shiu
Michael Taratunio
Elizabeth Yuen

20th Anniversary

Howard Arber
Uriel Berchin
Steve Chin
Kenneth Cohen
Edwin Evans
Leigh Giroux
Shahram Haghghat
Peter Kovacs
Peter Pascarella

Michael Shiffer Anthony Sollitto

25th Anniversary

Charles Karnati
Mark Krakauer
Mark Meleck
Brian Overbeck
John Woods

30th Anniversary

André Noël

Over 40 Years!

Peter Alp
Kevin Bange
Steven Cappel
Stephen Carney
John Ganey
Charles Greenel
Neal Gronich
Matthew Meng

John Schroeder
Gerald Stoller
Curtis Vanvalkenburgh
Donald White

Over 45 Years!!

Neal Feldman
Burton Fleming
Steve Geraci
Bill Hedberg
Christopher McGuinness
Seymour Mogal
Stuart Rosenthal
Karl Topp

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

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



All Things Aftermarket

Choose your tuner wisely!

by Mitchell Frischer

To most of us reading this, tuning means many different things. In the automotive aftermarket it usually pertains to

modifying a vehicle's existing ECU coding to enhance the performance of the vehicle. There are numerous tuners out there, so how is one to properly choose one over the other? From the well-established tuners to the newer and lesser-known ones, there are variants of all kinds. Here is a helpful guide to picking a tuner and knowing what to look for. Please keep in mind the information isn't relegated to any one marque of vehicle since most tuners nowadays profess to be experts at tuning multiple marques.

Tuning in its truest form has been around far longer than most realize. It started way back with carburetors, jets, heads, cams, increasing bore and stroke along with numerous other means to get "more" power and performance. Nowadays, modern vehicles are controlled by computers. Lots of them. Those that cover the engine and its performance are the ECUs or "Electronic Control Units". Some have other names or acronyms but in essence they all operate the same way despite physical and programming differences.

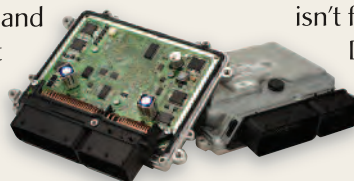
In my 25+ years of modifying cars I've dealt with many tuners and for the most part they're good at what they do. Yet just like the movie "The Wizard of Oz" there is much more going on behind the scenes than people realize. Some of the best known and longest running "tuners" in the world started out small with the principle or figurehead creating the tunes. Many think these are the "gold standard" for ECU tuning when in fact they're anything but. Most of these longstanding companies and the people that started them haven't been able to keep up with the advances in technology. While the principals of physics always apply to tuning, it's the programming and understanding of code, mapping, and much more that comprise the best tuners. To that extent, most of these longstanding companies employ "contract tuners" or have other companies do their work entirely for them. They then sell those tunes as though the founder or figurehead has created them when in fact that's far from true. While I'm not going to name any companies, the point of this article is to inform you, the consumer and enthusiast, of what to look for when choosing the best tuner for your particular application. I am focusing on street-legal and regularly driven vehicles for now.



Let's take company "X" They've been around for many years and their name is synonymous with tuning a particular marque. The founder was instrumental in the initial development of tuning the vehicles, either by himself or working with employees in constructing the programming involved. As time passes, company "X" has grown to become more than just a tuner, and the technology that is constantly evolving has simply surpassed its level of knowledge. So, company "X" brings on a young, tech-savvy 'tuner' to write the tunes. Think of this as akin to ghostwriting a book. The well-known author's name helps generate the sales, yet behind the scenes there's someone else doing all the work and receiving little if any credit. The author, whose name is on the book, wouldn't want the world to know he didn't really write it and if the true author's name was used it probably wouldn't even be published let alone sell at all. With that, company "X" is effectively utilizing a ghostwriter of their own. It's also like going to a fine restaurant to enjoy a meal from a renowned chef when in fact someone else has cooked it. The unknown chef is doing all the work and reaping little of the reward.

Company "X" is the pinnacle or "rock star" of the tuning world to a certain extent. People want to believe that the "star" is behind everything but the truth is the company has grown and technology advanced beyond that person's capabilities or knowledge. Now, not every well-known tuner has this issue, but you'd be surprised to know how many really do! Do your research, ask the right questions, and you'll be surprised to find out just who is behind the tune of your vehicle. I always find it best to have direct communication with the tuner themselves because tuning

isn't finite and every situation is different. Don't let anyone convince you otherwise!



HPDE at NJMP Thunderbolt 2018

Story and Photos by Mike Allen



This year, the New York Chapter partnered up with the New Jersey and Del Valley Chapters to put on a three-day HPDE at NJMP Thunderbolt Friday April 13th through Sunday April 15th.

This event had something for everyone and a unique format.

Friday was pretty much Open Track (aka: a tremendous amount of track time) for Advanced Solo students and for instructors.

Saturday and Sunday followed a regular driver school format with three student run groups catering from novice to advanced drivers. This was augmented with a Sunday-only option for folks who had never been on the track before and did not want to commit to two full days.

Intermingled between the Open Track on Friday and the regular Saturday/Sunday driver school was an Instructor Training School for a select few advanced drivers who were not only nominated, but who individually had a desire to become a certified BMWCCA HPDE Instructor. This year eight candidates successfully got through the program!

All run groups were fully subscribed with a total of 177 drivers attending over the three days. It truly was an amazing turnout. (I sensed that the weather had something to do with this spectacular turnout as the temperature on Friday and Saturday was sunny and high 70's.)

Pretty much every marque was represented with the majority

fortunately being BMW. Models on track ranged from M235R full-bore racing cars to street driven E30's. Intermingled were some very well prepared F80 M3's and a slew of track prepared E30's and E36's. Other marques present included the obligatory Porsches (a lot of GT3's and a fair number of GT4's), Audi's, Chevrolet (Corvettes & Camaros), Ford (Mustang – Roush & Shelby), Subaru, MINI and Lotus. Lest I forget there was also a drop dead gorgeous Ferrari 458 Italia.

On Saturday night we had a fully catered banquet in the Officer's Club, where everyone could mingle and share stories of their day on the track. The food was excellent and the liquid refreshments were served at the right temperature.

In retrospect, the Tri-Chapter format brings a lot to the table, as it helps ensure an adequate student draw to cover the cost of the event and also mitigates a single Chapter bearing the financial brunt of any event loss. It also helps with the overall running of the event as there is a larger pool of Driving Committee members available to help out with registration, tech, grid, "crowd control" and all of the other behind the scene activities that the students do not see but help ensure that a good time is had by all, both on the track and off.

A huge thanks to our event sponsor Paul Rathod from MSR Autowerks, distributors of Futura Trailers, for providing lunch for the Friday Open Track attendees. Instructors and drivers were all very grateful.



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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:

- 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



Ramblings of a **MINI**iac

by Peter Burke

Three months have passed and I am back. Hope you all have had a great winter/spring; now's the time to enjoy road trips, rallies, cars and coffee events. Just before I started writing this quarter's column, I attended the 2018 New York International Auto Show at the Javits Center. MINI was there, albeit not in the strength it used to be, but at least it was represented. This year MINI was able to muster about five cars, ranging from the Countryman to the three-door hardtop. The special treat was the MINI JCW GP concept that first appeared at the 2017 IAA in Frankfurt.

The current trend in customers leaving sedans and coupes in favor of crossovers is also affecting the MINI brand. While MINI's sales in first quarter 2018 have increased 2.8% over 2017, the Countryman crossover has cannibalized sales of smaller MINIs.

While writing this article Ford Motor Company announced that they would discontinue most of their sedan production and concentrate on SUV and crossovers. This includes the demise of the venerable Taurus name as well as the Fusion and Fiesta. A Focus crossover will be available in 2019 but the regular Focus, as well as the next generation ST won't make it to these shores. It will be interesting how this bodes for MINI, as well as parent BMW. The 2019 MINI is basically a refresh of the current F56 chassis. The fourth-gen MINI should be rolling out in 2020, but there is speculation that this may be delayed until 2023 due to MINI designing a new platform for an electric vehicle with its Chinese partner Geely.

On a somber note, we recently lost a dear member of the MINI community, Paul Kindl. Paul founded the US MINI Club back around 2003. I stumbled on to his webpage (before fb) and met Paul and his lovely family, as well as



several other people who I still consider good friends today. The first meetings were held in the parking lot of the Bethpage Public Library. As time went by, we met at local MINI dealers on Sunday mornings. Paul had relocated out west but his Club still exists. I can not express how grateful the MINI community is for the hard work that Paul put in to the many runs we did and the annual MINIQ car shows/barbecue held at Bethpage State Park. We will miss him dearly. Thank you Paul.

In closing, I hope you all have a great summer and enjoy the local car shows. Hope to make it to Lime Rock Historic Fest 36 starting Friday August 31 through Monday September 3rd. Hope to see you up there. As I've said before, it is the petrolhead's Christmas!

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2018 New York International Auto Show with NYBMW CCA and BMW USA

by Sherwin de Shong with photos by André Noël



More photos on page 13, back cover....

At the 2018 NYIAS, we came to see the latest offerings from BMW – from the X2 to the M3 to the M5 – all present and accounted for. Our hosts from BMW USA this year, Oleg Satanovsky and Michael Baxley gave the BMW CCA faithful and their guests the usual walk around and talk around of the newest and best that BMW has to offer and they even entertained our questions. Now while they may as well be preaching to the choir, there is a reason that members like Paul Seto comes all the way from NCC (National Capitol Chapter) to the Javits Center. He is a regular, along with ten to twenty other NCC CCA members, as well as CCA members from New Jersey, upstate New York, Connecticut and even New Hampshire.

They all come to see what BMW will do at the auto show that takes place in their North American corporate backyard, and, as usual, they did not disappoint.

This year color was on display. Not just the all new M5 limited first edition in dark red metallic with a run of 400

worldwide, individually numbered, with only 100 coming to the USA, but also...

the M4 convertible in a bright orange...

the M760Li in a battleship grey...

the M6 Gran Coupe in British racing green...

even the i8 roadster in metallic rust was a head-turner.

While the overall display of “New for 2018” BMW’s was known, the display from BMW Individual provided an off-ramp of possibilities from the usual white, black, silver/grey, blue BMW’s to make your model special. And while these colors are true head-turners, as options, they are not cheap. So when you pre-order your X7 (yes it is coming, but it was not at the NYIAS), but you want it not in Hellrot Red, but Ferrari Red, make sure to specify this to your sales consultant, and if they question you, tell them about the range of colors at the auto show and then say “Can I speak with someone who knows about BMW Individual?”

Until next year, see you Saturday April 21st 2019.

E36: Eat your Hartge Out!

How hard could it be?

Story & photos by Paul Rathod

Part 1 of 2 – The Hartge H26SP was built by Hartge Japan based on the E36 325 platform. (The H26SP was less commonly known as the “K28” under the famous tuning house of Tomita Dream Company a.k.a Tomita Auto sales a.k.a Tommy Kaira of Japan, who was the authorized Hartge agent in Japan). The process of procuring a Japanese-market German automobile is one struggle that I have become all too familiar with. My initial impressions of the car were based solely on one extremely grainy, poor quality exterior image (below) that was emailed to me by my agent in Japan.



Actual auction image that I based my auction bidding on

Remnants of a legend

I did not recognize much, except for a thick, lightly-colored stripe (which could easily have been reflected light, by the way) along the length of the vehicle, some custom type wheels and a vague logo/badge on the kidney grille. I recall vaguely that somewhere amongst the hand-written Japanese auction sheet, the words resembling “M2 6 5P” were scribbled in. Could it be? I then requested further images, if possible, which were obviously unavailable: due to the small nature of this auction, they did not have additional resources on site to execute additional photographs and video prior to auction close. More puzzling was that its condition was not yet graded, due to the vehicle being a late entry to the auction lots. Of course, I did what any ordinary BMW enthusiast would do: Wheels? Check! Doors? Check! Engine? Check! OK. Let’s bet a small fortune on a vehicle that may, very remotely, bear the markings of one of the esteemed tuning houses of the era. The entire experience was not unlike ordering a mystery box from eBay where you’d pay tens of thousands of dollars and expect something to arrive in the range of value that you paid. Like Ramen noodles, a Motorola Star-Tac and “gently worn” Reebok Pumps amidst a “genuine” Patek.

3 Pedal Club

The dead-pedal counts, right? Of course, I am an avid supporter of The Manual Gearbox Preservation Society (@TMGPS), however, with the brewing nostalgia, mystery, uniqueness and potential rarity of this example, I must disclose that I was quickly drawn to the unknown. I was aware of the automatic transmission (there, I said it!) that the car was equipped with, but, being armed with the knowledge that Hartge GmbH did not alter the transmissions much, it would allow for a relatively routine 5MT swap, if necessitated. (If it was a Hartge at all).

The Fahrt from Japan

Oh, do grow up! Fahrt is German for “journey” you immature fools! Ah! If my German teacher could see me now, applying the depths of her teachings to this captive readership. Truly, it was a long and arduous Fahrt, (did I mention growing up?). The transit time was unnerving, spanning eight long weeks prior to its arrival.



The H26SP, glistening in the sun

UUC GmbH?

My apologies!!! I had to share this with an audience that could truly relate – I admit, I felt truly ancient telling other, “younger,” BMW enthusiasts about UUC Motorwerks and exclaiming how cool it was to order parts from the “Underground Upgrade Club.” I described how they would ship car parts to where the spouse wouldn’t dare seek them out...to which there was silence. I then recalled I ordered those parts back in 1998 for an S50 M3 swap for the m42 318i, and quickly realized that the group I was conversing with had not yet been born (sigh). So, what was the point of this segment? Oh, yes! The struggle of ordering and attempting to authenticate parts and verifying markings on the actual pieces back in the day! The struggle was REAL!!! This often led to searching for the official GmbH (Gesellschaft Mit Beschränkter Haftung, or “LLC”) markings/insignias of the German parts manufacturers and matching with official catalogue images for authentication. As with ALPINA Burkard Bovensiepen GmbH & Co. KG, Hamann Motorsport GmbH, OETTINGER Sportsystems GmbH – you get the idea, right? So, back to the point: Officially operating under the name Herbert Hartge GmbH & Co. KG, the third-party tuner-turned-manufacturer was founded in 1971 and later moved to Beckingen in 1974.



Eat Your Hartge Out

Okay, for those true enthusiasts, you know that heading is not unique and surely not borne from my limitedly vast insights; I just could not resist the urge to “borrow” the title from an article I read in the 1990’s, titled, “M3: Eat Your Hartge Out.” (Credit should always be given when due). I mean, how many classic Hartge articles have been published lately, anyhow? The story of Hartge (pronounced “Heart-guh”), began in Merzig, Germany. It is yet another story of humble beginnings: the tuning house stemmed from two brothers, Herbert and Rolf Hartge, tinkering with base-model vehicles, ultimately finding themselves entrenched in the work that bore legends. Hartge’s claim to fame was their daringness to squeeze larger motors, namely from the 5er models into the 3er platforms, producing ghastly power in a neatly wrapped package. In 1985 Hartge was granted a manufacturer's status in Germany. Each Hartge vehicle built after this benchmark possessed a plaque adorned with a Hartge VIN, as with this E36.

Two Bro’s Bruh!

The Hartge brothers began modifying BMWs in Merzig early on, and their involvement with vehicles began in their youth, in the late 60’s and early 70’s. Herbert was an avid race car

driver maintaining successful runs in both Formula V racing and touring classes, mainly with BMWs.



Early Bird

The very early Hartge models began on the E21 chassis, with vehicles being outfitted to client specifications on the 323, namely the Hartge H3 323i: The catalog offered a myriad of upgrades that spanned everything from sleek aero-body components and suspension tweaks, to cams, headers, and interior trim options. The e21 323i Hartge made around 180 bhp. In addition to the other options, they offered a choice of gear ratios in the rear differential to enhance performance in varying environments, from street to track to touring applications. Soon after, Hartge launched the 3.5 litre H3S that was the modified 6-cylinder from the 635CSi, pushing 205 bhp. Coming into the lineups were options such as custom instrumentation, leather, fabric, or “alzacrystalli” upholstery, electric mirrors, Hartge decals and emblems, suspension tuning, custom exhaust, wheels and brakes. Anyone familiar with Birds Auto (Birds BMW Tuning of Buckinghamshire, England) would validate much of the folklore around the Hartge models. They bear an extensive archive of rare and interesting article on BMWs and tuners and are still held in high esteem amongst the Hartge following. **To be continued in the Fall issue...**



New York Auto Show Sherwin de Shong, above left ~ Hosts Oleg and Michael from BMW USA



TechTalk with Mike Shiffer

I don't work on BMWs exclusively. Sometimes I have to slum it a little. Rolls Royce, for example. Last week I repaired a window lift regulator assembly on a 1991 Silver Spur. That ordeal got me thinking about small-production cars and how they differ from the rest of the world. Specifically, how Rolls

approaches the problem of moving a window compared to BMW's way of doing it.

Getting a window to move presents three problems: first, converting energy into vertical movement; second, making sure it stays put where it stops; third; compensating for the weight of the window when raising it. The first problem is usually solved by using a hand crank or a motor to generate rotary motion which is converted into linear motion by winding a cable, driving a geared rack or pulling a chain. The second problem is a matter of having enough friction in the mechanism, a brake on the motor or using a worm gear which can drive but cannot be driven. Solving the third problem generally involves springs which help raise the window.

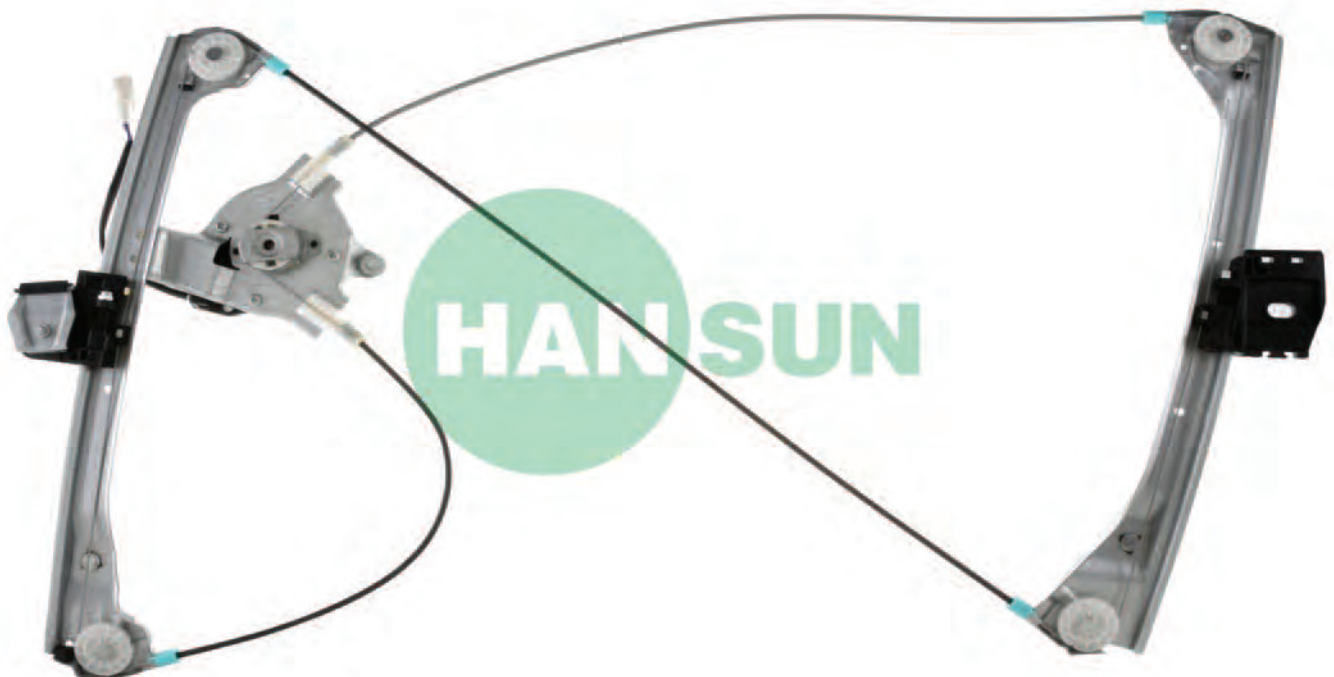
Some background.

Roll-up windows go way back. They were used on horse-

drawn coaches, as well as train cars. The earliest examples I've seen used a rack-and-pinion mechanism: a hand crank turned a gear whose teeth engaged a metal strip bolted to the bottom of the window. The problem of weight being your friend on the way down and your enemy on the way up was dealt with by leverage: the gear was so small that it took many revolutions to raise and lower the window. Later cars with hand cranks incorporated springs to reduce the effort needed to raise the windows, which made for smaller and more versatile mechanisms.

The earliest power windows appeared on high-end cars like Packard and Cadillac, and were hydraulic. On paper, this seems like a wonderful idea: fast, silent, plenty of power. In practice, not so much. Rams are expensive, heavy, bulky and leak. When cheaper, smaller, more powerful electric motors appeared, they became the standard method of powering windows on all cars. The regulators didn't change much at first. The motors simply took the place of hand cranks, located inside the door opposite where the cranks used to be. Over time, manufacturers optimized the regulators for motors, making them lighter and faster.

BMW's early power windows used the same gear-and-sector regulators that worked with hand cranks. After flirting with some odd and fragile pantograph designs and an



annoying worm-in-tube system, they have settled on a cable-and-drum regulator. This works by having either one or two rails bolted to the inside of the door with sliders that travel along the rails. The sliders are attached to the bottom of the glass and are pulled up and down by a continuous loop of taut steel cable, a section of which is wound around a drum. The drum is turned by a small motor. When the window fails to move, it is usually because a slider breaks where the cable attaches. The regulators are relatively cheap and not hard to replace.



And then there's Rolls Royce. As befits the leader of any industry, Rolls was unmoved by what other manufacturers did when solving the many design problems that building automobiles entails. Theirs is the Best Car in the World, ergo anything they did would be the Best Thing Ever. When Rolls started putting power windows in their cars, they paid exactly no attention to anyone else's ideas. Cables and racks and sector gears are for the little people. The Rolls owner needs something better, and that means chain. Roller chain, like what is found on bicycles. Even at half the size of standard bike chain, its tensile strength and resistance to wear is far greater than necessary. The motors were massive, and beautifully finished. By the time the Spur came around, Rolls had modified the system to include a zigzag of cables and pulleys to counterbalance the weight of the glass. The cables terminate in a coil spring anchored at each end of the bottom of the door, arranged vertically, sleeved in fabric and looking exactly like the sash weights. (Sash weights are used to counterbalance double-hung sliding windows in old houses. They are more elegant than springs. They provide the same counterweight at all points of a window's range, while springs lose power as the window goes up. Rolls obviously would want to use sash weights, and would have used them if they could have worked out how to keep them from banging around inside the door.)

So what went wrong with the window in my customer's Spur?

Well, the sprocket that drives the chain is attached to the motor's output shaft with a rubber bushing. The inner sleeve of the bushing broke loose from the rubber liner, so it was rotating pointlessly inside the sprocket. When I explained this to the canny Rolls Royce parts man, he was not surprised. Happens all the time, he said. He told me to replace not only the sprocket/bushing assembly, but also the nylon gear and coupler inside the motor's gearbox. The

aggregate cost of three small parts was approximately the same as three complete BMW regulators.

Changing the parts was not difficult, though the process makes it clear that the doors are assembled by practiced hands, not robots. Bolts have nuts, door panels have little metal expanding clips that, unlike BMW's plastic ones that all line up with their respective holes when the panel is offered up, have to be coaxed into place one at a time. Like BMW's plastic clips, they break a little too easily. Also like BMW, the Rolls Royce door has no visible fasteners, but where BMW conceals them behind plastic and wood laminate trim, RR covers them up with heavily chromed plates, and hides them in the dense pile carpet that lines the lower six inches of the door. In most BMWs, once the screws are out, the door panel is removed with a mighty pull and comes off in a single piece, from top to bottom. The Rolls inner door is built up with two separate panels, a two-piece arm rest and a solid wood capping rail. You do not pull the door apart. Instead you gently pry each delicate clip from its nest, trying like crazy not to bend or rend the taut and sensitive leather-clad fiberboard.

I am grateful my work life is focused on BMW, whose rational and quite clever approach to solving design problems continues to impress me, but I'm happy I get to work on Rolls Royce cars from time to time. Their idiosyncratic, obsolete and sometimes downright silly features make me smile. When they aren't making me nuts.



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New York Auto Show ~ photo by André Noël