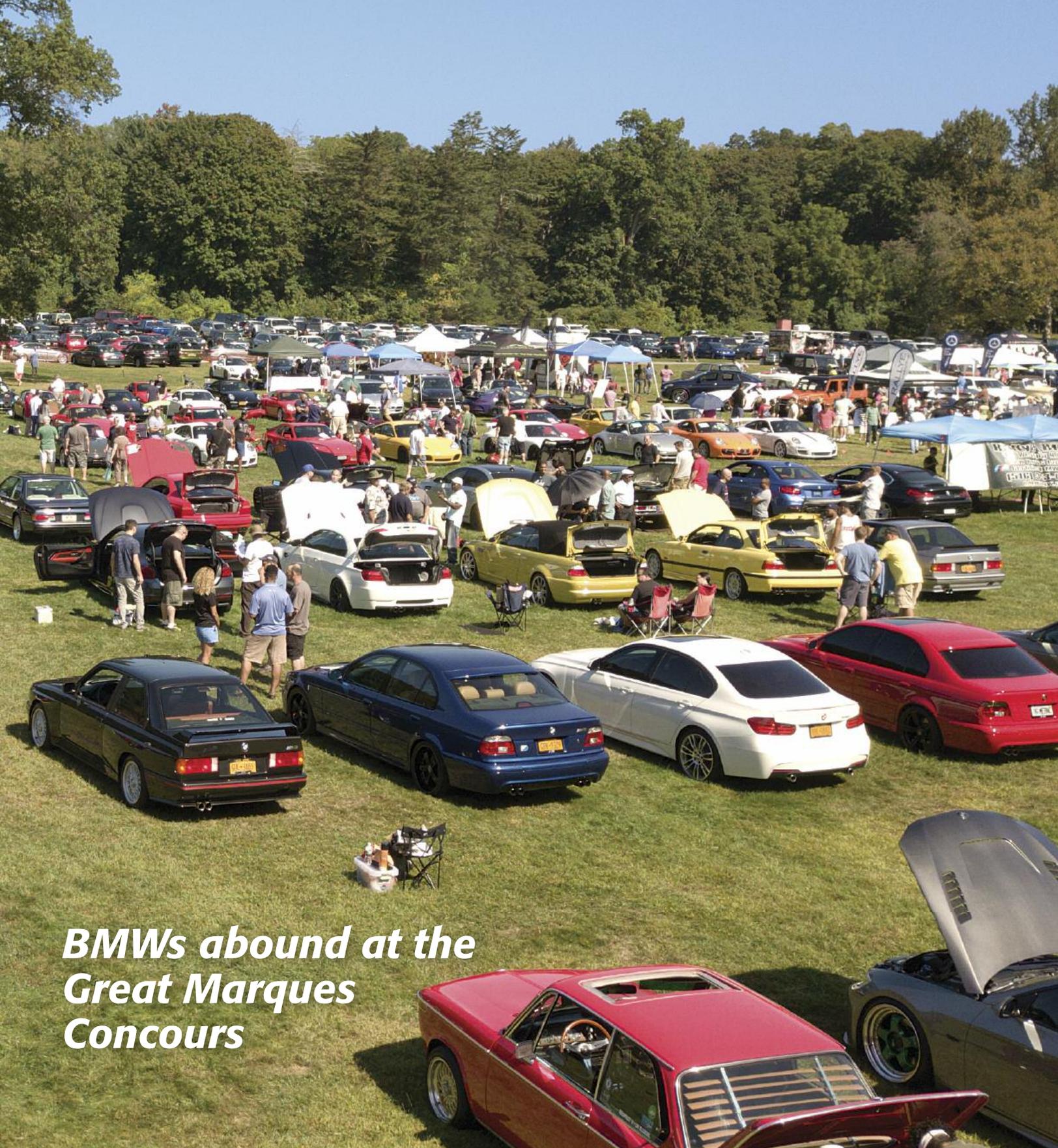


Die Zugspitze

New York Chapter Newsletter | Winter 2017

www.nybmwcca.org



***BMW's abound at the
Great Marques
Concours***



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Starting in 2018, our newsletter, *Die Zugspitze*, will be distributed in digital format unless you opt-in to the printed version. With money saved from costs associated with printing and mailing, additional funds will be available to provide you, our members, with more events!

This is the last issue of *Die Zugspitze* that you will receive in the mail unless you opt-in to the print newsletter. You will receive an email from BMW CCA announcing the change with instructions to select your newsletter preference. Your choice will not effect Roundel, which is available only in print.

Please contact the chapter with any questions or comments. To register an address for uninterrupted newsletter delivery in either digital or print form, visit www.bmwcca.org or call 1-800-878-9292.

Have an idea for an event?

Please email us at events@nybmwcca.org

New York Chapter 2017 Events Calendar

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

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

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On the Cover : View from above the crowd. BMWs, both classic and modern, gathered for the 2017 Great Marques of Long Island. September 24, Old Westbury Gardens, Nassau County, NY.
Photo by Darby (Drone Master) Moses

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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 - Land Rover • Rolls Royce
- Mechanical and electrical repairs on most European cars
- Electrical and electronic diagnosis on Mercedes, BMW, Audi, Land Rover and others
- Brakes, shock absorbers and mufflers on any car

Services on older cars include:

- Reviving cars that have been in storage
- Engine rebuilding
- 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
- 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
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President's Page | Mike Bizzarro



With the end of 2017 here, this issue marks the last of our mass paper printing of the chapter newsletter, Die Zugspitze. As we've gotten a few questions, I'd like to take some time to address the voiced concerns.

Does this mean no more Roundel? – First and foremost, let me assure you that the Go Green i-NITIATIVE has no bearing on Roundel. That is a

separate entity handled completely by BMW CCA's national office and delivery will remain unchanged, as print only.

How/when will I get newsletters? – As always, our chapter newsletter will be readily available in PDF format on the chapter website at www.nybmwcca.org and as new issues are published, we will send out an e-mail reminder when they are posted. This is why we request that you update your contact information on the national website, where our mailing lists are maintained. At this time, with the plethora of free e-mail services available, there is really no logical reason for anyone not to have an e-mail address.

Does this mean there are no paper copies at all? – Print copies of our newsletter will not be vanishing completely. We still need demos for our dealership and advertising partners to display at their places of business, as well as sample copies for our tables at chapter events. Due to this necessity, we will still be producing and mailing a small batch to members who actively request receipt of paper copies.

Why are you going digital if there are still paper copies? – The goal of this program is to reduce our print medium carbon footprint by about 90% from the over 2,000 copies we currently produce. As well as being environmentally conscious, this will reduce a significant financial burden on the chapter, allowing us the flexibility to host more events for members to enjoy.

So how will this work? – On January 1st, 2018 the national office will opt all chapter members in for digital delivery. Everyone with an e-mail address will receive a digital notice of the change. Included in that notice will also be instructions, in case you are one of the few who still want paper delivery, on how to add yourselves to the limited physical delivery option.

I hope this clears things up and that you all continue to enjoy Die Zugspitze in our new, modern format.

Members: The 2018 election of Officers will be conducted electronically on our website. Look for our email or go to the Chapter's website for more information.

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

BMW Car Club
of America
New York Chapter



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All Things Aftermarket



The Aftermarket is Thriving!

by Mitchell Frischer

With the SEMA show upon us, I find this an opportune time to openly discuss the automotive aftermarket and its many

choices to consumers, particularly the BMW/MINI markets.

I've been involved in the aftermarket industry for a long time and watched it grow exponentially year after year. For the MINI, there are companies like CarbonMini that solely makes carbon fiber products for MINIs along with other beautiful accessories; Cravenspeed that offers tons of parts for MINI and BMW along with other marques (and they manufacture everything themselves, including pulleys, phone mounts, license plate holders, and so much more); DDM Works; Orranje, which is a U.K.-based company that makes amazing GP replica wings for MINI Coopers; OutMotoring, which is solely focused on the MINI market, and so many others. For BMW the choices are even more vast with companies like Turner Motorsport, Active Autowerke, ESS Tuning, GIAC (another excellent tuning company with products for BMW, MINI and other European marques), Evolution Race Werks, Dinan, AC Schnitzer, Hamann, Burger Tuning, and AFE just to name a few. Exhaust companies like Milltek out of the U.K. with products that offer a lifetime warranty, Akrapovic, Borla, Supersprint, and so many others to choose from. Each with their own unique style and sound.

Then you've got the universal companies, of course, like StopTech, Brembo, Willwood, and TBM Brakes for incredible stopping power on the street or track. Suspensions? How many would you like to choose from? H&R, KW, Vogtland, Billstein, Koni, are amongst the most recognized along with so many others, the choices are simply endless. One of my favorites for any car is Tire Stickers, which offers the ability to give your car that race-look with the exact logos of any tire manufacturer, the proper fonts, or even custom-created logos. Have a look at them on the picture of the MINI Cooper 'S' with the Hankook logo. Pretty cool if you ask me!

The number of companies offering enthusiasts everything from A to Z isn't getting any smaller as new ones come up each and every day. I'm all for the growth and it's the passionate vehicle owners that drive the market accordingly. I have met people who started independent tuning shops with what most would consider "pocket change" in a tiny garage and have grown to be large, reputable tuners, dealers, and installers for all sorts of cars and trucks. As evidenced by the ever-expanding SEMA show, this trend

isn't slowing down anytime soon! Look at the huge number of quality wheel manufacturers alone. It basically started with BBS back in the 1970's (and still going strong!) to companies like Volk/Advan/Rays/Gram Lights and beyond,

extending to the many custom wheel manufacturers as well. What choices we have as consumers these days vs. 20+ years ago in our particular markets! We're a lucky lot indeed.

Although it's become a rarity to show up at any car meet, rally, or auto enthusiast event and actually see an unmodified car (outside of collectible classics), I've seen many, most recently at Supercar Saturdays and Palm Beach Cars & Coffee (the largest in the U.S.). Both of these highly attended shows are in Florida, where I had the pleasure of seeing a beautifully done BMW 2002 wide-body, a couple of rare BMW 3.0 CSL's, and classic MINI Coopers both original and modified alike.

Better yet, many of these events are being sponsored by not only the OEMs and dealerships, but also by these incredible aftermarket businesses be they manufacturers, tuning/performance shops, race teams, and beyond. It's almost as if each of these events are growing into their own version of mini-SEMA like shows in their own right. As I've watched the attendance of these events grow in scale year after year, I've realized just how exciting (and lucky) it is for all enthusiasts alike.

Many times companies unveil new products and services at these events too. It makes for an incredibly exciting atmosphere and one that directly translates into new business for the companies and organizations involved, along with being an endless resource of information for the consumer. I don't know about you, but to me that's a win-win scenario if I've ever heard one! One can only hope that this trend continues to grow as the ultimate beneficiaries are all passionate enthusiasts in all aspects of the world we know and love so much. Good for us!



And the winners are...

People's Choice

(chosen by event sponsor Rallye BMW)

David Millman 1988 M6

Street Class

Vintage (1983 and earlier)

1st Fernando Figueroas 1976 2002

2nd Mohammed Azadi 1976 2002

Classic (1984-2001)

1st John Simon 1987 325is

2nd Chuck Moss 1989 M3

3rd Kevin Stubbing 1999 Z3 coupe

Modern (2002-2016)

1st Angelo Bucola 2003 M5

2nd Shawn Guy 2003 540

3rd Lesly Elie 2013 M5

MINI Corral

1st Chris Wilson

2nd Lynda Mcglian

3rd Alex Sequeira

M Cars

1st Anthony Persaud M3

2nd Kenneth Jack 850 csi

3rd Michael Pytlar M5

Full Concours

Vintage (1983 and earlier)

1st Gary Studnick 1972 3.0 cs

2nd Mohammed Azadi 1982 323i

Classic (1984-2001)

1st Jared Reed 1995 M3

2nd Anthony Persaud 1988 M3

3rd Kenneth Jack 1995 850csi

Modern (2002-2017)

1st Ryan Gravesande 2012 M3

2nd Kevin Segreti 2018 M4

3rd Timothy Fey 2004 M3

Tuner Class

1st Nick Libertos 1988 M3

2nd Jeff Cook 2002 M3

3rd Maleta Edwards 1995 M3





Concours

2017 NY BMW CCA

Great Marques of Long Island
 at Old Westbury Gardens
 September 24, 2017
 by Sherwin de Shong with photos by Mike Allen

...AND a very honorable mention to the corral of over fifty BMW's that showed up and, while not being judged many could have, and should have, entered the Concours.

With over fifty cars entered in the various judging classes we had a turnout of over 100 BMW's and MINI's on the lawn. And the weather again cooperated, making this year's fall event feel like a summer event. After rags were down most entrants wanted a rag to wipe the sweat and some ice cold water for all their last minute polishing. The results, as always, are followed with questions followed by "Can I see my judging sheet?", at which point we point out what

happened – or more importantly what they missed and what the car that beat them did not – to get to the a-ha moment for next year. But not to fear because next year will have more classes and still be just as competitive.

This event has also become quite a social event with so many familiar people and cars from old to new, from Studnick's 1972 3.0 to Simon's 1987 325is to Reed's 1995 M3 to Gravesande's 2012 M3, who I mention because all three are previous winners. But the draw of this event is the opportunity to admire these BMW's every year with our friends and families spending the day on the lawns of Old Westbury Gardens with our friends from Mercedes Benz, Porsche, and Ferrari as pleasant distractions from our favorite marque. I want to thank all who attended this event, with a special thanks to Nick Soldo and his crew at Rallye BMW for coming out to support Great Marques of Long Island NY BMW CCA Concours d'Elegance.

And the winner is ... all attendees.

Make sure to make plans for next year's event.

Rags down!

11th Annual NY Chapter BMW CCA Wine & Shine



You Can't Get Th

**September 10, 2017—by Steve Geraci with
aerial view by Darby Moses and Steve Geraci,
additional photos by Jerry Goldstein**

Agritainment, (don't try to find it in spell-check) that's what they call it out here. Farm Stands, Orchards, Wineries, U-pick Pumpkin Farms, and more, all holding "Festivals" commencing on the first weekend after labor day and running through October and up until Thanksgiving. In the past, the traffic was not a problem,

now it's a problem with a capital P. Although once you've arrived here in Peconic on a beautiful sunny day at Pindar Vineyard & Winery on the North Fork, all that is forgiven, sort of...

This year, for the first time, we had fewer cars and members attending than the previous year even though pre-registration was up. If I heard one story, I heard one hundred, about how long it took to get out here this year. I can sympathize with all those who started heading out east on the North Fork expecting clear sailing as in previous years and abandoning the mission.



ere From Here...

As a resident, lately I too have fallen victim to this same situation many times, expecting to be home in ten minutes and arriving an hour later. You should read some of the letters to the editor in the local newspaper, scary stuff! The problem is that Sound Avenue, the most scenic route to get here, is a New York State Historic Road, and can not be widened to accommodate the additional traffic, ugh...

So to help mitigate the problem due to the congestion generated by this seasonal traffic overload on Sound Avenue,

we are going to move the start time up from the current 12:00 PM noon to 11:00 AM. Also, try to leave for the event as early as practically possible allowing a more enjoyable and less stressful ride.

As for the event and the weather, I must say it was also a capital P, perfect. And as for the traffic next year, hopefully "You CAN get there from here"...

See additional photos on page 19.

Welcome to our New Members!

Michael Altomare	Jeff Cook	Javern Hanley	Robert Marchhart	Ray Santana
Daniel Alvarez	Debra Covner-Zak	Lana Harber	Arturo Martinez	Rawle Sealy
Ghensy Antoine	Kyra Cuoco	Oliver Harber	Ajhezza Martinez	William Secor
Zohaib Azam	Phil Danza	Benliu He	Gustavo Matticoli	William Senese
Ioannis Babatsikos	O'Neil Davey	Michael Hinojosa	Hector McKenzie	Abhishek Singh
Ronal Baez	Alyssa David	Ken Hoffman	Marcia McKenzie	Jinhao Song
Pietro Baio	Robert Del Bello	Ricky Hosein	Steven Menzer	Jeffrey Stein
Paulie Becattini	Mike Speranza	Chantal Inverdale	Lloyd Moore	Ben Stein
Peter Bello	Kristin DeMeo	Ian Jarvis	Dana Motton	Jason Stimler
Jack Billig	Stephen Denitto	Alex Johnson	Andrew Mui	Gary Studnick
Octavian Bishop	Nathaniel Depue	Korey Johnson	John Musovic	Nish Suvarnakar
Steven Bitondo	Mark Douenias	Sean Joyce	Marjorie Nesbitt	Lindsey Tarpinian
Andre Blount	Scott Druker	Stephan Kalaijian	Thomas Ogradnik	Yevgueni Tenemaza
Mark Bocamazo	Carl Duncan	John Kelly	Rodger Ouwerkerk	Albert Tew
Sean Bolding	Lesly Elie	Richard Kessler	Jack Pagillo	David Thomas
Marcel Botha	Wade Elliott	Steven Kimmel	Jessica Palmieri	Patricia Thompson
Kenneth Brauer	Gaetano Esposito	Dirk Klingner	Gabriel Pasare	Arthur Townend
Markus Braun	Christopher Fant	Chris Klossifos	Vincent Passannante	Brian Tunstall
Yulian Brinzenskiy	Kristine Flynn	Rob Kramer	Louie Pavlounis	Lev Vinogradov
Briant Bruce	George Fuss	Ronald Kump	Dean Pearce	Mario Vittiglio
Matthew Bruno	Michael Garcia	Raymond Kyan	Francis Perry	Andrew Walker
Paul Burg	Sebastian Gawel	Robert Lamberty	Michael Petroglia	Zilin Wang
Dan Capossela	Allen Gennaro	Nathan Lann	James Pichardo	Randy Weintraub
Chris Caramalis	Harry Goldsmith	Danny Lee	Adrian Pickering	Brandon Weintraub
Lucas Cardaci	Gregory Goncharov	Andre Lemond	Adrian Dolj	Douglas Wendt
Taylor Carsch	Victor Gonzalez	Bin Liang	Gary Retelny	Peter White
Jason Chan	Jacqueline Gordon	CariAnn Linker	Victor Reyes	David Williams
Annette Chessare	Augustus Gordon	Andrew Liu	Anthony Rizzo	Christopher Winfrey
Jonathan Chessare	Samoil Grabler	Christopher Lofrese	Greg Rizzo	Xiangyu Xie
Richard Chiu	Mark Grathwohl	Patricia Lombardi	Joshua Rosa	Kenny Yau
Noah Choi	Vadim Grechushkin	Jose Lozano	Brandon Saez	Daniel Zimdahl
George Colliard	Vinny Guercio	Darren Malcolm	Arvin Sahagun	Ralph Zuckerman

And a salute to our long standing members!

Anniversary milestones for members who joined between July and September

5th Anniversary

Eduard Beyder
Joel Blitzer
Geoffrey Chang
Victor Chu
David Crombie
Daniel Deegan
Kris Drankiewicz
Leonard Edwards
Brandon Edwards
Ramon Fernandez
Elimelech Firer
David Fromowitz
Marie Gittes
Jill Katzman
Sharif Khan
Yashmin Khan
Arkady Kleyner
Paul Lucas
Steven Neski
Romea Noel
John O'Gorman
James Pierce

Dimitry Rozenberg

David Rubenstein
Alan Schissel
Joshua Schoen
Peter Trunfio
Patrick Webb

10th Anniversary

Ed Aronin
Douglas Boettner
Jane Celwyn
Nathan Chan
Gina Cubela
David Eng
Roger Ho
Jack Jakub
Dean Kartsonis
Jonathan Klein
Laurence Lopez
Geoffrey Lurie
JoAnne Magro
Paul Matnick
Dylan McKenzie

Howard Melnick

Veeranna Merla
Brian Orange
Kwaku Owusa-Afriyie
Les Paley
Jon Pepper
Richard Rausser
Mark Rolfs
Melinda Rolfs
Jay Rufino
Albert Somoza
Ira Strassberg
Dale Winston

15th Anniversary

Alan Annex
Alan Bakker
Cheryl Bakker
Barton Cohen
Jon Denfeld
Sandy Green
Michael Hrybenko
Joseph Iberti

George Martinez

Melissa Morris-Moe
Wales Shao
Jim Shea
Wendy Smith
Lester Youner
Ronald Zurkitch

20th Anniversary

Joseph Lerner
Richard Mammano
Mark Marchese
Edward Matthews
David Pennetta
Thomas Ratuszny
Arthur Rozof

25th Anniversary

Thomas Drexler
Rosemary Fallarino
Joseph Karten
Frank Pfeiffer

30th Anniversary

Steve Toscano

Over 40 Years!

Peter Alp
Kevin Bange
Steven Cappel
Stephen Carney
Neal Feldman
Burton Fleming
John Ganey
Steve Geraci
Charles Greenel
Neal Gronich
Bill Hedberg
Christopher McGuiness
Matthew Meng
Seymour Mogal
Stuart Rosenthal
John Schroeder
Gerald Stoller
Karl Topp
Curtis Vanvalkenburgh
Jim Wiggins



First Annual Beers, Brats and BMWs

by Andrew Geraci
with Photos by Steed Wells

At the end of August, in conjunction with the NY Chapter, The Mac Pact held its First Annual Beers, Brats and BMWs event at The Plattdeutsche Park in Franklin Square. Stunning weather and a beautiful traditional German beer garden provided the perfect backdrop to showcase over thirty-five cars.

The event included a People’s Choice clean car show consisting of eight awarded categories. In attendance were BMW’s from the 1970’s all the way through 2017 models. Some noted cars were a E34 Hartge 5 Series, multiple E30 M3’s ranging from factory stock to heavily track-modified and fresh off the showroom floor M2’s and M4’s. Whether you were a spectator to the event talking out the latest modification to your car or just feverishly cleaning your car for competition, the music, traditional German food and a wide range of German beer were on tap for participants to enjoy.

Thanks to generous contributions from Steve Geraci’s auto memorabilia collection as well donations from Jet Blue, the silent auction was a huge hit.

Christine and I would like to thank everyone in attendance and the New York Chapter for their contribution. Our daughter Mackenzie is a shining example of how a special needs child can overcome difficult challenges with exceptional support. All proceeds from the event go to benefit The Mac Pact, which helps families afflicted with Prader-Willi Syndrome (PWS) as well as to fund research to combat this disorder.

We look forward to seeing everyone back next year!

For more information on Prader-Willi Syndrome please go to: <https://www.themacpact.org>

A Tale of Two Alpinas

Fix It Again, Tony!

Story and photos by Mahipal (Paul) Rathod

The story of Alpina and the Bovensiepen family requires no introduction amidst BMW enthusiasts. Although, it seems pertinent to mention that, as with any great feat, it all began with a flaw. It changed the course for a company rooted in the making of typewriters, to a renowned automobile tuner, and eventually, a respected automobile manufacturer. For Burkard Bovensiepen, it was a single incident that occurred with a model 1500 tuned by Fabricca Italiana Automobili Torino, (FIAT for the non-enthusiasts, or Fix-It-Again-Tony for the wise-guys!), which he owned at the time. Upon discovery, it was clear that he could definitely improve upon the problem with his own ideas. Thus, the Alpina motorsport origin story commenced.



Why Document This?

I was eager to share my passion and admiration for BMWs, especially my weakness for the old tuners and manufacturers including AC Schnitzer, Hamann, Hartge, and of course, Alpina. I will attempt to describe these legendary vehicles that were once the pinnacle of automotive engineering. Specifically, I hope to discuss the emotions I experienced in the journey that ultimately led to my acquisition of not one, but two Alpina C2 2.5s. I hope you, the reader, can immerse yourselves in the text that follows, as I attempt to illustrate the C2.

Primal Encounter

The mind...captivated; Pupils...dilated; Palms...perspiring; Pulse...rising. Each

bodily response mimicked those reminiscent of a predator's soon-to-be prey. These were my anatomical reverberations at the first glimpse of the rarity that is the Alpina C2. I daringly scrutinized the exterior, visually tracing the fine signature markings that adorned each curve. I cautiously approached the enthralling beauty. Subtleties in the functional design cues gave hints to her true nature. She was calm, composed in her stance, with a certain robustness permeating a refined exterior. All this was apparent, without even turning the key...

What the Heck?

One glance at the front air dam is enough to mesmerize, and require that you lower your vantage point, and venture to seek out what other intriguing details lurk beneath the surface. The pronounced and poised side skirts complement either perimeter, and the "heckspoiler" envelops the trunk, instrumental in functional down-force.



The finely polished exhaust tips protrude angularly, definitively and authoritatively to the rear. As you make your way around the periphery, you are immediately drawn to the cockpit, laid out in true 80's style. The 4-spoke leather-trimmed steering wheel with contrast stitch commands your attention, as it draws your focus to the Alpina insignia adorning its center. Your vision aligns itself with the instrument cluster's symmetry as you gaze at the Alpina markings. The plaque, stamped with the car's unique pedigree, sets it apart from any ordinary E30.



As you nestle into the "fun" zone, you gently sink into the perfectly firm bolstering of the fully adjustable RECARO cloth seats, neatly wrapped in the historic blue-green striping. Your attention now diverts to the grain on the handmade wooden shift knob, each masterfully crafted to the liking of the destined recipient. The shifter, too, sports the insignia, and does so in retro fashion, affixed to the 5-speed Getrag 260 gearbox. Under the hood, you are greeted with a delightfully well-laid floor plan. The Alpina magic is delicately woven into the intricacies of the motor.



Schift!!!

I depressed the clutch, gripped the wheel, and turned the key. The inline-six composed its melody as the naturally aspirated 2554cc motor awakened. I began to shift, resting my left foot on the recognizable dead pedal. The shift lever initially felt labored. The travel distance between shifts felt long and exaggerated. However, I soon discovered that this was no mistake. Coming out of 3rd gear, I sunk swiftly into the seat and the renowned, broad torque curve dazzled me as it engaged the limited-slip differential. Escalating over 3500 rpms urged me to shift often (mostly unnecessarily, and purely for fun now), as the close-ratio gearing provided smooth, refined and almost addictive comfort. The symphony continued with the high-compression Mahle pistons and the custom camshaft, as the modified cylinder head forced the power out. The



proprietary free-flow exhaust emitted a resounding note, exclaiming that this was indeed an Alpina.

LHD? JDM?

Say What? Left-Hand-Drive? Say it isn't so! JDM stands for Japanese Deutsche Marks, right? Indeed, the Alpina C2 was a Japanese-market exclusive. Even more puzzling to many, is the fact that all Alpinas destined for Japan were ordered this way. So if you were one of the cool kids, you drove a LHD car, as they were, in fact, the rarity in Japan. For the insane M.S.R.P. pushing the equivalent of a six-figure vehicle by today's standards, the Alpina lineup was easily within the grasp of Japanese buyers thanks to Japan's 80's economic boom.

**Cue History Lesson
No!! Not Another History Lesson!**

I will be positively brief! The C2 came into existence shortly after the C1, which launched on the E21 frame, and carried over into the E30 chassis. It was originally produced in the late 1970's with the E21 323 as the base for its production with an output of around 141 bhp. Within a short span of around three years, that number rose relatively expeditiously, thanks to the inline-six motors making closer to 200 bhp – quite daring for an early 3er. This, in turn led to what we are delving into here...the C2. The Alpina C1/C2 models came in three flavors: the 2.3, the 2.5 and later, the 2.7. At the time of C2's release, the C2 was the ultimate in the smaller vehicles Alpina offered, and it set new boundaries for performance and luxury alike. Production

of the C2 spanned just eighteen months. The plant in Buchloe churned out seventy-four Alpina C2 2.5's between April 1985 and November 1986. Described herein are Vehicle No. 21 and No. 42 of the seventy-four produced.

Not all Alpinas were produced in Buchloe. The argument persists, that Styner of Nottingham, U.K. modified BMWs to Alpina specifications, and were considered Alpina builds (which Alpina does consider part of the official total build quantity for each specific model). To the purist, however, (guilty as charged), the Buchloe-built cars were the real deal. Not only from the standpoint of their DNA, but the fact that specifically with the C2, the timing was around when Styner started their Alpina partnership. However, some of the Styner E30 builds were rumored to have used alternate base cars like the 320i, and 323i. Certain Styner units were clocked at 2494cc compared to the 2552cc from Buchloe. Additionally Buchloe cars had a longer stroke, 76.8mm crank versus a 75mm stroke crank at Styner U.K. In the opinion

of this author, buy Buchloe-built Alpinas!!! (Which all Japan-bound cars were!!)

Black & Blau

Diamantschwarz (Black) and Lapisblau (Blue), are the colors worn by this pair of elusive E30s. The first Alpina I acquired was a 1985 C2 coupe Lapisblau with silver Alpina striping and handsome Alpina cloth interior.

No Ordinary Love

After the initial love affair, it was evident that if another Alpina surfaced, I would likely be in for the running. Surely enough, five months later, another Japan-imported C2 emerged. I was lucky enough to acquire a second, with Diamantschwarz exterior, wearing gold stripes and the identical interior trim to the first C2.

Specs: It's All The Same

Being that the cars are both C2 coupes, they are essentially identically equipped. What's with this rant? Where are the specs? See inset below..

Make/Model	Alpina C2 2.5 Coupe
Motor	Longitudinal Inline-6 / 12-valve / modified M20
Displacement	2552cc
Injection	Bosch LE Jetronic Single-Injection
Base	325i
Power	185 bhp@5800 rpm
Gearbox	5-speed Manual Getrag 260
0-60 mph acceleration	6.9 seconds
Top Speed	136 mph
Wheel	16x7-inch Alloys
Brakes (Front/Rear)	Ventilated Discs/Solid Discs
Curb Weight	2491 lbs.
Quantity Produced	74 units (04/85 — 11/86)



The black C2 is equipped with the seldom-seen gauge option that is retrofitted into the driver's side a/c vent (pictured) displaying the pressure and temperatures – yet another unique engineering feature from focal minds in Buchloe.



One, Deux, Drei, Shi

As you familiarize yourself with the compartments of the trunk, interior, and engine bay, all the caution labels alert you to the various hazards that will befall you, should you disobey the warnings – Except they are in Japanese, German, English and French, allowing for remarkably entertaining markings.



Two Heads Are Better Than One.

It seemed nominal, but worth mentioning. Included here solely for completeness, is the fact that one vehicle maintains the factory radio whilst the other bears an aftermarket head unit; the only “heads” worth half a damn in this entire conversation are firstly, the one located between your shoulders so you

can point the car in the desired vector and secondarily, the one on the modified M20 that does the heavy lifting.

Wish Upon A Star

In terms of rarity, the odds of seeing one of the 74 Alpina C2s ever built, is approximately 1 in 16 million based on total vehicles on the road today. You are 1400 times more likely to be killed by lightning. Make no mistake, you will recognize a C2 if you cross its path – Not simply, nor possibly, but unmistakably, Alpina. So, on the off chance that you do encounter one in the wild, SMILE! And if you happen to “C2,” MAKE A WISH!

I deem it highly pertinent to thank OMG Motorworks, and Teggys Elite Detailing as they have labored continuously to ensure the aesthetics and mechanical soundness of this rare set of classics.

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Ramblings of a MINiac

by Peter Burke

There is an old saying, lightning doesn't strike twice. Well, this saying can be proven false, at least in the MINI world.

With the introduction of the MINI GP concept car at the 2017 IAA (Frankfurt Auto Show) last September, it appears there will be a third lighting strike.

Let us go back to 2006, when the R53 chassis MINI was nearing the end of its production run. MINI announced the special edition GP, which was basically a Cooper S with the JCW tweaks, but no back seat, fog lights nor rear wiper, omissions which were claimed to save weight, yet in reality there was very little difference in weight between the Cooper S and the GP iteration. The R53 GP bodies were hand finished by Bertone in Italy. Production was limited to 2,000 units for worldwide distribution. In the US each dealer was allocated two cars.

In 2012 it was announced a second GP would be produced, this one based on the R56 chassis. Before its release, this GP was claimed by MINI to be the fastest MINI ever built, lapping the Nürburgring in 8 minutes 23 seconds, beating the R53 GP by 19 seconds. The R56 GP made its debut at the 2012 Los Angeles Auto Show as a 2013 model. 500 units were imported to the US. The MSRP was \$39,950.

The next GP will be based on the current F56 chassis and will go on sale in 2019 as a 2020 model. According to press speculation, look for the price to be in the \$45,000 range. Horsepower will be area of 250. The choice of transmission is still up in the air. In Europe, the use of automatic transmissions in performance cars has gained acceptance. We see in the M2 the DCT has become the primary choice in Germany. The F56 GP will be much tamer in outward appearance than the concept car show in Frankfurt in 2017.



As far as suspension, the new GP will feature a fully adjustable coil-over. As far as torque steer, MINI will be using a new torque vectoring system that will limit torque steer. Production will be limited to around 3,000 units for the 2020 F56 GP.

On a different note, I would like to pause and thank someone who has been a great supporter of the MINI community here on Long Island, Steve Mahoney. After 19 years Steve has left the BMW/MINI family. Steve will always be considered family and we will never forget how much he contributed to the various events we have had over the last 15 years. Steve has been with us from the beginning. We thank you Steve and wish you well in your new position at Jaguar Freeport.

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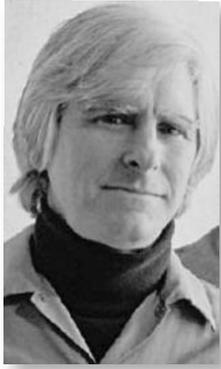
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TechTalk with Mike Shiffer

IckyLeaks

The liquids in your car are there to motivate, lubricate, cool, wash, transfer movement and shuttle electrons. Most of them do more than one thing; only washer fluid and battery acid have but a single function. All of them can leak, sometimes in discreet drops and sometimes with willful, reckless abandon.

When any gasket or seal starts leaking, it is likely others are also dried up and about to spill their guts as well. To further complicate things, a leak up high may mask another leak lower down. This is why, when dealing with a very oily engine, I start at the top and repair the highest leak (usually the valve cover) first.

Motor oil is the star of the leak show. It is subject to heat, pressure, dilution with gasoline and contamination from water, combustion gasses and particulate. It is squeezed, pressed, sheared, flung around, broken into droplets and then returned to the oil pan, only to have the whole hellish cycle repeat. Over and over. No wonder it wants to escape...

Fortunately for us, BMW engines are consistent as to where they let the oil out. Recent six- cylinder engines leak from the oil filter housings, turbos (if they have them) and valve covers. Plastic valve covers on the direct injection engines develop cracks, so replacing the gasket sometimes doesn't work. The V8s are also prone to valve cover leaks, as well as leaks from the left engine mount arm, which serves as an intermediate plate between the block and the oil cooler pipes. Earlier sixes and V8s leak from the timing covers, Vanos solenoid and cam sensor seals. Pan gaskets seep after a while, but rarely leak badly enough to matter. Crank seals are pretty reliable, but front crank seals on later sixes are often destroyed when a serpentine belt breaks and gets wrapped around the hub of the harmonic balancer.

Leaks of pressurized oil (from filter housings, e.g.) are much more productive than other leaks. A valve cover leak often makes up for in location what it lacks in pressure, poised as it is just above the exhaust, which is more than happy to burn whatever falls on it and send up acrid smoke signals.

Cooling systems on BMWs and most other cars these days contain a lot of plastic. Expansion tanks, radiator tanks, hose connectors and thermostat housings are all subject to cracking through loss of plasticity, which results in major league coolant loss. Unlike corrosion-generated leaks in metal components, leaks in plastic parts can grow rapidly, with expansion tanks in particular turning small cracks into big fissures in a matter of seconds. On older V8s, the valley pan under the intake manifold has a molded-in seal which dries up and allows coolant to leak down the back of the engine. Because small coolant leaks can turn big in a hurry, they need to be dealt with as soon as possible. Overheating is one of the most common reasons for engine failure.

Engines with aluminum blocks rarely survive running without coolant, unlike the cast-iron blocks (and heads) of yore.

Power steering fluid often trickles out of the reservoir cap and coats the bottle and hoses underneath it, which looks like a leak but isn't. (BMW's that are tracked ought to have a catch bottle plumbed to the vent in the P/S cap.) The clamps beneath the reservoir get loose and allow fluid to run down the hoses. This can make it look like the pump or rack is leaking. Some cars have coolers bolted to the radiator. The coolers themselves rarely have problems, but the o-rings on the pipes which enter the cooler get seepy. Other cars loop the pressure hose across the front sub frame for cooling and vibration damping. They leak. Cars with Dynamic Drive (as opposed to those with Static Stop?) have a front sway bar with a hydraulic unit joining the left and right sides so the roll rate can be controlled by a computer. They leak.

Gasoline leaks are rare in cars less than 20 years old. Older cars have more rubber fuel lines which dry out, shrink, crack and leak. BMWs which have been around since the early 1990s are also prone to leaks from the top of their gas tanks, where water and dirt collect around the sending units.

Unsurprisingly, the fluids you can least afford to lose are the ones that stay put. Transmissions, differentials and transfer cases rarely leak. In fact, BMW engineers are so confident they won't leak that they've eliminated transmission dipsticks, as well as the filler tubes those dipsticks lived in. There are fill ports, but they are annoyingly difficult to access. Same thing with brake fluid. BMW brake fluid reservoirs are now hidden under layers of plastic and cabin filter.

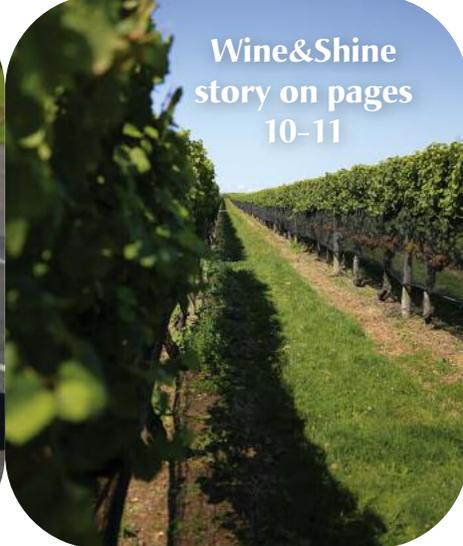
Battery cases have never been troublesome, and the acid that escapes through the caps and used to rot out the battery box is now contained and vented through a little hose that exits under the car.

And then there's windshield washer fluid. It leaks everywhere. You name it: nozzles, headlamp spritzers, non-return valves, tee connectors, pumps, pump seals, level check gaskets, reservoirs and the hoses that join everything together. Fortunately it doesn't harm paint, rubber or metal.

Finally, there are beverages. Dribble coffee or soda on your console and you may have to kiss your shift module goodbye. Sloshing java on the center dash doesn't do the audio/nav system any good at all.

Be happy you don't have an early Jaguar, with their well-earned reputation for incontinence. I once worked on an XJ6 which had an oily residue inside the dashboard. The radio was leaking oil. On my list of Amazing British Engineering Missteps, this has top honors. 🚗

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Wine&Shine
story on pages
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Photos by Jerry Goldstein

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