

Die Zugspitze

New York Chapter Newsletter | Winter 2016

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New York Chapter 2016 Events Calendar

February	25	BMW of Manhattan Dealership Social
March	5	23rd Annual Beach Party
	26	New York International Auto Show
April	10	Driving School: NJMP Lightning
	17	Karts & Coffee
May	7	Endurance Karting Series
	22	Dine & Shine
	24	Endurance Karting Series
June	6-7	Driving School: Watkins Glen
	26	Karts & Coffee
July	16	Endurance Karting Series
August	21	Karts & Coffee
September	11	Wine & Shine
	18	Wine & Shine (Rain Date)
	25	Concours d'Elegance
October	16	Karts & Coffee

For the latest information, see www.nybmwcca.org

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On the Cover : *A day of cars, wine, and music at Pindar Vineyards, Peconic, for the NY Chapter's 10th Annual Wine&Shine, September 11, 2016; Photo by Steve Geraci*

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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**Check the New York Chapter website nybmwcca.org for more details,
or contact David Flores at davidflrs@aol.com**

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President's Page | Mike Bizzarro



As we wrap up our year of "Celebrate 100" we take time to reflect on its past events. Another presidential election is in the books and much like Y2k, the world didn't end or turn into something out of Mad Max, though I'm sure there are plenty of people hoping for that because really, who doesn't want to be driving a 1,000hp dune buggy?

We've officially dubbed this fall the Season of Socials. Our whirlwind of back-to-back events began with the chapter's participation in the Gold Coast Concours where we helped Joe and his team at Martino Auto Concepts, along with the Diabetes Research Institute, raise money for the fight against juvenile diabetes. From there, Westbury Gardens welcomed hundreds of the finest representations of BMW, Porsche, Mercedes, MINI, and this year Ferrari, for the largest area event, the Great Marques of Long Island. Not to be outdone, our annual Wine & Shine at Pindar Vineyards saw record attendance numbers as chapter members converged on the North Fork to celebrate 100 years of BMW in style. We also continued our ever popular Karts & Coffee series at Pole Position in Farmingdale, this time with free races on the line for the hot shoe of the day.

A special thank you goes out to all the members who submitted cars for display at the Gold Coast Concours. Space was extremely limited and the selection of amazing member vehicle submissions to choose from was staggering! We hope next year to be able to display another group of our member's finest offerings.

Always trying to bring you something new and exciting, you'll probably notice the feature article "Track Queen" in this issue. We are dedicating a page or two to member vehicles in every issue. If you would like to be featured, please e-mail newsletter@nybmwcca.org. It doesn't have to be a track, race, or even show car, just one of our celebrated marques that you take pride in and have a story to share.

Speaking of new and exciting, we would also like to welcome Rich Rausser and Bryan Duncan as our newest chapter volunteers. Avid track and concours enthusiasts, they will be helping us host events like the Grand Prix New York Karts & Coffee, Bear Mountain meets, and our upcoming Beach Party. We look forward to great things from them in the future!

Have a happy and healthy holiday season and new year. Good luck on all your winter projects and start making those memories for the next 100 years of BMW. I'm off to search Craigslist for a dune buggy.

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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- Component rebuilding, such as manual transmissions, steering gear
- Maintenance and repair
- Partial and complete restorations, overseeing work which is not done in-house, such as painting, upholstery and rechromin

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



Race car preparation:

- Installation of roll bars, harnesses, racing seats, fire systems and other safety devices
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All Things Aftermarket

Wondering about the Warranty?

by Mitchell Frischer

In the 25+ years I've been involved in the automotive aftermarket I've rarely, if ever, seen tuning products from a manufacturer that actually make good power and don't infringe on a new car's warranty. Though there have been dealer "add-ons" for years we're starting to see products and packages that really work while keeping your warranty intact. Ford has recently announced power packages for the 4-cylinder "ecoboost" models like the Focus RS and even the Mustang that are reputed to push horsepower and torque ratings to near, or possibly above, 400 HP. This is HUGE! These products are manufactured by Ford and sold through the dealers. Though I haven't driven any of them (yet) I know of people within Ford who swear they will make even more power than advertised. Dodge/Mopar has this with their Hemi and the "Scat Pack" including new cylinder heads, exhaust, tuning, and more. These I've driven and dyno'd before and after and let me tell you they really do work!

For years we've had aftermarket companies like Dinan, whose parts are sold through many (but not all) BMW dealers and there have been arguments as to whether or not some of these products work as advertised. This has varied across platforms and certain products. These parts are not made by BMW, but with the factory's blessing can be installed on your new BMW and as long as they're purchased and put on at the dealer your warranty should remain intact.

I recently shared this experience with a friend who bought a new BMW and wanted to buy some Dinan products. The dealership he bought the car from proudly sold them in their parts area. However, when my friend was speaking with a service advisor he was told that if these parts were installed his warranty would be voided. Huh?!? I was on the phone listening and couldn't believe my ears. How could this service advisor say that? Well, warranties are tricky things because in the end it's really the dealership that determines whether or not they get voided. Do you really think Ford is going to allow folks to race around in modded Mustangs or other cars and then, when things break, not subject the owners to intense scrutiny? I get the funny feeling this is going to be a gray area for awhile and again, it's going to be up to the dealer to make the determination.

Let's go back to Dinan and BMW. My buddy has an M4 with a DCT and about \$15K worth of Dinan upgrades. He regularly drag races the car and uses launch mode every time. After less than 3,000 miles he needed the clutches replaced, so he took the car back to the very dealer where he not only bought the car, but the performance parts too. They refused to replace his

clutches under warranty and told him that they'd have to send the originals back to BMW to review and make a determination – and they were told that in situations like this to just refuse the warranty work and charge the customer. Now, what was he going to do? He needs his car every day. So, thousands of dollars later he drove away with new clutches and now swears he'll never drag race the car again.

He bought into a mystique. A promise of sorts that at the time of purchase sounded too good to be true in that his entire warranty wouldn't be affected, but alas it was; the dealer refused. Did they do it to make more money? To avoid scrutiny? Who knows?... All my friend knows is he felt duped, and had he known this, would've bought a used or CPO model and spent the difference on mods. The dealer told him no warranty on a used or CPO car with these upgrades so he bought new. Who wouldn't go for this if they have the means and believed that they basically had three years to break anything and it would be covered? Clutches don't wear out in 3,000 miles on a street car unless it's really driven hard and they know that. It'll be interesting to see how Ford handles this situation; as it happens this person recently purchased a Focus RS that for now is bone stock. I've already heard how he's going to make sure he gets everything in writing before buying Ford upgrades instead of those from the "outside" and we shall see if he gets it. I wish him luck, as I highly doubt any dealer would do this.

There are dealerships out there that are "aftermarket friendly" and sell parts from independent tuners. However, this is a bit tricky; if something happens to that car where it needs repairs and it can't be taken back to the very same dealership, you can rest assured the next one won't hesitate to void your warranty.

This is a new dawn in the aftermarket and all I can say is "tread carefully"! Be sure you have all your bases covered and know that almost always the performance parts made by the manufacturer themselves are going to cost a good amount more than non-factory upgrades. While it would be great to have all this and not have to worry about any part being replaced free of charge, for now this is still subjective. I await the day when the warranty is clearly stated to cover everything no matter what the mods are. In the meantime, I'll take my chances, save the high costs and go straight to the individual aftermarket. Because truth is, if the dealer likes you and you take care of the people taking care of your car you shouldn't have a problem. When manufacturers have iron-clad, crystal-clear warranty coverage for their performance products on new cars then I'll consider such purchases, but for now I'm sticking with the "best bang for my buck" theory which has bode me well for many years: If things break, it's on me. At least I won't be surprised or disappointed thinking otherwise!



TRACK QUEEN



by Anthony Rescigno

Bryan Duncan, from Queens, New York, is a tried-and-true track junkie. He has built a perfect Xi F22 to get him comfortably to Lime Rock Park, then throws down close to one min lap times.

Bryan picked up his 2015 M235xi in August of last year, and has been non-stop with it ever since. If his service advisor knew the amount of track days he puts in, he wouldn't ever return any of Bryan's calls. Fortunately for him, the F22 has been perfectly reliable and has adapted well to the slew of performance upgrades installed within the last year. Coming from a heavily modified FBO 335, Bryan knew the new M235 was going to be a very rewarding platform to sink some serious money into.

This F22 is knocking on the 11 second 1/4

door with basic bolt-ons and pump gas. It currently has Evolution Racewerks Turbo to Intercooler Charge Pipe (TIC) and Charge Pipe, Dinan Intake wrapped in gold heat reflective tape, Dinan front mount intercooler, AFEPower modified f30 Magnum FORCE Intake System Scoop, S55 Spark Plugs, Enzo Performance cat-less downpipe, and Fabspeed muffler bypass exhaust system with 3.5 inch carbon fiber tips. It has direct-port nitrous injection, ahh sorry nevermind, I just had a flash back to my Fast and The Furious days. Though it does have Enzo Performance 400R+ ECU re-calibration, RK-Tunes switchable dyno-tuned maps via OBD, and Burger Motorsport JB+ (boost controller).

Bryan is currently researching the best 2-3 way coils for his uses, but for now he's running Dinan camber plates with the M Adaptive suspension. Wheels are 18x8.5



Gunmetal Enkei Tuner Raijin with square 235/40ZR Nitto NT01 DOT-Compliant Competition Road Course Tire. That combined with EBC Yellowstuff pads, MPerformance Rotors, Bimmerworld Insulated F22 Stainless Steel Brake Line Kit, allows him to confidently brake as late as possible and hold some high entry speed in almost stock form.

With each track day, Bryan's understanding

and confidence in the M235 allowed him to effectively change parts that he felt would help him drop those lap and 1/4 mile times. That is the best way to build a dual-purpose car. Each time his lap times came down he knew the parts he was selecting were doing their job.

Well done Bryan. Hopefully the F22 will be sporting the M235iR full kit from BMW Motorsports soon.



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10th Annual Wine & Shine

September 11, 2016

Third time's a charm...

by Steve Geraci

Well, it almost happened again. Last year we had rain on both the event date AND the rain date. This year again, for the third time, the morning of September 11th didn't look very promising either.

When I got up and looked outside I said to myself if it rains in my coffee while I'm sitting on my deck, I'll cancel the event again. It looked pretty threatening, but no drops fell into my coffee, which meant the show would go on. This year was either the 10th or the 11th Annual Wine & Shine. Not sure, do you count the rainout or not?

As the early clouds blew away and it quickly became a glorious morning in the heart of wine country here on the North Fork, the cars started to fill the parking area. Chapter members turned out a "bumper crop" of BMW's and we had to create additional parking as the lot at the vineyard overflowed with cars that day. I'm sure if the weather early that morning had not been somewhat uncertain, the turnout would have been even greater.

New this year was the addition of an event sponsor to the Wine & Shine. Southampton BMW brought two new 2016 models to show off, an M4 Coupe and a M235xi Convertible, two black beauties! Also, the dealership provided gift bags for all the Car Show winners. Many thanks to Don Krisowaty, General Sales Manager at Southampton BMW for their support. We look forward to seeing them again next year.

Once again all members were treated to either a free bottle of Pindar Winter White or Pindar Merlot wine, complimentary wine tasting in Pindar's tasting room and deck, and sandwiches provided by the chapter. Also, members could enter their car in a our famous "People's Choice" Clean Car Show. This year, winners in each category of the event won their choice of a bottle of vintage Pindar wine, while the Best in Show category winner received a 3-bottle case of New York State award-winning Pindar wines.

With BMW's surrounded by grapes on the vine, sun shining above and music drifting through the air by the band Sahara, the third time was truly a charm.

PS: Thanks, André!

Clean Car winners get their vintage Pindar wine award and a chance to shake hands with Steve Geraci (left) and André Noël (right). Photos by Jerry Goldstein. More photos on page 19..



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ReachNow, BMW Group's Car Sharing Service, Expands to Brooklyn, Launches Pilot Programs for New Mobility Services.

Los Angeles — Continuing its rapid growth ReachNow, BMW Group's free-floating premium car sharing service, announced its latest city expansion into Brooklyn, NY and debuted four new mobility services: Ride, Reserve, Share, and Fleet Solutions for residential buildings. Brooklyn, NY becomes ReachNow's third North American city and marks the company's first expansion beyond the West Coast of the United States.

Mobility at Your Fingertips.

ReachNow builds on its premium experience by offering members greater versatility through an array of convenient and easy-to-use transportation solutions, available in a single app for the first time. ReachNow has created an unprecedented mobility services ecosystem by including transportation options to meet every individual lifestyle and need. The four mobility services that will launch as pilots in select cities include:

- **Ride:** ReachNow members seeking an on-demand ride service can order a driver as well as schedule individual and recurring rides in a ReachNow BMW vehicle. ReachNow's Ride on-demand service will launch as a pilot program in Seattle in December. As the initial test phase continues, ReachNow will expand the Ride service with additional features, including the ability to personalize the vehicle with temperature and music preferences, as well as a "do not disturb" for members who wish to have a more restful experience and a loyalty program to earn ride credits for use across all ReachNow services. The ReachNow Ride scheduling feature will be widely available to members in early 2017. Members can request to join the pilot program by emailing ride@reachnow.com.
- **Fleet Solutions:** ReachNow Fleet Solutions will offer residential members an unparalleled level of convenience with exclusive use of BMW i3 electric vehicles and BMW 3 Series that remain onsite at select apartment and condominium buildings or complexes. ReachNow Fleet Solutions for residential buildings will begin at The Solaire, a LEED® Gold Certified building, in Manhattan's Battery Park City in December, 2016. Residents of The Solaire can inquire with building management. Property Managers interested in learning more about ReachNow Fleet Solutions can email fleetsolutions@reachnow.com.
- **Share:** MINI owners of 2016 or 2017 model year vehicles are invited to join the ReachNow Share pilot program in Seattle. Share enables MINI owners to rent their vehicles via ReachNow when they don't need access to it, helping to offset the cost of car ownership. Vehicles can be

rented for a minimum of two days. ReachNow Share service will begin in Seattle in December, 2016. Members can contact share@reachnow.com or see their sales or service advisor at Seattle MINI to determine eligibility for participation.

- **Reserve:** ReachNow members who want to use the vehicles for longer trips of 2 to 5 days can select a vehicle via the ReachNow app and see multi-day price caps automatically applied. To make longer usage even more convenient, ReachNow Reserve will enable members to schedule a vehicle to be delivered at their preferred time and location. This expanded ReachNow Reserve service will begin in Seattle in early 2017. Members can request to join the pilot program by emailing reserve@reachnow.com. More information will be provided closer to the Reserve service launch.

ReachNow selected Brooklyn as its first East Coast market because of its vibrant culture and residents' progressive and environmentally-conscious values. ReachNow will serve as an extension to New York City's subways and buses, offering additional flexibility to meet residents' every need, see reachnow.com/Brooklyn for more details.

How ReachNow Works.

ReachNow is designed to provide drivers with an experience that is as convenient as owning a car. The user experience is premium and affordable, with fast mobile registration and an almost instant approval process – often in two minutes or less – a first for any car sharing service. The initial fleet of 250 vehicles in Brooklyn includes the BMW 3 Series and the MINI Clubman. There are also nearly 800 vehicles in Seattle and Portland combined, including the electric BMW i3, BMW 3 Series, MINI Cooper and MINI Clubman, with plans for fleet expansion. Membership gives drivers access to any available vehicle in any fleet in any city.

ReachNow members can locate and book the closest available car in the ReachNow app or find a ReachNow car on the street. Cars can be returned to any legal parking space on the street within the city's designated Home Area. The Brooklyn Home Area spans north to Greenpoint and Williamsburg, south to Sunset Park, and east to include portions of Borough Park, Crown Heights, Bedford-Stuyvesant, and Bushwick. ReachNow's first East Coast office will also be located in Brooklyn, NY.

ReachNow is the latest in mobility services from the BMW Group. In addition to providing traditional free-floating car sharing, the service will also offer a chauffeur-driven "ride hailing" service, vehicle delivery valet service, short and long term rentals, and peer-to-peer car sharing to members in North America. From its Seattle, WA headquarters, ReachNow now serves Seattle, Portland, OR and Brooklyn, NY, with additional North American cities opening in 2017. Anyone can register for ReachNow by downloading the free ReachNow app for iPhone from the App Store and for Android on Google Play. More information can be found at www.reachnow.com.

2016 Great Marques of Long Island

Concours d'Elegance

People's Choice – Chosen by the event sponsor, Rallye BMW
Jared Reed 1995 M3

Street Division

Vintage Class (1983 and earlier)

1st Peter Nettesheim 1958 Isetta

Classic (1984–1999)

1st John Simon 1987 325is
2nd Matt Brod 1989 M3
3rd John Barone 1987 325i

Modern (2000–2016)

1st 'Slav' 2006 M3
2nd Wayne Nathan 2001 M5
3rd 'Warren' 2015 550i

M Car Class

1st Ryan Gravesande 2012 M3
2nd Jared Reed 1994 M3
3rd Daniel Talass 2014 M6 Gran Coupe

MINI Corral

1st Roy A Walters 2005 MINI Cooper S
2nd Design Autosport MINI Cooper JCW
3rd Alex Sequeira MINI Cooper

Concours Division

Vintage (1983 and earlier)

No entries

Classic (1984–1999)

1st Jared Reed 1995 M3
2nd Benjamin Roberts 1992 850ia
3rd Richard Davis 1994 850 CSi

Modern (2000–2016)

1st Ryan Gravesande 2012 M3
2nd Wayne Dacosta 2002 Dinan S2 M5
3rd Martin Valerga 2003 540i

Tuner Class – Due to a tabulation error (*mea culpa*) the awards in Tuner Class were incorrectly announced at the show. These are the correct winners in the class; I will be reaching out to these entrants

1st Kevin 1991 M3
2nd Lance Yudkin 1989 M3
3rd Denis Amdiade 2003 M3



Congratulations winners!

The weather was beyond what we could have hoped for and so was the turnout. Blue skies and white clouds brought out the BMWs and what a display it was.

With the generous assistance of Rallye BMW, the 2016 edition of the NY BMW CCA annual Concours was an event for all fans of the marque with examples from a 1958 Isetta to a 2014 M6 Gran Coupe.

Jared Reed brought his 1995 Dakar Yellow M3 not knowing what to expect. We exchanged several emails about the show, the awards, what class he should be in, but all I could say was "make sure your car is clean and come and have a good time". And what did he get for all his hard work? People's Choice (the folks from Rallye BMW said his car was their car that day) and

by Sherwin de Shong with photos by Darby Moses



second place in the M class. I hope he had a good time, and yes, I think he was glad he came.

Benjamin Roberts brought his 850ia. I met them for the first time in June at the Rallye BMW M day and while admiring his e31, of course I made sure to invite him to our Great Marques Concours. But in the course of our conversation, the same questions came up: What is it? A friendly clean car competition. When? Sunday, September 25, 2016. Where? Old Westbury Gardens. Why? For the opportunity to clean your car in an environment where others can admire and appreciate it (and you can also of the other attendees) and maybe even leave with some additional hardware. Which he did. Second place in the full Concours Classic class. Not bad for a first-timer and I think he had a good time since his 850ia stayed to see what would happen with Ryan Gravesande and his 2012 M3.

Ryan Gravesande's 2012 M3 took first place in full Concours

Modern class. While I had never met him before that day, all I can say is that a clean car is what wins a concours and that 2012 M3 was clean. Best in Show for BMW and our nomination for best of marque to be judged against the best from Porsche, Ferrari, and Mercedes Benz. Unfortunately, for the second year in a row, the best marque in show went to a car with a silver star. Maybe, hopefully the third time's the charm and next year a BMW will hoist the Best in Show trophy.

It is with deep sadness we announce the passing of a dear friend and fellow BMW, Porsche, and Mercedes-Benz enthusiast, Jan van der Baan. Jan passed on Monday night, September 19th 2016, due to sudden health complications. Jan served many car clubs on Long Island and was instrumental in setting the ground work for the Great Marques Long Island Concours. He will be missed.

Welcome to our New Members!

Lester Aberdeen	Jason D'Agrosa	Robert German	Jon Klein	Matthew Murphy	Marc Rubiano
Douglas Adams	Bryan Davis	Zbigniew Gierczak	Meisha Klint	Wesley Ng	Geoffrey Sacks
Eyal Adler	Chris De Gray	Carol Goldberg	Cem Korkmaz	Boris Nogid	Zaid Saleh
Mark Alagna	Victor DeAngelis	Matthew Goldstein	Maxwell Kotik	Domingos Noya	Yoshiaki Sasamura
Samer Ali	Michael Denino	Max Goodman	Alex Lerner	Veli Ogun	Sharon Savoy
Rudy Altema	Anthony Devico	Michael Goodman	Roman Lirman	Phil Parlato	Paul Sedia
Sonny Amaya	Nick Dominguez	Michael Grill	Marcin Lisowski	Andrew Parower	Melike Serginci
Tom Anagnostou	Mark Douenias	Eric Gruse	Xiaoyuan Liu	Nelis Parts	Joseph Silva
Audrey Anderson	Robert Dowd	Jose Guerrero	Peter Longo	Anilkumar Patel	Thomas Simpson
Michael Balaban	Espinal Elias	William Guillouard	Kevin Loshak	Rafael Pena	Christian Smith
Rohan Batra	Thomas Eng	Courtney Hall	Thomas Losito	Zach Pentel	Corey Stewart
William Beeman	Frank Esposito	William Han	Lawrence Lowry	Vanessa Perman	Anthony Talerico
Evan Berman	Joseph Esposito	Henry Haynes	Bradley Lundquist	Adrian Pickering	Amanda Tully
Paul Blackwell	Yvette Esposito	patrick henry	Anthony Maietta	Adrian Popescu	Nikos Tzanidakis
Samuel Blauner	David Evans	Roberto Hernandez	Charles Margeson	Dolj	Xavier Vargas
Robert Boynton	Anthony Falconite	Damien Hicks	John Margeson	Stacey Portis	Bogdan Vasilescu
Michael Bredderman	Joseph Falotico	Zavier Hincks	Jonathan Markson	Vibhav Prasad	James Villamar
David Cababe	Robert Fazzio	Roger Ho	Christopher McAndrews	Alex Racanelli	Peter Vitale
Michael Candray	Anthony Feliciano	Jonathan Isaacs	Melissa McEntee	Darryl Raiford	James A Wallace
Ed Cangialosi	Daniel Fichera	Saeed Ishaq	Ryan McGauley	Jonathan Regis	Patrick Webb
Jonathan Castano	Karriem Formey	Umair Jangda	Kevin McGhie	Jordan Reid	Brian Williams
Jay Chan	Jordan Foster	Jaelyn Jirsa	Stewart Melville	Christian Rivera	Marvin Wolfthal
Angelo Chantly	Brian Fox	Josie Johnson	Gary Merson	Jiovani Rivera	Douglas Wright
Richard Chun	Elizabeth Frascati	Joshua Jones	Eric Miller	Benjamin Roberts	Ed Yeznaian
Christopher Ciaccia	Ruben Frias	Kadeema Kasim	Jeremie Milligan	Phyl Rocco	Jay Yook
Nick Cianciulli	Verol Fuller	Jon Katz	Janet Mitchell	Claudio Rodrigues	Joseph Yuen
Natacha Cordova-Barrios	John Garone	Michael Keenan	Anthony Monti	Justin Rook	Erwin Yung
	Cameron George	Ellie Kitman		Daniel Rosenthal	Vitaliy Zagoruyko

And a salute to our long standing members!

Anniversary milestones for members who joined between July and September

5th Anniversary

Boris Artemyev
Robert Bertke
Louis Burke
Danielle Dietrich
David Eggers
Charles Eggert
John Erickson
Miguel Fleischman
Brian Greck
Frank Greenwald
Christopher Hade
Kelsy Hill
Wei How Ho
Kathy Jaffe
Frank Kennedy
Eva Lai
Waiman Leung
Ronald Lombino
Mindy Maslin
Neda Melamed
Jaroslaw Mosur

Omar Naveed

Joyce Paley
Adam Polifka
Art Pushkin
Jenniffer Reynolds
Claudia Rivas
Christopher Robins
Ronald Robins
Brian Ross
Frank Runco
Michael Sacca
Patricia Sacca
Rick Schettini
Moazam Sheikh
Brian Sivin
Marni Sivin
Eric Sternberg
Vanessa Underwood
Michael Weinerman
HW Yan
10th Anniversary
Alan Cohn

Richard Dana

Miriam Fayad
Andrei Karp
Edward Kelly
Ameen Nassiri
Kwan Ng
Jason Ramsbrugh
Andrew Sherman
Albert Tew
Arkadiy Yesilevskiy
Fehmi Zeko
Simone Zeko
Tony Zumbo
15th Anniversary
Edward Baptiste
Robert Bensen
Robert Bertucelli
Thomas Brandon
James Craige
Sherry Crawford
Michael DeRose
Ian Drachman

Josh Fedor

Stephen Greenberg
Howard Lee
Brian Pamatat
Ken Pilgrim
Dawn Schrepel
E Michael White
20th Anniversary
Paul Baron
Anthony Dusovic
David Hom
Howard Livers
Robert Mendel
David Seidman
Lee Wanie
Jeffrey Ziffer
25th Anniversary
Edna Jacques
Steven Lifton
Eric Paul
Gilbert Turpin

Over 40 years

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



Ramblings of a MINIac

by Peter Burke

speed automatic transmission. The 2017 Countryman has the same exterior dimensions of the F54 chassis Clubman, except the new Countryman is 4.7 inches taller than the Clubman.

The F60 Countryman will be produced both in plant Oxford and at the VDL Nedcar plant in Born in the Netherlands. The



Small things come in big packages too

There is a saying that goes something like “good things come in small packages”, which I always felt applied to MINI. Seems that MINI and parent BMW are moving away from this credo with the introduction of the 2017 Countryman at the 2016 Los Angeles Auto show in November. I will reserve judgment on the new Countryman until I see it in the flesh. I have always felt that there was space in the MINI lineup for different-sized products to bring more folks into the tent. From a business standpoint, parent BMW sees that the small SUV segment is growing and wants a share of it. With that said, hopefully there are some smaller vehicles further down in the pipeline heading our way, such as the Superleggera.

The new F60 chassis Countryman will be eight inches longer than the R60 chassis, wheelbase will be three inches longer and one inch wider. Cargo capacity will increase by thirteen percent. Three powertrains will be available, a 1.5 liter three cylinder producing 134 horsepower, a 2.0 liter four cylinder producing 189 horsepower and the plug-in hybrid version producing 226 horsepower from both a 1.5 liter three cylinder and a rear mounted electric motor. All three powertrains are available with either front wheel drive or ALL4 all wheel drive. Also there is a choice of either six speed manual or eight

R60 Countryman was produced in the Magna Steyr plant in Graz Austria. Once Countryman production ends in Graz, it will be replaced by the BMW 5 Series, which will be produced both in Graz and Dingolfing.

The F60 Countryman is expected to go on sale in North America by mid-March, the plug-in version in June. Hopefully by the time our next issue is published I will be able to get behind the wheel of the new Countryman and give you a full report.

I hope everyone has a wonderful holiday season and I wish you all a healthy and prosperous 2017. Once we thaw out I hope to see my BMW and MINI friends on some rallies and at car shows. All the best!

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TechTalk with Mike Shiffer

Papo is my main man. We've been working together about 20 years, so we are growing old in tandem. We've joked about how, between the two of us, we still have enough cells for one working brain. When doing a job together, we often reach for exactly the same tool at the same time. Although we share most things in our approach to fixing cars, there are some useful differences. He is usually faster at

dismantling and reassembly, and far better than me in wielding an air hammer; I am more comfortable with a torch, and have less trouble starting the threads on flared fittings, e.g. We are about equal at extracting big parts through tight spaces, though I tend to be more forceful and he is often sneakier.

After all these years, we still try to impress one another with speed and elegance in fixing things. These include quickly finishing a tricky assembly job, diagnosing an obscure problem, finding an elusive noise, and getting out of a sticky situation with a minimum of fuss. When he compliments me on pulling off a difficult repair, it is especially meaningful, since he understands exactly how challenging the problem was. I believe he feels the same.

Recently, a BMW 740iL was towed in. The owner had started to replace his water pump, but quit when he broke one of its mounting bolts. Now this bolt is over 3 inches long and had sheared off at the root of the thread, which left 1" of threaded shank screwed into the engine block at the end of a long hole through the timing cover. The hole was 1/4" in diameter, about the size of a pencil. Removing the timing cover was the obvious way to extract it, but that job takes better than a day to complete. I decided I'd try to get it out with the timing cover in place first.

When a bolt breaks off while it is being unscrewed, there is little hope of extracting it easily, since friction in the threads is the reason it broke. If a bolt installs smoothly and breaks while being tightened, there is a good chance the threaded part will be relatively loose in its hole, since it isn't under tension anymore. This is why I figured I had a shot if I could get some grip on the broken end in the hole.

Examining the fractured end of the bolt, I noticed it had a little bump on the surface of the break, near the edge. Reasoning that the piece in the engine had a corresponding dimple, I took a longer bolt, sawed off the threaded end and filed the tip to create a taller and sharper bump in about the same place. I hardened it by heating it up and quenching it in motor oil. Then I twirled it around in the hole in the timing cover until I felt it slip into the dimple. With a wrench on the bolt's head, I levered the bolt hard against the broken piece, then turned the wrench. After slipping off several dozen times and getting banged with a hammer to set it, the hardened bolt's bump finally caught the dimple firmly, and I could feel the broken bolt begin to turn. It took a while, but it got looser and looser, and finally came free of the block. There was no magnet in the shop skinny enough to retrieve it, so I blew it out of the hole with compressed air.

Papo cleaned up the threads in the block with another long bolt

he turned into a chaser by cutting grooves in the threaded end. This had to be done because conventional taps and chasers were too short to reach the threads in the block.

The car's owner was overjoyed that extracting the busted bolt cost far less than he'd been expecting, but it was Papo's response that really meant a lot to me. He didn't say too much about it at first, but I noticed he brought it up to nearly everybody who came into the shop that week, showing them the broken parts and the tools we made.

The most memorable repair Papo ever did solo was repairing the oil pan on a 1940 Cadillac. There was oil leaking around the drain plug because somebody must have tried to lift the front of this rather weighty sedan by jacking up under the stamped steel pan. The pan was buckled inward and there was a crack in the metal beside the drain plug hole. No problem, really. Just drain the oil and solder up the crack. As long as the oil is well drained and the area cleaned, the solder will stick. The pan will never get hot enough to ignite any oil left in the crankcase since soldering takes far less heat than welding or brazing, so there is no need to remove the pan from the engine. Quick job: piece of cake, actually. Five minutes with flux, solder and a hand torch.

To understand what happened next, you need to know something about carburetors. Back in the day, carburetors would deliver approximately the right amount of fuel to run a car efficiently once it warmed up. However, carbs run engines very rich when they are cold. (This is terrible for gas mileage and emissions, and fuel injection is far better at metering fuel, which is why all US-market cars that use gasoline or diesel have had fuel injection for the last 30 years or so.) The excess gasoline runs down the cylinder walls and stays in the oil until the oil gets hot enough to boil off the gasoline, which takes many minutes of constant running. In the 21st century, a 1940 Cadillac is going to be making mostly short trips: down to the golf club to show off, trips to the deli, parades, etc. The gasoline in the crankcase builds up because the oil never gets warm enough to boil it off.

I heard the boom from the next room. I ran into the shop and saw Papo on the floor, shaken but unhurt. The gas fumes in the crankcase had lit off, launching the dipstick across the room and shooting flames out the drain hole which, fortunately, missed the opportunity to ignite his hair.

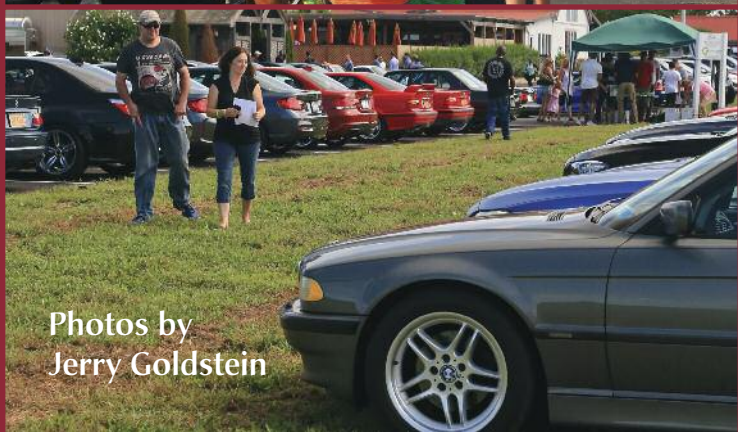
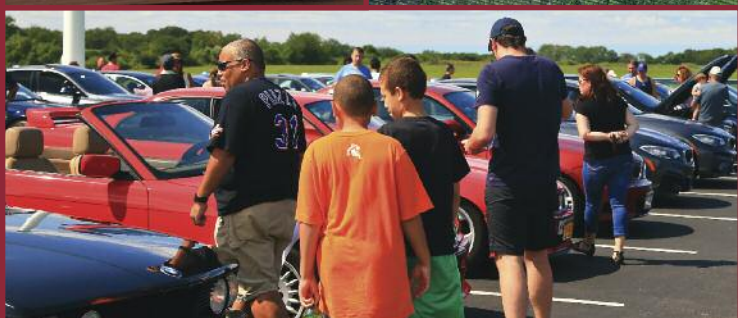
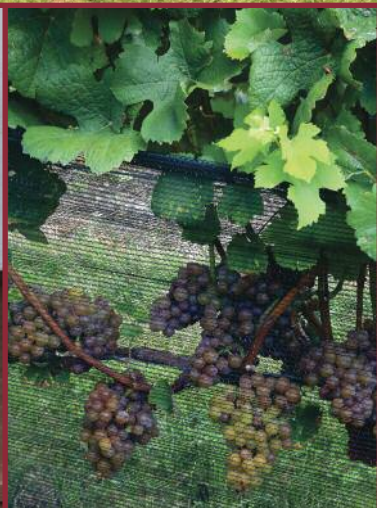
Ears ringing, he gathered himself off the floor and took a few minutes of personal time. When we all recovered enough to assess the damage, there was none to be found. Looking closer, I realized the dent had been straightened by the explosion. The bottom of the pan was as flat as the day it was made.

This is the only example of pyrotechnic dent removal I've ever seen or heard of. I'm proud to say this unique event happened in my shop, and I am awed by the man who did it. 🚗

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10th Annual Wine & Shine

"Third time's a charm..."



Photos by
Jerry Goldstein



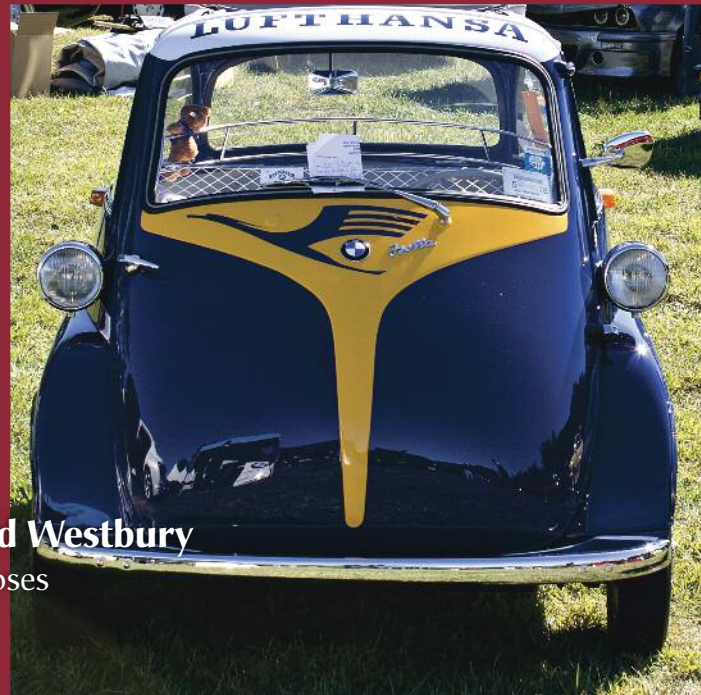
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