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New York Chapter Newsletter | Winter 2013

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New York Chapter
2014 Events Calendar

February	15	21st Annual Beach Party
March	28/30	Test & Tune: Nassau Coliseum
April	12	Auto-X: Nassau Coliseum
	21	Driving School: NJ Motorsports Park
May	10	Auto-X: Nassau Coliseum
	25	Auto-X: Nassau Coliseum
	~	Dine & Shine
June	9-10	Driving School: Watkins Glen
	21	Auto-X: Nassau Coliseum
July	6	Auto-X: Nassau Coliseum
	26	Auto-X: Nassau Coliseum
	26	Street Survival
August	16	Auto-X: Nassau Coliseum
September	6	Auto-X: Nassau Coliseum
	20	Auto-X: Nassau Coliseum
	~	Wine & Shine
October	4	Auto-X: Nassau Coliseum
	12	Auto-X: Nassau Coliseum
December	~	Holiday Party

For the latest information, see www.nybmwcca.org

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On the Cover: John Sullivan, BMW CCA Northeast Zone Governor with his pride and joy, his Best in Class winning 1988 635 Csi at the NY Chapter 7th Annual Wine & Shine at Pindar Vineyards. ~ Photo by Jerry Goldstein

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



Jim Siegel

Holiday season is here already.... How many more months until driving season starts again?

This year our Holiday Party is on December 21st, a little later than usual. We'll have the usual great food and friends, entertainment, Santa Claus for the kids, and we'll be giving out Autocross season trophies to this year's winners. Don't forget to reserve your tickets early.

Also mark your calendars now for our first event of next year, the ever popular Beach Party at Euromeccanica in Mt. Vernon on February 15th, 2014. This is always a fun tech event with interesting cars, a featured speaker, and the usual informative talk by our host and venue owner Mike Shiffer.

Regarding the Newsletter, you may remember that in past issues I've discussed the option to receive an electronic version of *Die Zugspitze* instead of a printed copy. Besides being a green alternative, this option saves the Club a lot of money.

A few months ago, BMWCCA National Chapter notified us that local chapters can decide to make the electronic version of the Newsletter our primary distribution method. This choice would not prevent any club member who prefers a print copy from receiving one; however, you would now need to 'opt-in' to receive the print copy of the Newsletter. Even if the Club decides to pursue this option, print copies will still be available at all New York Chapter events and for advertisers who support the printed version with their advertising dollars, as well as for those members who want to receive a print copy.

I'd like to hear from club members with their opinion of this change. Please send your comments to NewsletterSurvey@nybmwcca.org regarding whether or not you think going all electronic with the Newsletter as the default is a good idea, based on substantial savings that could be used to fund additional events we all partake in.

On behalf of myself, our VP Mike Allen, Treasurer Roseanne Burke and Secretary Mike Bizzarro, I wish everyone a great holiday season and a Happy New Year.

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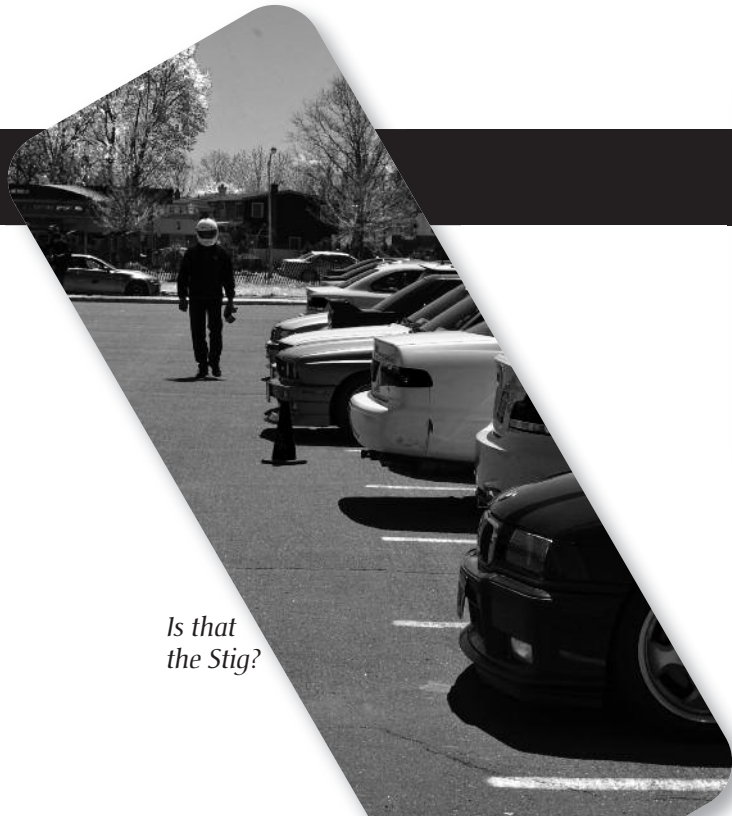
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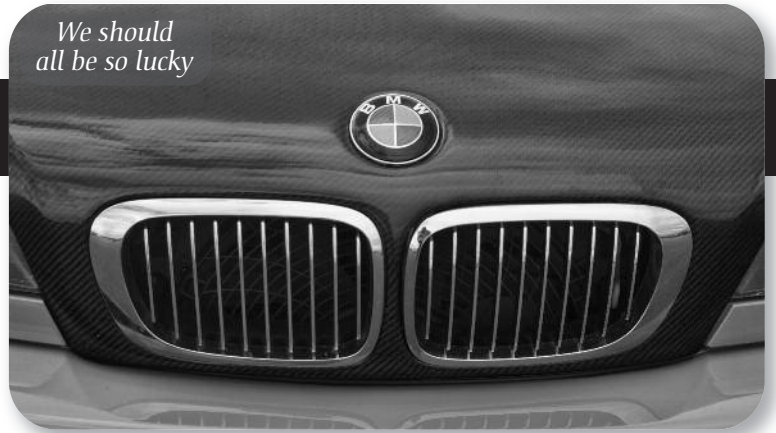
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Is that the Stig?



We should all be so lucky



Jay putting the pedal down at the finish



Putting on a show



Mr Paterson waltzes around the sea of cones



This season is a wrap. See you next year!



Ron makes his Z3 dance

Autocross Corner

2013 Autocross Season

Hi there Autocross fans,

The 2013 season has come to a end. The points have been tallied and the results are in – but first I would like to thank all the Autocross staff members for coming out to all the events and helping to make everything run as smoothly as possible.

We had a very good season this year, as we were able to give twelve runs pretty much at every event. The extra runs accumulate to four extra autocrosses this year compared to several years ago. Also, when you compare the price of \$35 per event to the number of runs, it works out to just over \$2.05 per run. This is a great value compared to what is being offered by other clubs in the area.

So happy holidays to everybody and a prosperous New Year and, without further to do, the winners of the 2013 season.

André Noël

Photos by Gary Simmons and Mike Allen

2013 Autocross Winners

C Class

- 1: David Flores
- 2: Denis Usov
- 3: Marissa Abriano

D Class

- 1: Bobby Del Bello
- 2: Ron Feinman
- 3: Heidi Ellison

E Class

Daniel Gomes

G Class

Vincent Reale

H Class

Deji Abraham

I Class

- 1: Mike Bizzarro
- 2: Ken Bertan

Ladies Class

- 1: Heidi Ellison
- 2: Megan Yavel
- 3: Rose Burke

MS Class

Darby Moses

X Class

Keith Sturm

CR Class

- 1: Mike Allen
- 2: Arvin Sahagun
- 3: André Noël

DR Class

- 1: Oskar Zimger
- 2: Paul Sandys

ER Class

Nick Sabatino

GR Class

Christopher Clark

HR Class

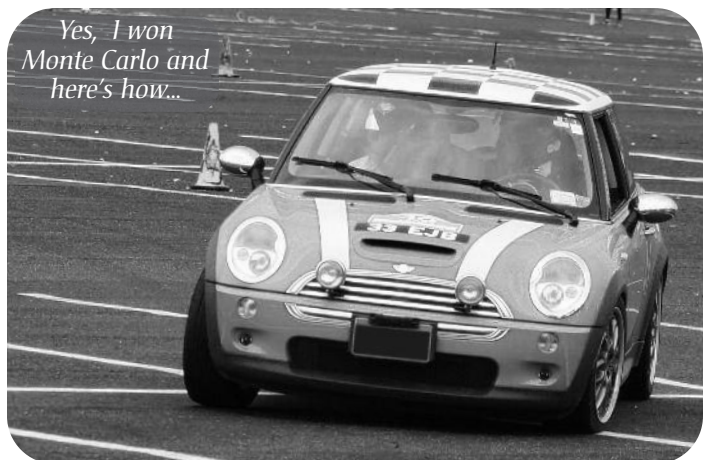
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I'll take that MINI supersized please!

by Matt Wayne

MINI over the years has done quite well for its size, but up until 2011 42% of people looking at MINI's claimed they wouldn't purchase them because they were too small. Which isn't a surprise with a name like "MINI Cooper". However, we would never take another title like "Car of the Century" nor uphold our image of being an icon if we didn't overcome the size problem. Hence, the MINI Cooper Countryman was born, a four-door MINI with all-wheel drive capability, more ground clearance, seating for five, and most importantly that chic, extroverted MINI styling that makes the brand unique!

Some of you may say "Hey, that's old news", yet I'm shocked as to the expressions of shoppers as they enter a MINI showroom and view the Countryman for the first time. Sentences like "look, it's a MINI on steroids," or "wow, when did they get so big!" are said daily. So is this against everything that MINI wished to represent? Aren't we supposed to be MINI? These are the thoughts I had on this larger MINI when I first learned of its release. I was an enthusiast, and felt my precious brand was being diluted, mainstreamed, and going away from what makes us MINI. Some of you may be enthusiast yourself and felt this way as well. The only thing I

can suggest – drive it like you stole it! That's all it took for me to change my mind about this maxi size MINI.

Just like its little brother the Cooper S hard top, the Countryman kicks out 181 horsepower if you get the turbocharged edition and still offers 31MPG's on the highway. The Countryman also offers the same ability to customize as the other MINI's do with over 10 million ways to build them. They are available in non-turbo front-wheel drive, turbo front-wheel drive, turbo all-wheel drive and the all four-wheel drive John Cooper Works edition, coming in at 208 horsepower. The Countryman holds true to the Great MINI feel, having that go-cart handling that makes MINI famous. You might see a bit more body roll on the turns, but that's natural due to its height; however, this is easily remedied by upgrading to the sports suspension. All depends on what you need your MINI to do.

MINI even took it one step further by offering the Countryman platform in a two-door version called the Paceman. We didn't see a huge difference in handling and options. However, the Paceman's front seats are like the bucket sport seats we see in the traditional MINI, giving the driver a sportier experience.

Both the Paceman and the Countryman have brought about a complete new breed of buyers to the MINI brand, and if you're in the market for a new car, make sure you take the opportunity to check them out!

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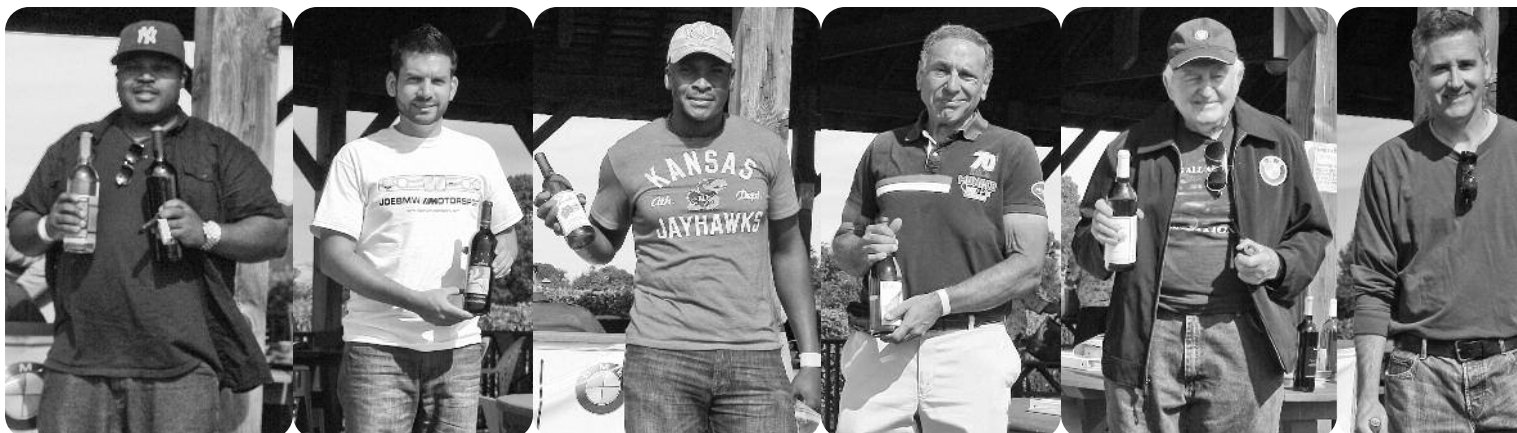
A Toast!

Well another beautiful early autumn Sunday, filled with sunshine, BMW's, wine tasting, and friends. All the makings of a very memorable event; our 7th Annual Wine & Shine at Pindar Vineyards on the north fork of Long Island in Cutchogue, New York. But there's one thing I left out of that equation, it all couldn't have happened if it weren't for friends who volunteered their time and effort that made this event run like a well-oiled M10 motor.

I'd like to take a few moments and give credit to the folks who make my job look easy. First, I would like to thank JoAnn Orlando, Tasting Room Manager of Pindar Vineyard. Her professional no-nonsense attitude, attention to detail, and follow-through has been, for me, the cornerstone of this event. From help with the booking, almost a year in advance, to the details on the day of the event, I know I can count on her to

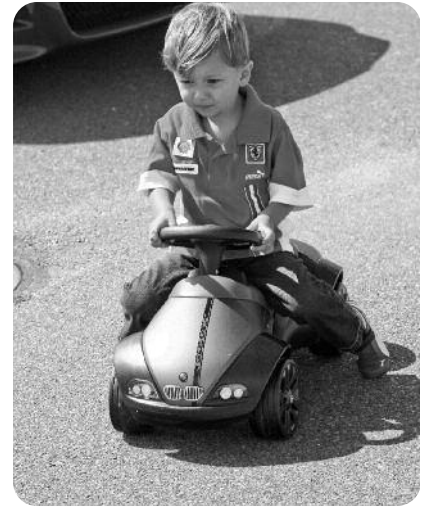
see that everything onsite is ready for you, our members. Next, my good friend Jerry Goldstein. When we first met seven years ago, he was an enthusiastic member who decided to travel east and see what this wine tour thing was all about. He brought his Canon camera with him, and he asked if I needed someone to take a few photos. Since then, with a little encouragement and professional guidance from me, his photos have graced several newsletter covers, including last year's cover of this event, as well as many of the stories that appear in the newsletter. He also does a great job parking the cars.

This year I did not have the services of my son, Andrew and his wife, Christine to assist with registration, as they were in the process of moving into their new home that weekend. My wife Loretta asked several of her good friends if they would help



7th Annual Wine & Shine Pindar Vineyards

by Steve Geraci with photos by Jerry Goldstein



out with registration for me. I was quite surprised that they would work the event, having never attended something like this before. Mike and Rosemary Ott, and Sue Fernandes kept the registration process running smoothly – as Mike handed out bottles of red or white wine, the team kept the on-line wait to a few minutes. To my surprise, they also tabulated the scores for the People’s Choice Clean Car Show. All I had to do was announce the winners and award the wine. Fantastic! Mike, Rosie, and Sue did an outstanding job filling in for my son and daughter-in-law.

In the meantime, my wife Loretta was arranging the tables and setting up the food under the pavilion, all the while also acting as my second pair of eyes scanning the event for anything that might need my attention.

So thanks again to the people who made it happen, I raise my wine glass to you!

Clean Car Show Winners ~ Photos below, left to right

- Best in Show – Wayne DeCosta, 2013 M3Coupe*
- Best M3 – Joe Zeppieri, 1987 E30 M3*
- Best M5 – Andre McDonald, 2001 E 39 M5*
- Best M6 – James Markarian, 2013 M6 Coupe*
- Best Z Car – Joseph Cress, 2004 Z4*
- Best X Car – Sean Senatore, 2013 X3 35i M Sport*
- Best 3 Series – John Sinon, 1989 325iC*
- Best 5 Series – Tom Vollaro, 2000 540i M Sport*
- Best 6 Series – John Sullivan, 1988 635 Csi*
- Best Vintage (up to 1983) – Howard McVitie, 1975 2002*
- Best Optional/Misc – Anthony Howell, 2011 1M*



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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.



Michael Pops Ron

Race car preparation:

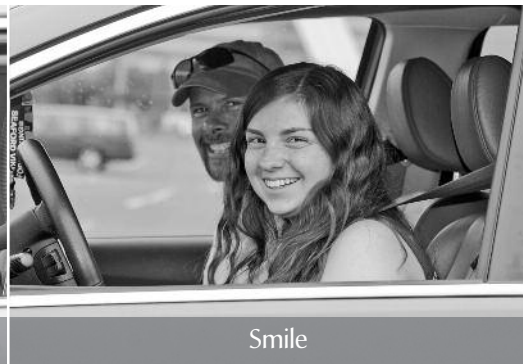
- Installation of roll bars, harnesses, racing seats, fire systems and other safety devices
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- Chassis stiffening and reinforcement: Bolt-on engine modifications, such as cams, cold-air boxes, exhaust systems and larger radiators
- Fuel cell installation
- Two-way radio installation



Don't be nervous. It'll be fine



The look after a successful run on the course



Smile

Street Survival 2013

by Matt Brod with photos by Mike Allen

On a bright summer day, thirty-eight students showed up with their personal vehicles, a limited amount of experience and a gut full of fear. It's instilled in them by parents, driver's education and all their accumulated experience behind the wheel.

Okay, so now that I have these kids for a day, let's see if we can turn that fear into a healthy respect for a car's abilities and limitations. I like to explain to the students that it's their choice to be safe or not. Sure there are laws governing your actions on the road, but ultimately it's up to you, the driver.

After my lecture, for what probably seems like an eternity to the students, I send them out onto the course. The course consists of five exercises that teach specific lessons. Let's just say that after a full day of repetition they have a general grasp of how a car handles at the limit and how to control a car that has decided to do its own thing.

How do I do this all by myself? I don't. It takes a monumental amount of volunteer time and materials to get this program going year after year. The instructor pool in the New York Chapter is deep and amazingly skilled; without them I'd be screwed and this program would never happen. For anyone interested in becoming an instructor, put the newsletter down. Rub your belly and pat your head. Can you pull it off? If so you are slightly overqualified.

A special thanks goes out to Coinmach Corp. who have provided tables and chairs for this program year after year.



NASA, we have lift off



You don't want this to hit you in the face



Classroom instruction



Cars ready for inspection. Say 'ahh'...



This student has mastered car control during a slide



A run on the slalom

Legends of the Euro Motorways II

by Sherwin de Shong
with photos by Jerry Goldstein



All packed and ready to go



could not be said for the Concours Class 2001 to 2013 where the 2003 540i of Martin Valerga placed second by one point between the First Place

2013 X5 d of Jaqueline Fay and the Third Place finish of Tim Fay in his 2004 M3. On the other end of the full Concours spectrum was the Nettesheim Museum's entry of a 1958 Isetta 250, which took First Place in the pre-1985 class. This is truly a museum piece, which Peter Nettesheim, in his six foot-five frame, drove here himself; you had to see him enter and exit this car.

In the Street Class 1986 to 1991, Christian Balmaceda returned to successfully repeat and take home First Place with his 1991 325ix. But the people did not give him a second nod for the People's Choice award. While this year's People's Choice, like last year's, went to a M3, this year's award went to the 1995 e36 M3 of Leonard Edward, who was competing in the Open Tuner Class, where he also took First Place.

The rain was threatening the original event date of September 22, so with the option of a rain date, we pushed the event forward to the following Sunday, September 29, to take advantage of a hopefully dry and sunny day. The sun came out, we came out, you came out, and most importantly the cars came out.

With everything from a 1958 Isetta to a 2013 1M coupe — even an X5 d (as in diesel) — almost every Bavarian example was represented in their polished glory. Although the turnout was slightly less than last year, we still had a very good showing. A few of last year's winners returned, but the competition had stepped up, as witnessed in the Street Class of 2001 to 2013, where the M cars of Brian Godek (2013 M3) Fred Mei (2012 M3), and Kerry Brecker (2013 M3) won First, Second and Third Place, respectively in their class. I hope I see these cars at a few autcrosses next season before they return to the 2014 Concours with a few more miles on the odometer because higher mileage cars get more bonus points. The same



Vincent Esposito, like Edwards, also scored a double, taking First Place in the 1986 to 1991 Concours Class and First Place in the open M Class with his mint e30 M3.

While the years may vary, the most popular model by far was still the M3, whether it was an iconic e30, e36, or 2013 model. M3 is still the People's Choice.

This year we invited MINI to be judged alongside BMW's in their own special category. Although only four showed up, I am sure that was due to the rescheduled rain date, so I expect to see more MINI's next year. Sharon Dickinson took First Place in her 2007 MINI named 'Checkers', put out quite a spread and set the standard for the other MINI's to follow: Second Place finisher Alex Sequie in his 2006 Cooper and Third Place finisher Lyda Magliara in her 2011 Cooper. And while Peter Burke did not win, place, or show in the Concour MINI class, this was still a BMW crowd and he did score the MINI People's Choice award for his 2005 MINI JCW (John Cooper Works), aka the aggressive MINI.

I would like to thank our title sponsor Hassel BMW, as well as our co-sponsors Gliptone, Autocraft, and Divine catering for their support. And I look forward to seeing more cars on the lawn next year, old and new.

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Tech Talk with Mike Shiffer

In comes a 2006 330Ci convertible. Two complaints: When using the remote to unlock the car, the driver's window opens completely; the master window switch (a feature peculiar to convertibles) lowers all windows but raises only the rear ones.

I verify the problems and check for codes. Two are set: anti-trap failure on driver and passenger windows.

Seems simple enough, I think. The windows have lost their memory and need to be

initialized. Happens when the battery goes flat. Fix it in a jiffy!

Not.

Here's a little background. In order to have windows raise with one touch of a button, there must be a safety feature which will keep the window from strangling Fifi, disarming Junior or ending Uncle Oscar's accordion playing forever. This is called anti-trap, and works by having the window mechanism sense an unusual load or resistance to closing and respond to it by stopping, then lowering a couple of inches. However, the window mustn't do that when it hits the top of the frame, since it would then open a couple of inches, making it impossible to ever close the window. Therefore, the window mechanism must be taught the point of closure so it knows not to bounce back.

The procedure used to be very simple. Raise each window and continue to hold the button in the raise position for 3 seconds. Lower it and do the same thing with it all the way down. Recently BMW has put a pressure-sensitive strip in the window seal at the top, eliminating the need to initialize windows at all.

Except the convertible. No pressure-sensitive strip for you!

If I had managed to initialize the windows right away, I wouldn't be writing about it now. Of course I tried and failed to teach the windows manners. Hmmm. Time to hit the books and find out where this memory is stored. Back in the early days of power windows, each door controlled its own window's habits. On the E46 and most other 21st century BMWs, it is handled by the General Module, or ZKE as it is also known. In addition to controlling the windows, it handles the locks and other body electrics. (Please remember the locks: they will come into the saga presently.) This pricey little magic box fails often enough for the local dealer to keep several in stock. I bought one and went to install it.

BMW places the ZKE out of harm's way in front of the glovebox in a special plastic rack that has space for several other modules. To remove the ZKE, a panel above the passenger footwell is removed and the rack is unclipped and allowed to drop down a little bit. The ZKE is unplugged and pulled straight back under the glovebox. It cannot be removed or installed when plugged in. (Remember this too.)

I removed the original ZKE and examined it for water damage. Finding none and confirming the good condition of the plugs, I plugged in the new ZKE and tried to initialize the windows again. No joy at all.

To make things worse, the remote keys wouldn't work either. They too must be initialized, using a procedure that will feel familiar to "Wizard of Oz" fans. Instead of clicking your heels three times and saying, "There's no place like home", you hold down one button on the key and click another three times, releasing them together on the last click. What you say is up to you. (There's a little more to it than that, just as goofy, involving energizing terminal 9 for no more than five seconds and pointing at the clown nose. Really.) This too was a failure. Time for a new approach: Panic.

For me, panic means pushing the problem under the noses of several thousand BMW mechanics using a website/message board specifically set up for us car guys to share info and help one another

out. I don't use it often, but this time I was glad I did. Within 10 minutes, a BMW tech had emailed me a service bulletin from BMW that addressed this exact problem on this exact car. Five minutes later I got a phone call from the guy who sent it. He commiserated with me, said he'd seen the problem often and, by the way, the bulletin left out an important step: disconnect the battery for a few minutes before doing anything else. I thanked him profusely, amazed and heartened by the generosity of strangers and this Internet thingy that makes connecting so easy.

I read the bulletin. It defined the problem and confirmed my diagnosis of lost initialization. The process for initializing the windows, however, was far more complicated than the earlier one. The engine had to be running. The window had to be raised and the button held for three seconds, then lowered to 2/3 open. It then had to be raised again and the button held again for three seconds. The window had to be lowered again to the 'exact same' spot, 2/3 of the way down, then raised a third time. Maybe even a 'fourth' time, if it didn't work.

This called for a calm, trancelike state, only achievable after business hours. I closed the shop, put on mood music, dimmed the lights and approached the car. I disconnected the battery, measured the windows and marked them at exactly 2/3 down so I could do it as precisely as possible. I also switched back to the old ZKE, figuring I needed to give it another chance. After hooking up the battery, I settled into the driver's seat, bulletin in hand and hope in heart.

After an hour I gave up and went home. Had a drink.

The next morning I took the final step and activated the last weapon in my auto repair arsenal – delegation. "Pop!", I said to my right-hand man, "Initialize these windows. Here's the procedure. Disconnect the battery. Try the old ZKE first. If it doesn't work use the new one". Just as he was getting to work, the phone rang. I answered it, and was tethered to the phone for the next 45 minutes. I watched helplessly from the office as poor Pop kept getting interrupted by customers and salesmen. Twice he had to stop in mid-procedure and move the car to make room for customers.

Finally off the phone I burst out of the office and apologized for not being able to disengage from the string of calls I'd just fielded. "I got it", said Pop. "You're kidding me!", said I. "Don't ask me how, because I don't know and I don't think I can ever do it again, but I got it", he said. And he had. He'd had no more luck with the first ZKE than I had the night before, but the new one, after several tries, finally consented to do its job.

Now to initialize the keys. (You did remember the keys, right?) No new procedure; just try the old one again. With steely resolve, I did so. Took three tries, but the first key finally made the locks give their reassuring double-thunk. The second key took two tries. High fives all around, until I realized the ZKE was still dangling in the passenger footwell, and could not be put back in place while plugged in. Unplugging it meant losing all the initializations.

There is no force on earth that could have gotten me to unplug it.

Instead, I altered the box just enough to allow the ZKE to slide home with its wiring in place.

This was a simple problem to diagnose, but the repair was made difficult by the complexity of the system and the nature of the failure. However, the same digital technology that failed was used to solve the problem in the form of a diagnostic computer and the Internet, which allowed me to get assistance and advice from, of all things, a human.



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2014 New York Chapter Election Ballot

Incumbent President Jim Siegel, Vice President Mike Allen, and Treasurer RoseAnn Burke are running unopposed. Secretary Mike Bizzarro is stepping down and a new Secretary must be elected even though the sole candidate is also running unopposed. Please cast your vote for or against the candidate by checking Yes or No below:

Secretary Megan Yavel: Yes No

Mark your ballot, then mail this entire page (or a copy of the page), along with your membership number (required), postmarked no later than January 10, 2014 to:

BMW CCA New York Chapter, PO Box 920576, Arverne NY 11692

Secretary's Statements

Stepping down:

Fellow Members,

As another year comes to a close, amidst the hustle and bustle of the upcoming holiday season, the time has arrived to think about changes for the New Year. How can we improve our chapter for all of you? During my tenure as chapter secretary, I've helped the club thrive and flourish, voting on key issues and representing all of you at the National Congress meetings. I've also seen the merit in bringing fresh faces with new ideas into our fold.

To this end, I will be stepping down as chapter secretary and resuming the duties of Member-at-Large, where I will be able to dedicate more time to activities that I feel can do the most good for the club. It has been a pleasure serving all of you in this capacity and I look forward to continuing my work to better the chapter for all in the coming years. In my stead, I would like to

endorse candidate Megan Yavel for the position of Chapter Secretary. As an active member of our chapter for the past several years, she brings with her the experiences of serving with our west coast family, being a key liaison to one of our chapter dealerships, having held board positions in other clubs, as well as bringing to the table new ideas and opinions to advance the goals of our chapter. —*Mike Bizzarro*

Stepping up:

My name is Megan Yavel and I am running for the position of Chapter Secretary.

Autocrossers know me as the lady at the registration desk who helped you with your work assignment, put on your wristband, let you borrow tape, and asked if you needed sunscreen during the morning meeting.

Behind the scenes, I am involved with many things that help the chapter run smoothly. For the past year I have been

attending Autocross/DE and Board meetings, at which I offer input to the respective committees, volunteer assistance, and help to structure our events through open dialogue and communication. The Board has also appointed me as the Social Media Chairperson and I am directly responsible for our chapter's Facebook presence.

Due to my diligence and desire to strive for improvements in the chapter, I am honored that the Board has recognized my efforts and nominated me for the position of Secretary. I give all that I can in my current capacity and feel that this position would allow me to further the club's interests with a higher level of involvement.

I love the camaraderie and friendships that the BMW car club has provided to all of us, and look forward to making the chapter and our events even better.

Thank you for your vote and your support. —*Megan Yavel*