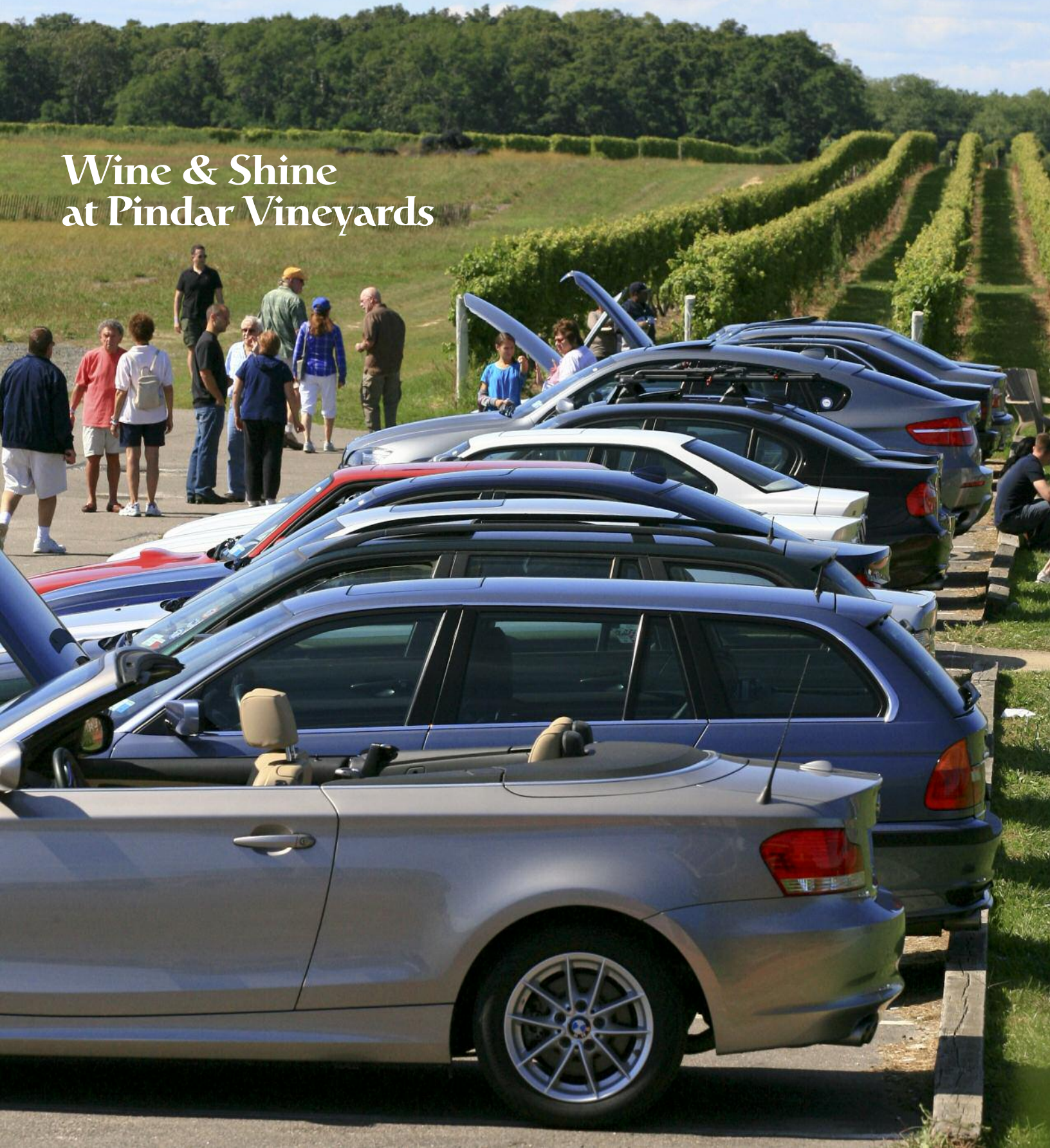


# Die Zugspitze

New York Chapter Newsletter | Winter 2012

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## Wine & Shine at Pindar Vineyards



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New York Chapter  
**2013 Events Calendar**

- February 16 : 20th Annual Beach Party
- March ~ : Test & Tune: Nassau Coliseum
- April ~ : Auto-X: Nassau Coliseum
- May ~ : Auto-X: Nassau Coliseum
- 20 : Driving School: NJ Motorsports Park
- ~ : Dine & Shine
- June ~ : Auto-X: Nassau Coliseum
- 10-11 : Driving School: Watkins Glen
- July ~ : Auto-X: Nassau Coliseum
- August ~ : Auto-X: Nassau Coliseum
- ~ : Street Survival
- September ~ : Auto-X: Nassau Coliseum
- ~ : Adult Safety School
- ~ : Wine & Shine
- October ~ : Adult Safety School
- ~ : Auto-X: Nassau Coliseum
- December ~ : Holiday Party

For the latest information, see [www.nybmwcca.org](http://www.nybmwcca.org)

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**On the Cover:** A beautiful day for a drive to eastern Long Island's Wine Country for Chapter members to meet at the 6th Annual Wine & Shine at Pindar Vineyards.

*Cover photo by Jerry Goldstein*

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

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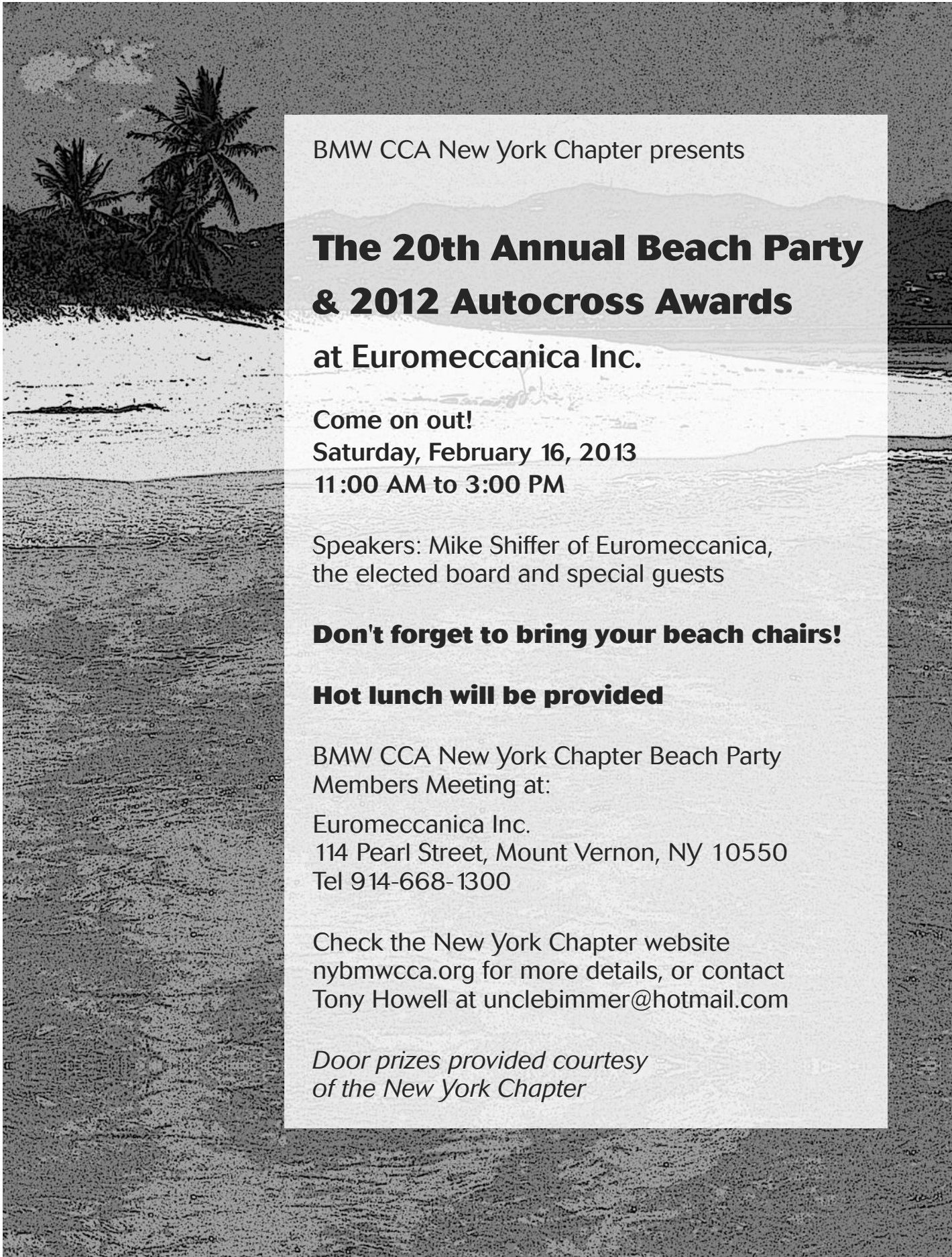
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BMW CCA New York Chapter presents

## **The 20th Annual Beach Party & 2012 Autocross Awards**

at Euromeccanica Inc.

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Saturday, February 16, 2013

11:00 AM to 3:00 PM

Speakers: Mike Shiffer of Euromeccanica,  
the elected board and special guests

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BMW CCA New York Chapter Beach Party  
Members Meeting at:

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Check the New York Chapter website  
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Tony Howell at [unclebimmer@hotmail.com](mailto:unclebimmer@hotmail.com)

*Door prizes provided courtesy  
of the New York Chapter*

## President's Page



Jim Siegel

Hopefully by now everyone has recovered from superstorm Sandy. For some of us, there is still a lot to do to get our lives back to normal. I was lucky – my electricity was out for only two days, no tree limbs fell anywhere on my property, and there's not one leaf left to rake in my backyard.

Unfortunately, as I'm sure was also the case for many of you, several of our board members had no electricity for one to two weeks. Another had their home flooded and neighborhood basically destroyed. No doubt it's been a tough time for all,

but for some it's been even tougher.

At the Club level, we decided, regretfully, to cancel this year's Holiday Party. Due to the extenuating circumstances we simply didn't have the resources available to organize all the moving parts required to make the event happen the way we wanted to. For those of you who are receiving Autocross trophies, they'll be given out at the Beach Party Event in February – more details on that below.

On a brighter note, the Club had a great year, at least until Sandy came along. We added a few new board members, our events were well attended, and the Old Westbury Concours, which we hadn't participated in for a number of years, was a fantastic event. In addition to the Teen Street Survival event we've held for many years, we also held an Adult Safety School this year, which was well received. For next year it's safe to say that we plan to do more of the same.

Next year we have a landmark event coming up on Saturday February 16th – The 20th Annual Beach Party at Euromeccanica in Mt. Vernon New York. The Club would like to give special thanks to Mike Schiffer, the owner of Euromeccanica, who has provided his shop and personal time to support this event for all these years. The Beach Party is a no cost, fun event that gives everyone a chance to see their old friends, learn something interesting about cars, eat a delicious hot lunch (also free!!) and win a bunch of door prizes. And don't forget to bring your beach chairs – those we don't provide.

Lastly, as you know from our website, we produce an electronic version of our newsletter. Since times are changing, and in an effort to be environmentally friendly and save chapters money on expensive printing costs, the national BMWCCA has decided that all members can opt-out of receiving a printed copy of their chapter's newsletter and instead receive only the electronic version via e-mail.

However we can't opt-opt for you. Each member choosing to opt-out of the printed version of *Die Zugspitze*, the New York Chapter newsletter, must go to the national BMWCCA site, [www.bmwcca.org](http://www.bmwcca.org), login to their account, go to the "Manage Account" link, select "EMail Preferences" on the left hand navigation, and then under the "Receive Chapter Newsletter Via" section update your preference to e-mail. We would greatly appreciate it if anyone who does not want to receive the printed version of our chapter newsletter and is willing to receive it electronically via e-mail instead, take a few minutes and make this update to their BMWCCA account.

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of America  
New York Chapter**



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## Autocross Final Standings

### Class B

Jay Rufino

### Class C

Mike Abriano  
Heidi Ellison  
Paul Schulman

### Class D

Austin Don  
Bobby Del Bello  
Oskar Zinger

### Class G

Vincent Reale  
Chris Clark  
Denis Usov

### Class H

Lubomir Kmec  
Deji Abraham  
David Flores

### Class I

Mike Bizzarro  
Ken Bertran

### Class L

Heidi Ellison  
Megan Yavel  
Marissa Abriano

### Class MS

Darby Moses

### Class X

Simon Yim

### Class CR

Mike Allen  
Michael Patterson  
Tony Howell

### Class DR

Jim Siegel  
Victor Yim  
Ron Feinman

### Class GR

Christian Lopez

### Class HR

Charles Sudano  
Pawel Markowski



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Marissa Abriano



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# Autocross Corner

## Season Finale

The 2012 Autocross Season has come to a end. A round of applause to all the participants for coming out this year. And a big thank you to all of my staff for all their hard work this year. Without them, we would not have been able to pull off a very successful season.

This year we had ten autocross events and each event had a minimum of ten runs and a maximum of twelve. This gave everyone a 20% increase in driving time over last season. The increase helped many drivers improve their driving skills and achieve quicker lap times by the end of the events.

Congratulations to all the 2012 Autocross Champions. Everyone did a great job this season. It was an action packed season with a lot of the race winners being decided in the last two runs.

I want to give a special thank you to Victor Yim. Victor allowed me to drive his 2011 M3 this season. After driving an e30 M3 for many



*Arvin Sahagun*



*Victor Yim*



*James Siegel*



*Mike Allen*



*Mike Patterson coned.*

years, the extra horsepower made driving the newer M3 very interesting for me. Thanks Victor, it was a great learning experience.

Drive safely everyone.

André Noël

*Photos by Mike Allen*



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# Return to Old Westbury Gardens

by Sherwin de Shong

It had been over five years since the NYBMW CCA held a formal Concours at the Old Westbury Gardens. September 23, 2012 brought us together with Porsche and Mercedes for an event entitled "Legends of the Euro Motorways" and NYBMW CCA members like Christian Balmaceda, Phil Danza, and AJ Ashley were certainly glad we did.

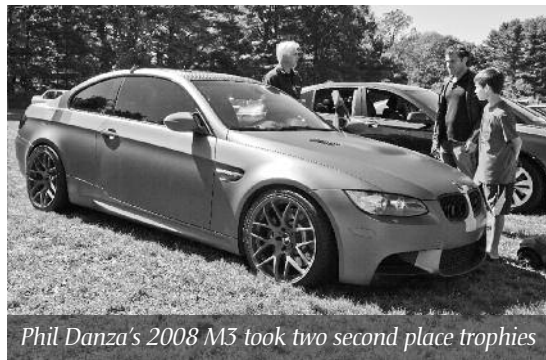
Well, at Old Westbury Gardens we had a car show with BMWs from the '60s, with Sal Cosentino's 1960 **700**, to the '70s, with Dean McVitie's 1975 2002, to the '80s, with Carlos Balmaceda's M3, to the '90s, with Richard Davis's 840ci, to the present with Marlon Vaz's 2004 545i and Fred Mei's 2012 M3. When was the last time you had the chance to see a variety of M3s, from the first vintages of 1988 e30's to the current 2012 e92/e93, in mint, concours-clean condition, or modified and tuned to a car club member's idea of perfection?

Everyone who showed up that Sunday morning enjoyed a day of clean cars, great weather and socializing. With much thanks to all our sponsors, Rallye BMW, our title sponsor arrived with several new BMWs (not really fair to enter a concours when the car is brand new, so luckily they were there just to show some new BMWs that might be at next year's concours). In addition, our other sponsor Martino Auto Concepts presented a display of cars with a more personal flare that catered to the tuner and modified crowd. And Gliptone, another sponsor, was gracious enough to donate wax and mini-polishing kits to all the entrants, just in case they did not bring enough cleaning products themselves.

With the threat of rain all week and a few showers on Saturday evening, the event had some very damp grass only for the earliest of arrivals. Our major sponsors, Rallye BMW and Martino Auto Concepts, got our feet wet on the damp grass as we set up a "Bavarian Pathway" for what became a sunny day of socializing while walking between all the clean cars. With over two hours before an 11:00am call for rags down, the hunt was on for the cleanest BMW of the day, and with close to fifty very clean BMWs, hunt we did for that missed smudge of wax or spot behind the seat that you forgot but the judges did not. With rags down and teams of owners taking a break from cleaning their cars all morning, we enjoyed a tasty buffet lunch catered by Divine Catering as the judges went to work judging and rejudging (yes, there were a few ties and the judges were forced to go back to a few cars and find some dirt somewhere because these cars really were THAT CLEAN!!)

While the contestants were waiting for their results, a display area showcasing member's cars that were not being judged, like the classic 320i, Z8 and mint 3.0cs coupe, provided excellent talking points for socializing. And of course there were the displays of Porsches and Benzs for comparison that quite a few of us wandered over to see.

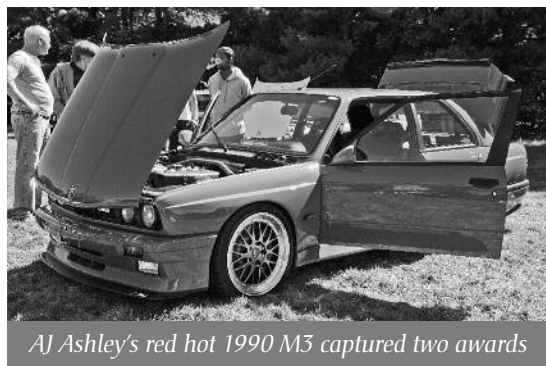
When all was said and done, the main thing that had to be acknowledged was that the M3s on display clearly ruled the day; unless you were in a class that was 1985 and earlier, there was an M3 getting an award in your class. And just in case you start thinking the judges were biased, the People's Choice award went to a very tastefully modified e30 M3 belonging to one Christian Balmaceda.



*Phil Danza's 2008 M3 took two second place trophies*



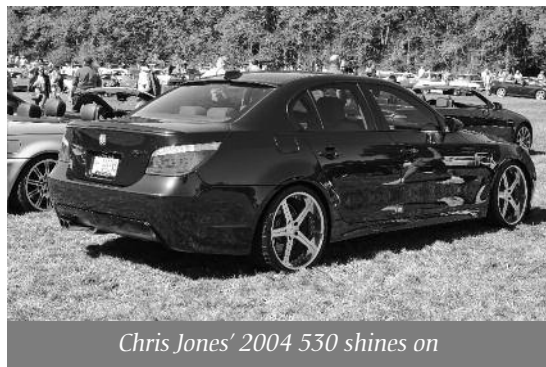
*Sal Cosentino's nifty rear-engine 1960 BMW 700, winner of a first place Street award*



*AJ Ashley's red hot 1990 M3 captured two awards*



*Andrew Meade's elegant 2001 Z8*



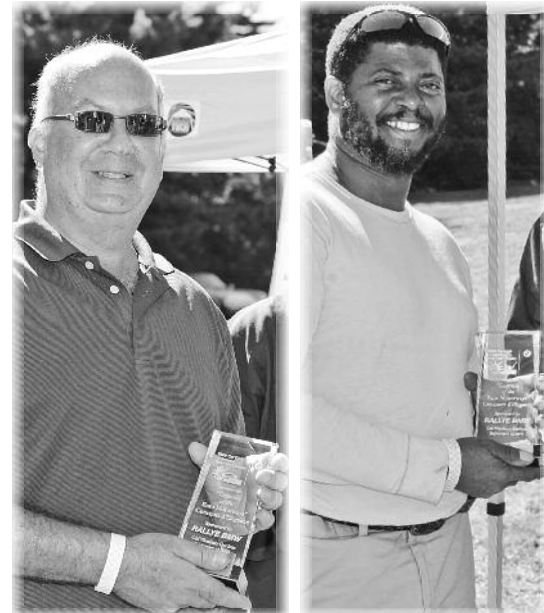
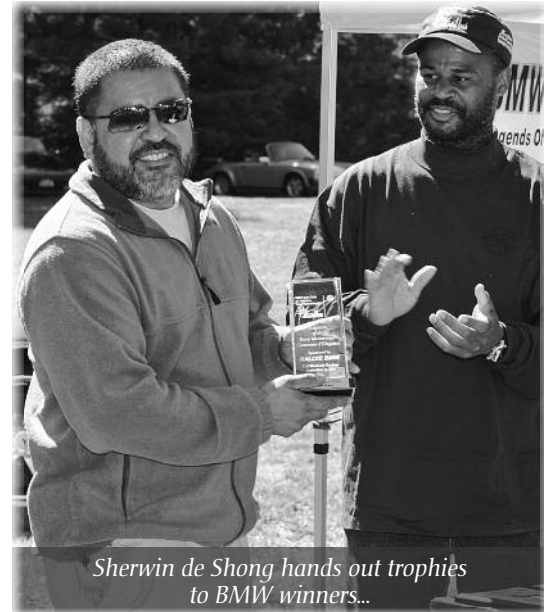
*Chris Jones' 2004 530 shines on*

Photos by Mike Allen

# 2012 Legends of the Euro Motorways

## BMW Trophy Recipients

		Model	Year	Class
<b>Concours 1985 and Earlier</b>				
1st	Dean McVitie	2002	1975	Concours
2nd	Lawrence Charlesmagne	318i	1984	Concours
3rd	Chris Robins	3.0 CSI	1972	Concours
<b>Concours 1986-1991</b>				
1st	Christian Balmaceda	M3	1989	Concours
2nd	Pawel Markowski	M3 Cabrio	1989	Concours
<b>Concours 1992-2000</b>				
1st	Richard Davis	840CI	1995	Concours
<b>Concours 2001-2012</b>				
1st	Marlon Vaz	545i	2004	Concours
2nd	Phil Danza	M3	2008	Concours
3rd	James Bates	M5	2007	Concours
<b>M Class</b>				
1st	Christian Balmaceda	M3	1989	Concours
2nd	Phil Danza	M3	2008	Concours
3rd	AJ Ashley	M3	1990	Tuner
<b>People's Choice</b>				
	Christian Balmaceda	M3	1989	Concours
<b>Street 1985 and Earlier</b>				
1st	Sal Cosentino	700	1960	Street
2nd	Sasha Lopez	E30 Baur TC	1984	Street
3rd	Robert Wolfson	2002 Baur	1973	Street
<b>Street 1986-1991</b>				
1st	Carlos Balmaceda	M TECH	1989	Street
2nd	Barrington Howell	M3	1988	Street
3rd	Arvin Sahagun	M3	1990	Street
<b>Street 1992-2000</b>				
1st	Jose Leon Santiago	M3	1997	Street
2nd	Kareem Lee	M3	1999	Street
3rd	Gary Jerry	M3	1995	Street
<b>Street 2001-2012</b>				
1st	Fred Mei	M3	2012	Street
2nd	Megan Yavel	M3	2012	Street
3rd	Santo Galatioto	M3	2012	Street
<b>Tuner 3 Series</b>				
1st	AJ Ashley	M3	1990	Tuner
2nd	Bing Noguera	M3	1989	Tuner
3rd	Nicholas DeClemente	M3	2006	Tuner







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# Wine & Shine

## "A Tasty Treat"

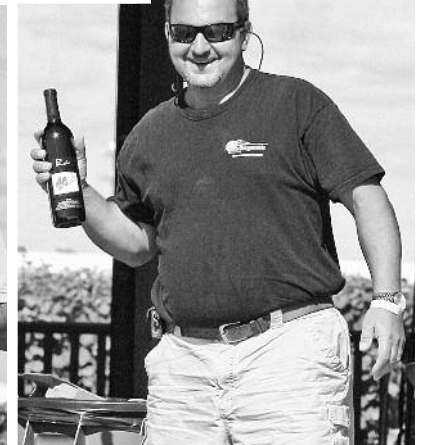
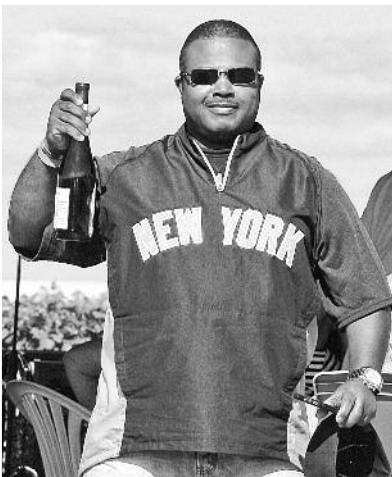
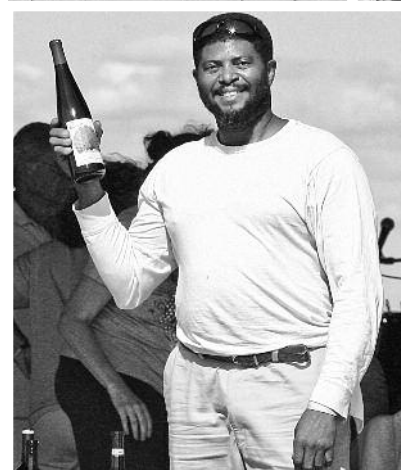
by Fred Phinney

September 16, 2012

The Annual Wine & Shine event is somewhat akin to a good wine. It just keeps getting better and this September's blending of BMWs, members and family made it a truly vintage year! An absolutely perfect warm, sunny day, combined with the perfect venue of Pindar Vineyards, perfectly organized and orchestrated by club staff. In my humble opinion I give Wine & Shine a personal rating of plu perfect and I'm sure I am not alone in making that call. My wife and I thoroughly enjoyed ourselves, met some very charming people and saw some absolutely beautiful BMW automobile flesh, both young and not so young. Special kudos to Steve Geraci's son and his so-sweet 2002. That's some fine piece of automotive machinery! What more can I say, oh yes, my 540 M Sport won a best in its class, although I'm still waiting for my prize! Just kidding guys, here's to next year.

*Photos, clockwise from top left: Steve G., left, with Fred Phinney, winner of Best 5 Series; Andrew Geraci, Best in Show; Behan Venter, Best Z Car; Dean McVittie, Best Classic; Mike Navarra, Best M5; Shawn Abritz, Best 3 Series; Wayne DeCosta, Best M3.*

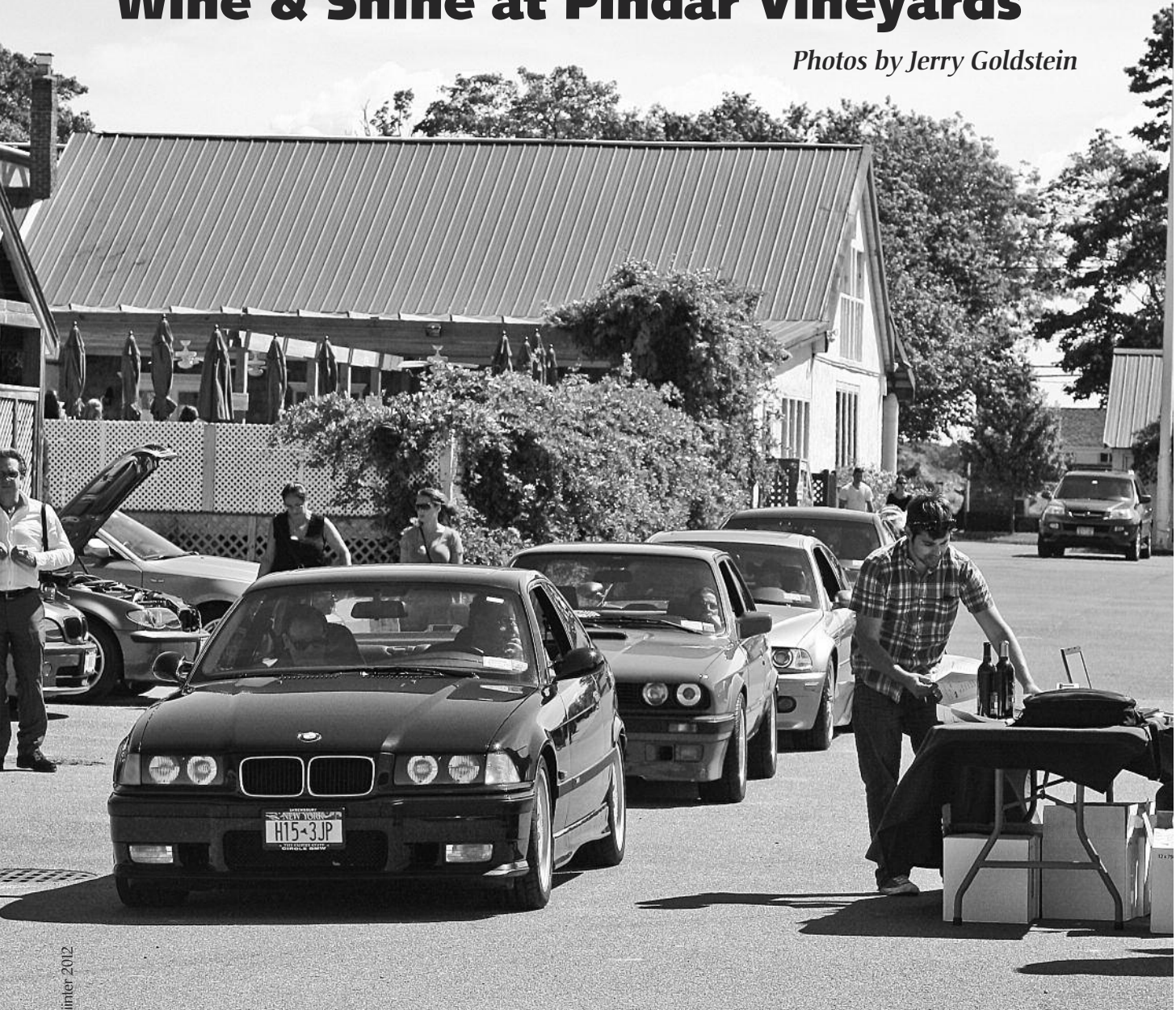
*Photos by Jerry Goldstein*



6th Annual

# Wine & Shine at Pindar Vineyards

*Photos by Jerry Goldstein*





Below left: Dr. Damianos, owner of Pindar Winery with Steve Geraci



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



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Ron

### **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



# Tech Talk with Mike Shiffer

**1972:** *"It's running fine now. Looked like you hadn't had a tune-up since last year, which is why it was hard to start and down on power. Timing was way off. Changed the points, plugs, condenser, rotor, cap & wires, set the timing & dwell, adjusted your valves and also the idle speed and mixture. The float level in the carb was a little off too so we adjusted that. Speaking of carburetors, you should think about replacing your Solex with a two-barrel Weber. Way more power and reliability.*

*"You got a new air filter and fuel filter. Brake pads look good, but you're gonna need a muffler pretty soon. You are still on your original one and it is almost four years old, so I'd say you got your money's worth out of it.*

*"There's a little rust coming up around the left wheel house in the trunk, and you can see some bubbling above both rear wheels on the outside. Not much you can do: seems like all 2002s get rust there eventually. That'll be \$176.42."*

**2012:** *"It's running fine now. There were three codes in the DME: two for lean condition and a hard misfire on #5. We found a rip in the air boot between the MAF sensor and the throttle body. The section that goes to the idle stabilizer had torn. We replaced it and cleared your adaptations. That took care of the mixture codes, but the misfire was a bad coil on #5. The plugs are OK: they only have 70,000 miles so there's no need to replace them yet. Changed your cabin filters and cleared the leaves out of the trough in front of the windshield.*

*"Had an Audi A8 towed in last month for major work. Seems the plenum drains, the ones we cleared on your car, were blocked with leaves and stuff, and the water couldn't drain so it overflowed into the cabin, soaked into the carpeting and ruined the immobilizer module (BMW calls it EWS) so the car wouldn't start. Big bucks!*

*"Oh, yeah. We changed your oil, so don't be alarmed if there's a low oil warning. We try to get the right amount in, but since they eliminated the dipstick, we've found the level sensor is really sensitive and sometimes tells us it has enough oil one day, then not enough the next. Your undertray, the plastic panel that's under your engine was hanging down. We got it back up into place, but we had to replace some of the original fasteners with screws and wire ties. We did everything else called for in the service book under Inspection II.*

*"A couple of other things you should know: your front sway bar is leaking a little oil. It isn't setting a code yet, but when it does we'll have to replace it. Also, the sensor on the right front lower suspension arm that controls the adaptive headlights is broken. Everything else looks OK. The exhaust is probably good for another 10 years and there's no rust anywhere. That'll be \$1,764.20."*

Things change.

BMW's iconic 2002 has been replaced by succeeding generations of sport sedans; some great, all pretty good. As they evolved, the cars lost some things and gained others. Here are a few things the 2002 has that nearly all its successors do not:

1. Stand-alone ignition system with distributor, cap, rotor, ignition wires, points and condenser
2. Carburetor (or 2, in the case of the 2002ti)
3. Adjustable valves
4. Wind-up windows
5. Drum brakes in the rear
6. Manual steering
7. Speedometer cable

In addition, the early ones had possibly the worst seat belts in the world.

Here's what a modern 3 Series has that its illustrious forebear lacks:

1. Powertrain management, networking engine controls (ignition, fuel injection & cooling) with electronic throttle control, gearbox control, ABS & stability control
2. Electronic fuel injection
3. Hydraulic valve adjustment and variable cam timing
4. Power windows; power everything
5. Disc brakes everywhere with antilock
6. Power steering, often with variable assist, integrated with electronic chassis management
7. A speedometer that uses the ABS sensors to determine vehicle speed, then passes this information to the transmission module, cruise control, ABS and any other module that needs to know
8. 1000-1500 pounds more stuff than the 2002, including airbags, serious bumpers, sound-deadening, big mufflers and a catalytic converter, miles of wire, electronic modules, sensors, motors & actuators, evaporative emission controls and an air pump

Forty years ago, diagnostic tools included a timing light, dwell meter, vacuum gauge and an experienced mechanic. Nowadays, these are all but useless. (The mechanic has been replaced by a technician.) Diagnosing a running problem on a 2002 requires a lot of hands-on: looking at the distributor, opening up the carburetor, things like that. Finding a running problem on a 21st century BMW means plugging in a computer that can talk to the car, finding out what the car's inbuilt diagnostic system has to say, then proceeding from there; maybe even opening the hood. You can't adjust the timing, idle speed or mixture, but the engine management computer can and does, many times a second.

So what have we gained? The modern BMW is faster, quicker, cleaner, safer and more comfortable than the 2002. Its gas mileage is the same or better, in spite of pushing half again as much weight with an engine twice as powerful. It handles and brakes better. Many components, like the body shell and exhaust system, last much longer than the ones on the 2002. It also requires far less maintenance.

The downside? Greater complexity means diagnosis, repairs and performance tuning are far more expensive than before. The owner cannot tinker to the same degree as with a 2002. Most problems that arise can't be fixed on the side of the road, no matter how much you know. Electronic parts are often not repairable, so fixing some basic, essential things (heater blower, xenon headlights, e.g.) can mean high and unavoidable expense.

The other thing that's gone, or at least watered down a lot, isn't measurable. It is connectedness, the feel of the road through the seat and wheel of a 2002, the sense that you can place the car wherever you want it. As competent as today's BMWs are, they just don't feel as hooked up as a 2002.

There's no turning back. And over all, I think it is a good thing. Electronics gives us phenomenal engine management, ABS and remarkably reliable navigation and communication. It is overused and in some cases creates problems, but it has also made it easier to diagnose those problems, and many others.

Driving a 2002 still puts a smile on my face, though...



Michael Shiffer

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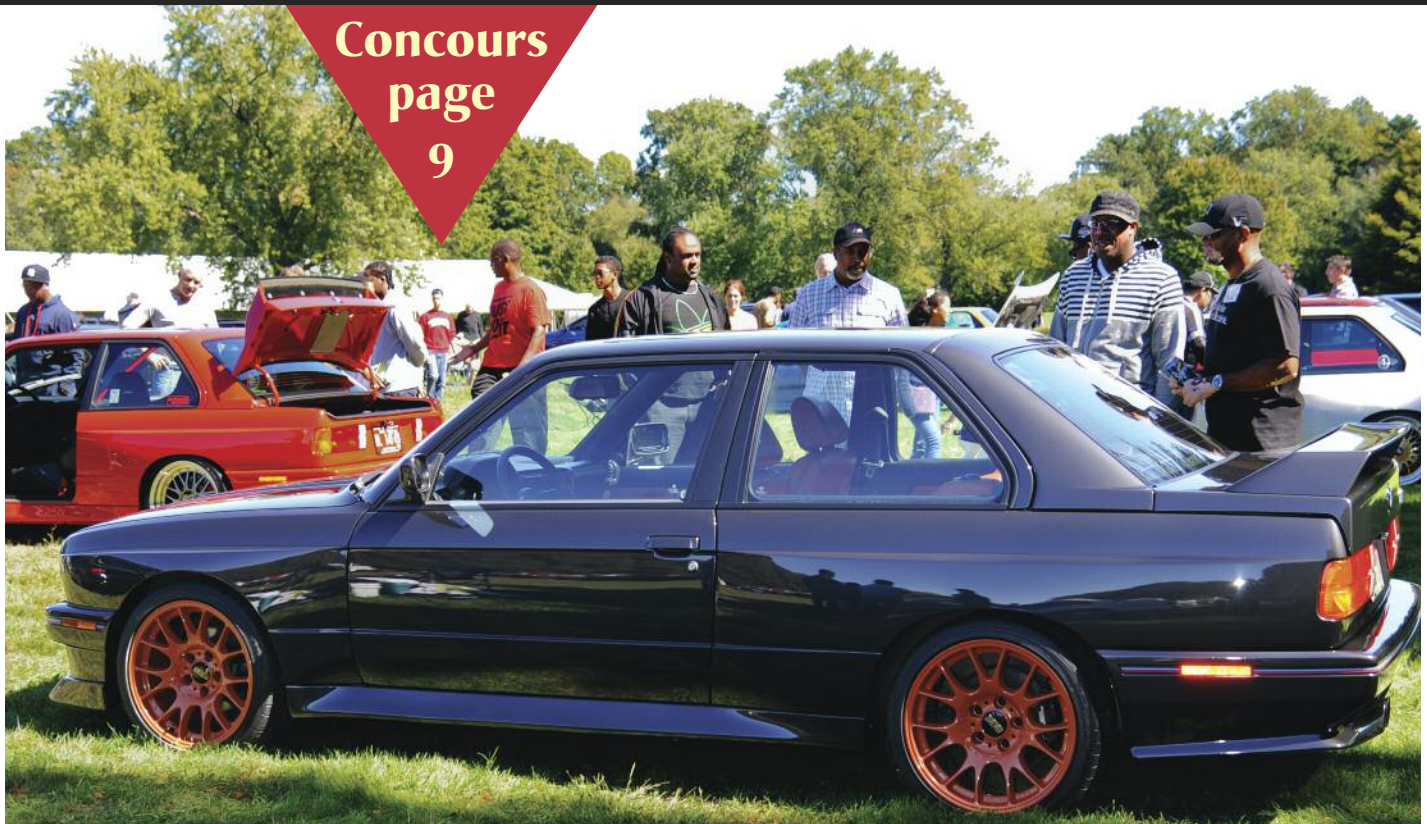
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A Diamond Schwartz 1989 M3 captures "Best in Show" for Christian Balmaceda

## BMW Returns to Old Westbury Gardens



That '70s line-up, from left to right: a 1973 Bauer 2002 (Robert Wolfson), 1975 2002 (Dean McVitie) and a 1972 3.0 CSL (Chris Robins)