

# Die Zugspitze

New York Chapter Newsletter | Winter 2018

[www.nybmwcca.org](http://www.nybmwcca.org)

"I was at the  
Concours,  
where were you?"



*Inside: Build a dream car for less than \$30K – p 10*

# High Performance Driving School and Instructor Training School

***SAVE THE DATE!!!***

**Friday April 12th thru Sunday April 14th 2019**

**New Jersey Motorsport Park – Thunderbolt**



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



For 2019, the New York Chapter BMW CCA is planning to again partner with the New Jersey and Del Val Chapters for a 3 Day High Performance Driving School and Instructor Training School at New Jersey Motorsport Park's Thunderbolt Course.

This event will cater to **ITS candidates, Advanced Solo students, regular HPDE attendees and first time Students** whom have never been on the track.

**Driver School:** The regular driver school portion of the event will be on the weekend of **April 13-14**. No need to take 2 days off work to start the season. You have no excuse not to come on out, knock the rust off your driving and reinforce all the good things you learned last year. The Driver School portion of the event will have 3 student run groups so there will be ample track space for everyone.

**Instructor Training School:** Participation in the Instructor Training School is by invitation only. The Instructor Training School is for advanced students who have shown a high level of driving skill, an understanding of driving dynamics and a desire to teach. The program is a rigorous two days of on-track and classroom instruction and role-playing.

**Friday track day:** On Friday there will be **6 hours of track time (sharing with ITS)** for **instructors** who wish to get in some extra track time and for **approved advanced Solo students**.

**Introduction to the Track (Sunday only):** On Sunday we will be holding a special school for students who have never been to the track. This event was offered for the first-time in 2009 and was a run-away success. We have designed this event to encourage students who are new to the track to try out our Driver School program.

**Saturday banquet:** We will be holding a track-side dinner on Saturday night. Your banquet ticket is included for full weekend participants. Tickets may also be purchased for guests and for Sunday Introduction to the Track students.

Please visit [www.nybmwcca.org](http://www.nybmwcca.org) or contact **Mike Allen** [jbmike@aol.com](mailto:jbmike@aol.com) for more information. Registration will be on [www.motorsportreg.com](http://www.motorsportreg.com).

## New York Chapter

# 2019 Events Calendar

<b>March</b>	<b>16</b>	<b>26th Annual Beach Party</b>
	<b>23</b>	<i>26th Annual Beach Party ~ Rain Date</i>
<b>April</b>	<b>12</b>	<b>Driving School: NJ Motorsport Park</b>
	<b>20</b>	<b>New York International Auto Show</b>
<b>June</b>	<b>9</b>	<b>Dine&amp;Shine</b>
<b>September</b>		<b>Wine&amp;Shine</b>
<b>October</b>		<b>Old Westbury Concours d'Elegance</b>

For more information, go to [www.nybmwcca.org](http://www.nybmwcca.org)  
or see the Chapter's Facebook page

## In This Issue

- 5 **President's Page** ~ Megan Yavel
- 6 **Ramblings of a MINiac** ~ Peter Burke
- 7 **Autocross Corner** ~ Darby Moses
- 8 **Great Marques at Old Westbury Gardens** ~ Sherwin de Shong
- 10 **Building a European Car that Does It All** ~ Mitchell Frischer
- 14 **Tech Talk with Mike Shiffer**

**On the Cover** : Jared Reed's pristine "Hagerty Best of Show BMW" recipient - Dakar Yellow 1985 E36 M3 ~ *Photo by Mike Allen*

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

Vol. 44, No. 4 – *Die Zugspitze* is published by and for the members of the BMW CCA New York Chapter Inc. ("The Club"). All of its contents shall remain the property of the Club. The Club assumes no liability for any of the information contained herein, or provided by its member/volunteer consultants. None of said information bears the status of factory approval unless so indicated. Modifications within the warranty period may void your warranty. The Club is not connected in any manner with BMW AG, or BMW NA. Unless otherwise stated, maintenance and modification procedures herein are not "Factory Approved" and their use may void your BMW warranty. Ideas and opinions are those of the writers, and no authentication or approval is implied by its editors or publishers, who assume no liability for information contained herein.

# Brands you trust.



Best price guarantee • No sales tax

**BAVARIAN**  
autosport  
800.535.2002 | [BavAuto.com](http://BavAuto.com)



## Fighting Speeding Tickets for over 20 years!

**The Law offices of  
Casey W. Raskob**

34 Lounsbury Road  
Croton-on-Hudson, NY 10520

Serving Clients  
Throughout New York  
**Traffic Ticket • DWI**

Need answers? We can help!

**914.271.5383**  
[info@speedlaw.net](mailto:info@speedlaw.net)

**[www.SpeedLaw.net](http://www.SpeedLaw.net)**

# Welcome to our New Members!

Michael Aaron	Nick Carovillano	Richard Frankfort	Joseph Lembo	Terence Patterson
Anthony Abenante	Patrick Cashman	David Franzel	Andrey Levin	Alexander Patti
Lester Aberdeen	Michael Cassidy	Marissa Fruchtmann	Howard Levy	Louie Pavlounis
Peter Advani	Dana Cazzulino	James Fudge	Robert Lewis	Emil Pecheny
Rabeeh Ajjour	Alan Chan	William Fudge	Kam Li	John Pitschi
Carl Allen	Paula Chardavoyne	Charles Fuss	Luke Lindau	Mihai Popa
Sari Altabet	Connie Chartrand	Charles Gagnon	Eric Lipsenthal	Vadim Preys
Anna Andrzejczyk	Valentin Chaves	Greg Gallai	Diana Losito	Jake Putman
Anthony Angrisani	Lorenzo Chaves	Miguel Gonzalez	Qiongyi Lu	Michael Reed
Anthony Aquilino	Andy Chen	Nathan Gregoire	Matthew Lusardi	Eric Resurreccion
Howard Arber	Mark Chernis	Konstantine Gritsai	John Makhijani	Dan Richards
Jose Arroyo	Eunhee Cho	Rithvik Venkatatej	Frank Mammario	Hollis Richardson
Nicholas Arsenis	Ravi Chopra	Tom Horigome	Daniel Mammario	Adam Robbins
Hugo Astudillo	Val Choumitsky	Jack Hsu	Michael Marmorale	Malcolm Ross
Bekim Bacovic	Gerard Christiana	Henry Hung	Manny Martinez	Danielle Rubiano
Artur Bak	Marcin Chrzan	Aron Ioselevich	Michael Mase	Andre Rytel
Myeongji Ban	Ugochi Chukwuocha	William James	Paul Mazza	John Sandres
Elijah Baptiste	Darryl Cook	Arthur Jones	Erica Mendel	John Sattler
Peter Barone	Keith Cooper	James Joseph	Mohsen Mohsen	Timothy Serrano
Jeffrey Batch	Kathleen Coumou	Jeffrey Kdragich	Toni Montello	Jesse Shaffer
Daniel Boer	Arthur Crowe	Aleksander Kalici	Udom Motayasiri	Muhammad Shahid
Nick Bogdan	Mac Davis	Robin Kapner	Adam Moy	Naveed Sheikh
Roman Bondarenko	Frederick Dayton	Christos Karanicolas	Mordechai Nemes	Ashraf Shoman
George Bookheim	Dennis Deljanin	Shibu Kinatukara	Dimitrios Neos	Dmitriy Shulman
Jeffrey Brody	Ava Desiderio	Gus Kivotidis	Wilson Ng	Jeffrey Simon
Robert Bruno	Danilo Dessi	Anna Kogan	Lunner Ngai	Marc Sokobin
Kevin Burke	Lucio Di Leo	Alexander Lai	Vitaliy Nirenberg	Nison Solomon
David Butler	Morris Didia	Dylan Lai	Fernando Nunez	Gene Sorkin
Nick Calima	Ilya Dityla	Stephanie Lai	Osni Omena	Taras Stashkevych
Martin Callahan	Sharon Ender	Peter Lam	Robert Ott	
Gizele Campuid	Hugh Farhouthi	Adam Lanayan	David Ouriel	
Brian Canals	Atif Farooqi	Frankie Lau	Alison Pan	
Kevin Cardino	Anthony Forte	Darren Leiderman	Divya Pathak	

## And a salute to our long standing members!

Anniversary milestones for members who joined between July and September

### 5th Anniversary

Freddie Aponte  
Andrew Berger  
Evan Berman  
Brett Campbell  
Steven Cohen  
John Corcoran  
David Eidelman  
Brunilda Fernandez  
Meryl Fuchs  
Richard Grimaldi  
Thomas Guarniere  
Christopher Karnik  
Peter Kmec  
Louis Kokalis  
Diane Kurtzman  
Diane Lesser  
Damian Marrese  
Marie Melita  
Nicole Noel  
Jordan Reid  
Roy Reynolds  
Corey Reynolds  
Glenn Scibilia

### Mario Vittiglio

### 10th Anniversary

Bradley Alan  
Edgar Aronson  
Victor Castro  
Stephen Denitto  
Angel Frias  
Stanley Fung  
Dan Harnick  
Paul Hawthorne  
Kenneth Katzman  
Matt Nathenson  
Paul Oranges  
Andrew Reade  
Eric Rintell  
Jan Schottenfeld  
Paul Schulman  
Shahid Shah  
Umar Sherwani  
Anna VanOmmeren  
Robert Weisstuch  
Morton Wolf  
Megan Yavel

### Oskar Zinger

### 15th Anniversary

Robert Brill  
Tom Cahill  
Philip Divenere  
Jonathan Freedman  
Daniel Gambella  
Sean Hanagan  
Michael Kaelin  
Richard Keats  
Rick Miller  
Paul Poteat  
Clarence Pryor  
John Renzulli  
Robert Stank  
Larry Thaler  
Peter Tom  
Amy Troiano  
Rocco Valluzzi

### 20th Anniversary

Dmitry Bykhovsky  
Kevin Caulfield  
Eleanor Eicoff

### Jeff James

Ronald Johnson  
William Lai  
A. Ossias  
Chip Pittard  
Bill Robbins  
David Sanchez  
Mark Scagliola

### 25th Anniversary

Alan Brooks  
Michael Cohen  
Sherwin DeShong  
Jeff Tarr

### 30th Anniversary

Joseph Degregoria  
Andrew Jacobs  
Bruce Richter  
Jose Roman  
Neville Thomas

### Over 40 Years!

Peter Alp  
Kevin Bange

### Steven Cappel

Stephen Carney  
Gary Deane  
John Ganey  
Charles Greenel  
Neal Gronich  
Matthew Meng  
Michael Raffia  
John Schroeder  
Gerald Stoller  
Curtis Vanvalkenburgh  
Donald White  
Jim Wiggins

### Over 45 Years!!

Neal Feldman  
Burton Fleming  
Steve Geraci  
Bill Hedberg  
Christopher McGuiness  
Seymour Mogal  
Stuart Rosenthal  
John Schroeder  
Karl Topp

# President's Page | Megan Yavel



As 2018 draws to a close, remember that Old Man Winter is making his way to our area. Now is the time to get your snow tires on and your race car mods installed before spring returns. The cold weather can cause lots of driving hazards. Be prepared! Be on the lookout for black ice, carry a snowbrush and be prepared for any "snow-mergency" that might come your way.

Looking back at 2018 there were lots of great things that the chapter provided to the membership. Autocross was reborn, the newsletter finally went digital, and the chapter's annual events went off without a hitch! I would like to take this opportunity to thank the hard work and dedication provided by all of those involved in these events. This isn't just board members or event chairs – I would like to thank you! Thank you for attending our events, for picking-up cones, for judging cars, for driving to our events, sharing on social media, and especially for your membership.

Please help make 2019 a great year and volunteer your time with the chapter. We need YOU to run successful events! Contact us at [events@bmwcca.org](mailto:events@bmwcca.org) and let us know what events you would like to help with.

While all good things must come to an end, so does my term as Chapter President. Unfortunately, I am unable to stay on the board after five years of dedicated service. I would like to thank those who believed in me and helped me every step of the way. I would also like to take this opportunity to thank all Board members for their hard work and dedication to the New York Chapter. I wish the new Board the best of luck in 2019! Their hard work and dedication to the chapter will be seen in all the events that take place next year. Please look for the election results to be posted on the chapter website and be sure to say hello to your new chapter representatives.

Thank you all for a wonderful 2018 and may 2019 be full of blessings, good health and happiness!

**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](mailto:newsletter@nybmwcca.org)

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



## *NY Chapter Officers*

### **President**

Megan Yavel, [myavel@nybmwcca.org](mailto:myavel@nybmwcca.org)

### **Vice President**

Mike Allen, 917-612-4671,  
[mallen@nybmwcca.org](mailto:mallen@nybmwcca.org)

### **Treasurer**

RoseAnn Burke, [rburke@nybmwcca.org](mailto:rburke@nybmwcca.org)

### **Secretary**

Steve Geraci, [sgeraci@nybmwcca.org](mailto:sgeraci@nybmwcca.org)

### **Webmaster**

Mike Allen, 917-612-4671,  
[mallen@nybmwcca.org](mailto:mallen@nybmwcca.org)

### **Advertising**

James Siegel, 917-841-2841,  
[jsiegel@nybmwcca.org](mailto:jsiegel@nybmwcca.org)

## *Events Chairs*

### **Drivers School Registrar**

Mike Allen, 917-612-4671,  
[mallen@nybmwcca.org](mailto:mallen@nybmwcca.org)

### **Drivers School Chair**

Mike Allen, 917-612-4671,  
[mallen@nybmwcca.org](mailto:mallen@nybmwcca.org)

### **Street Survival Chair**

Matt Brod, [mbrod@nybmwcca.org](mailto:mbrod@nybmwcca.org)

### **Membership Chair**

Megan Yavel, [myavel@nybmwcca.org](mailto:myavel@nybmwcca.org)

### **Social Media Chair**

Megan Yavel, [myavel@nybmwcca.org](mailto:myavel@nybmwcca.org)

### **Newsletter Coordinator**

Steed Wells, [swells@nybmwcca.org](mailto:swells@nybmwcca.org)

### **Greater New York Auto Show**

Sherwin de Shong, [sdeshong@nybmwcca.org](mailto:sdeshong@nybmwcca.org)

### **Autocross Chair**

Darby Moses, [dmoses@nybmwcca.org](mailto:dmoses@nybmwcca.org)

### **AAA Driver Improvement Program**

Sherwin de Shong, [sdeshong@nybmwcca.org](mailto:sdeshong@nybmwcca.org)

### **Vineyard Series Chair**

Steve Geraci, [sgeraci@nybmwcca.org](mailto:sgeraci@nybmwcca.org)

### **Technical Advisor**

Mike Shiffer, EuroMeccanica 914-668-1300

### **Traffic Ticket Advisor**

Casey W. Raskob III, [info@speedlaw.net](mailto:info@speedlaw.net)  
Office 914-271-5383

## **Newsletter Design by Industrial Success**

Jeanette Haglich, [agent@industrialsuccess.com](mailto:agent@industrialsuccess.com)



# Ramblings of a MINIac

by Peter Burke

When I was thinking about ideas for the latest installment of this column, I toyed with writing about new models that MINI may be

introducing or where the marque was heading. I was broadsided by an article in *Automotive News*. After reading the article I knew the future of the MINI as well as the BMW dealer network was going to change.

With the current love affair Americans are having with SUVs, CUVs, crossovers, or as BMW called the first iteration of the X5 "the Sport Activity Vehicle", sales of sedans and coupes have suffered. Ford has announced it will end production of most of their passenger car lineup by 2019, with the exception of the Mustang and the Chinese produced Focus Active. Sales numbers release by MINI USA show that they are not immune to this latest trend.

Through October MINI sales in the US totaled 37,359, a far cry from the 66,500 cars sold in 2013 and the expected annual sales of 100,000 in 2017. MINI sales were down 14% for October from the previous year. Breaking down the numbers, the traditional MINI hatch was only down 5.9% while the biggest loser was the Clubman whose sales fell 45.3%. The biggest winner was the Countryman, whose sales rose 29.1%.

According to the *Automotive News* article, MINI dealership profitability is suffering. Dealerships went from 45% (56 of 124) being unprofitable in 2016 to 54% (69 of 127) in 2017. Numbers like these suggest that an integration between BMW and MINI showrooms will be taking place.

Furthermore the article mentions that dealers are frustrated by the lack of new products in the pipeline. Another issue is that some dealers feel that MINI is not targeting the right

demographics. A dealer interviewed for the article said that 65% of their customers are over 40 years old. Toyota had better success with the Scion brand which had an average buyer age of 39 years old as opposed to 54 years old for parent Toyota. Over 50% of Scions sold were to people under 35 years old.

Hopefully moving forward the MINI brand continues to flourish; by driving a MINI I met some of the greatest people. One of my friends coined the term "When you buy a MINI it comes with friends" which turned out to be so true. There are still several runs scheduled throughout the year, as well as major events such as the 17th Annual MINIs on the Dragon, May 1, 2019 in Deals Gap North Carolina. Also there is the much closer MINIs on Top that climb Mt Washington in New Hampshire. This event will take place June 21, 2019. Accessing the Facebook pages for each event will give the most up to date information. Websites are [www.minisonthedragon.com](http://www.minisonthedragon.com) and [www.minisontop.org](http://www.minisontop.org).

I hope everyone has a wonderful holiday season this year and has a prosperous New Year. Safe motoring and remember to wash the salt from the undercarriage to prevent rust. Take care.



Americans current love affair with SUVs, CUVs and crossovers helped raise sales of the Countryman 29.1% while overall sales of MINIs in October were down 14% from the previous year.

**PADNY**  
PRECISION AUTO DETAILING

MOBILE/SHOP BASED DETAILING

516-732-7467  
PADNYDETAILING.COM

85 GLEN HEAD ROAD, GLEN HEAD, NY

**WATER WERKZ**  
HAND WASH

516.708.3950  
@waterwerkzny  
www.waterwerkzny.com  
51 Sunrise Highway, Lynbrook NY, 11563

ADAM'S  
POLISHES

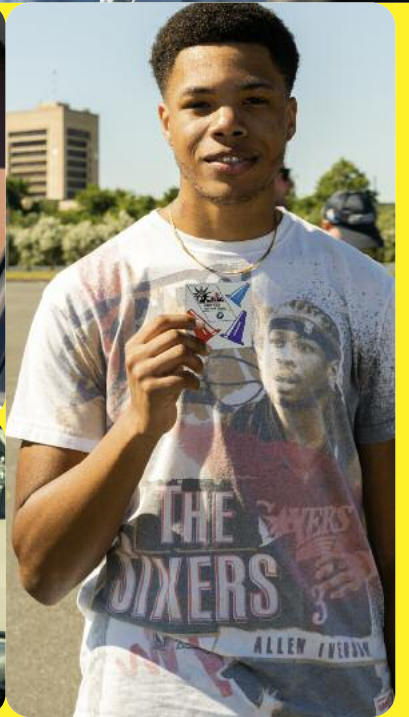


# Autocross Corner by Darby Moses

Brushing off the cobwebs...

with Photos by Steed Wells

It's been a long time since we got the autocross gears running and wow, did we miss it! You know what I'm talking about. It's early Saturday morning, your family just doesn't get the attraction. You're going to race around cones in a parking lot? Um, okay, you do you. But it's more than a bunch of cones, it comes down to a bunch of friends. Your second family awaits, your BMW CCA family. It was one heck of a family reunion. It had to happen, we had to happen, even if it wasn't a full season. FUN!!!! It was so much fun, even more work and completely worth it. Your autocross support staff wants to say Happy Holidays and thanks for great times. 2019 will bring an improved program, larger staff—and more fun!



# This years winners

## STREET

### Vintage (1991 and earlier)

- 1st David Millman 1988 M6
- 2nd Ron Kuncman 1986 535i
- 3rd Matt Crowley 1976 2002

### Classic (1992 to 2000)

- 1st John Simon 1992 325is
- 2nd Kevin Stubing 1999 Z3 coupe
- 3rd Fredrick Mei 1998 M3

### Modern (2001-2009)

- 1st Slav Dumansky 2006 M3
- 2nd Devin Staudt 2009 335i
- 3rd Wayne Nathan 2001 M5

### Neue Klasse (2010-2018)

- 1st Lesly Eliie 2013 M5
- 2nd Chris Jones 2011 M3
- 3rd Jaszick Maldonado 2017 M3

## CONCOURS

### Vintage (1991 and earlier)

- 1st Jay Smith 1988 528e
- 2nd Jaewan Persaud 1991 M3
- 3rd Kenneth Jack 1988 M6

### Classic (1992 to 2000)

- 1st Jared Reed 1995 M3
- 2nd Charles White 1997 840ci
- 3rd open

### Modern (2001-2009)

- 1st Gergory Weaver 2002 M5
- 2nd Timothy Fay 2004 M3
- 3rd Peter Salafani 2006 M roadster

### Neue Klasse (2010-2018)

- 1st Paula Chardavoyne 2017 540i
- 2nd Ryan Gravsande 2012 M3
- 3rd Gary Santoro 2011 1M coupe

## TUNER

### Tuner Classic (2006 and earlier)

- 1st Bing Naguero 1989 M3

### Tuner Modern (2007 to 2018)

- 1st Allen Asuncion 2015 M4
- 2nd Jose Goyanes 2007 Z4

## OPEN MINI CLASS

- 1st Kim Samuel 1999 Rover MINI
- 2nd Lyda Magliara 2011 MINI
- 3rd Steve Santos 1962 Austin MINI

## ///M CLASS

- 1st Gregory Weaver 2002 M5
- 2nd David Millman 1988 M6
- 3rd Matt Brod 1988 M3

## HAGERTY BEST OF SHOW

- Jared Reed 1995 M3



# 2018 NY BMW CCA Concours

aka Great Marques of Long Island  
Old Westbury Gardens, September 24, 2017  
by Sherwin de Shong

And the winners are.....YOU...that is, if you attended.

The 2018 NY BMW CCA annual fall classic saw some of the cleanest BMWs from New York, New Jersey, and even from Pennsylvania, with Jared Reed and his 1995 M3, which took the Hagerty Best of Show BMW. Jared achieved the overall high score in the full concours section.

Turnout was not as high as last year, but still as special because of the cars that attended. Primary event sponsor





Photos by Mike Allen



# D'Elegance

Rallye BMW produced a preproduction 2019 M850i for a limited appearance, which was well known on social media, as attendees not there for the show awaited its arrival. And upon its arrival it drew a crowd of onlookers before it could be positioned on the lawn as the BMW faithful not only wanted the photos but video recordings with that wonderful exhaust.

Fans of the MINI brand were not disappointed either as their first place was a 1999 Rover MINI driven by Kim Samuel, a pre-BMW/ old school MINI.

And yes, the weather did threaten, but thankfully that was all it did as overcast meant cloudy and not too hot.

This year also saw the introduction of a new display of what we hope will become a new tradition called Halo Cars; cars that were on display by invite only and were highlighted by a 2002, a 3.0cs and 840ci.

Event sponsor Hagerty Insurance also introduced youth-judged awards with the hope of introducing teens to the world of clean car events and concours.

Next year should be even better with more classes that were added this year and more cars to compete as BMW adds more model lines. Until next year....

# Building a European car that does it all for less than \$30K

Two-Part Series by Mitchell Frischer

## Part I: Premise, Design, and Aesthetics

How many times in your life have you ogled the cars on covers of automotive magazines? You have to admit, they certainly grab your attention! Usually, these cars are high-end (and high priced) with big-money modifications like wide-body kits, massive turbo systems, custom wheels, suspensions, interiors, paint, wraps, and more. Sometimes they're DIY cars that started simply, which the owner built themselves over a period of years and cost a lot of money. These "cover cars" are beautiful, have unbelievable performance, and at minimum cost well over \$100K to build, sometimes multiple times that amount.

Getrag transmission, and depending on how it was optioned, may even have Brembo brakes, a limited slip differential, and more.

Starting with the visuals, it was decided early on that the unpainted black plastic wheel arches and parts of the front and rear bumpers would make the car look far sleeker if painted. Along with this, a set of custom wheels with a slightly larger width were chosen. Keeping with the look of the original MINI Cooper that had optional Panasport wheels, a set of ROTA RB Wheels were selected measuring 17"x7.5" ([www.rotawheels.com](http://www.rotawheels.com)). To make them truly unique, the faces and barrels were painted Hyper Blue Metallic to match the factory paint. This impeccable work was performed by one of the country's premier automotive body shops; Autokrafter's of Riviera Beach, Florida ([www.autokrafterspb.com](http://www.autokrafterspb.com)) They repair, restore, and



*The 2006 MINI Cooper S's stance is drastically changed with custom paintwork, wheels, tires, wing and other enhancements.*



*Beautiful ROTA RB wheels are reminiscent of the original MINI-lites or Panasport wheels.*



*Blacked out headlights, grille, belt-line, Cravenspeed tow hooks and carbon fiber badge covers give a much more aggressive front look.*

Now, what if I said you could build a European sports car that can do it all, from everyday reliability, significant track prowess, customized for car shows with a unique look, comprised of the right components, and built for a fraction of what typical magazine and show cars cost? How about if that price included the price of the car itself and professional labor? Seems unrealistic and certainly nothing we've seen on the cover of any magazines before. Until now...

Behold, the European project car that does it all for less than \$30K! Being a BMW product enthusiast for many years it wasn't difficult to determine the basis for such a venture. The MINI Cooper 'S', in particular the first generation R53 chassis cars, were unbelievably well-built and balanced. Produced from 2002-2006 with facelifted models made in '05 and '06 they have proven to be incredibly durable, reliable (insofar as a European car can be), track-worthy, and dare I say, really good-looking in a timeless way. The car you see here began as a bone-stock 2006 MINI Cooper 'S' Checkmate Edition with 42k one-owner miles. It was purchased for less than \$7,500 and these days are rather easy to find. Of course, there are many variants of the R53 chassis cars including JCW (John Cooper Works) equipped models that also make a great starting point. Many can be found for approximately \$5,000 in good condition. The car comes with a 1.6L Tritec motor with forged internals from the factory, an Eaton M45 supercharger with air-to-air intercooler, a 6-speed

customize cars from all over the world and have a well-earned reputation for being amongst the best in the business.

With the paint and wheels properly addressed, the right tires had to be chosen. It's widely known that the Michelin series of Pilot Sport and Super Sport tires are beyond compare. ([www.michelinman.com](http://www.michelinman.com)). Given Michelin's long-standing ties to BMW and BMW CCA, a set of Michelin Pilot Sport 4S tires were selected for the car as they offer the best in performance, safety, and drivability. Measuring 215/45/ZR17 they provide a pronounced stance with incredible ride quality. Many industry experts believe the Pilot Sport series from Michelin are the best all-around performance tires. In keeping with the racing theme and styling, nothing beats a quality set of pronounced tire logos. There's only one company that has all of the manufacturer's official logos, along with custom designs that hold up to the rigors of everyday use while providing a truly unique look; Tire Stickers ([www.tirestickers.com](http://www.tirestickers.com)). These must be installed properly and all of their kits come with specific instructions, the proper glue, specific cleaner to keep them looking new, and are precisely cut (of which there are endless choices for all different size tires) At first, these were installed by a local Tire Stickers dealer; Signature Autohaus in Oakland Park, Florida. Since then, new sets have been installed by Velocity Factor ([www.velocityfactor.net](http://www.velocityfactor.net)) of Boca Raton, Florida which has done much of the work to this unique project vehicle.

Moving on, there's no denying the rear wing on OEM GP-series MINI Coopers is an amazing piece. On original GP cars the rear glass was completely different than those of standard Coopers so a company in the U.K. called Orranje ([www.orranje.co.uk](http://www.orranje.co.uk)) developed what is known to be the best GP-Style wing for use on non-GP MINI Coopers of any year. This was fitted to the car and definitely gives a more aggressive look from just about any angle while providing additional downforce. Custom vortex generators were added for looks and to help smooth the airflow over the wing-blade.

Continuing with the exterior modifications, all of the chrome on the car has been "blacked-out" including the belt-line, door handles, gas cap, head and tail light rings, front grilles, and side scuttles. The front and rear MINI factory badges are adorned with beautiful, genuine Carbon Fiber covers from CarbonMINI ([www.carbonmini.com](http://www.carbonmini.com)). This company makes the most beautiful and highest quality carbon fiber parts for MINI Coopers of all generations and is second to none. To compliment the factory xenon HID headlights, all exterior lighting

to children's charities in his country. This particular wheel was custom cut and squared off at the bottom, with new, thicker foam added around the rim of the wheel, enhanced thumb grips, and used black Napa leather with black alcantara accented by blue stitching and a blue 12 o'clock hash-mark. The factory pieces originally in silver were custom wrapped by Mimessi Auto Design ([www.mimessiautodesign.com](http://www.mimessiautodesign.com)) in matte black along with the trim on the steering wheel, airbag, a shift-well cover which eliminates the shift boot, along with a phone mount, and mechanical boost gauge with pod were installed from Cravenspeed ([www.cravenspeed.com](http://www.cravenspeed.com)) A genuine carbon fiber JCW shift knob was also outfitted.

The interior's finishing touches include a custom-designed set of diamond-stitched, waterproof floor mats in black leather with red trim by Kanredi Design (find them on Amazon.com by searching "Kanredi") that cover nearly every inch of carpeted area on the floor. These fit perfectly and give the interior a sharp look. The final component was redoing the entire headliner, along with A, B, and C



*GP-Style wing for non-GP MINI Coopers and custom vortex generators were added to help smooth the airflow over the wing-blade.*

*Full view of the RECARO Sportster CS seat out of the car. The seat is more supportive, and around half the weight of the stock/OEM seat.*

*The squared-off custom MINI steering wheel, Ultra-Gauge Scan Tool with windshield mount, Cravenspeed boost gauge with cup and mount and Cravenspeed Smartphone mount.*

was upgraded with Morumo LED kits for a significantly improved look and far brighter path of light at night.

With regard to the interior, there were a host of upgraded parts added and work performed to complement the look and driving experience. The factory seats didn't offer much in terms of bolstering and support for any kind of track work, so a set of Recaro Sportster CS seats in black leather with Recaro sliders were outfitted to the car ([www.recaro-automotive.com](http://www.recaro-automotive.com)). Not only do these seats look incredible, they offer comfortable seating and adjustability for everyday driving while providing enhanced bolstering for track use. You would be hard-pressed to find better seats for any car, with Recaro being the leader in both OEM and aftermarket automotive seating – their quality is simply second-to-none. Recaro seats are available in a variety of designs, materials and colors.

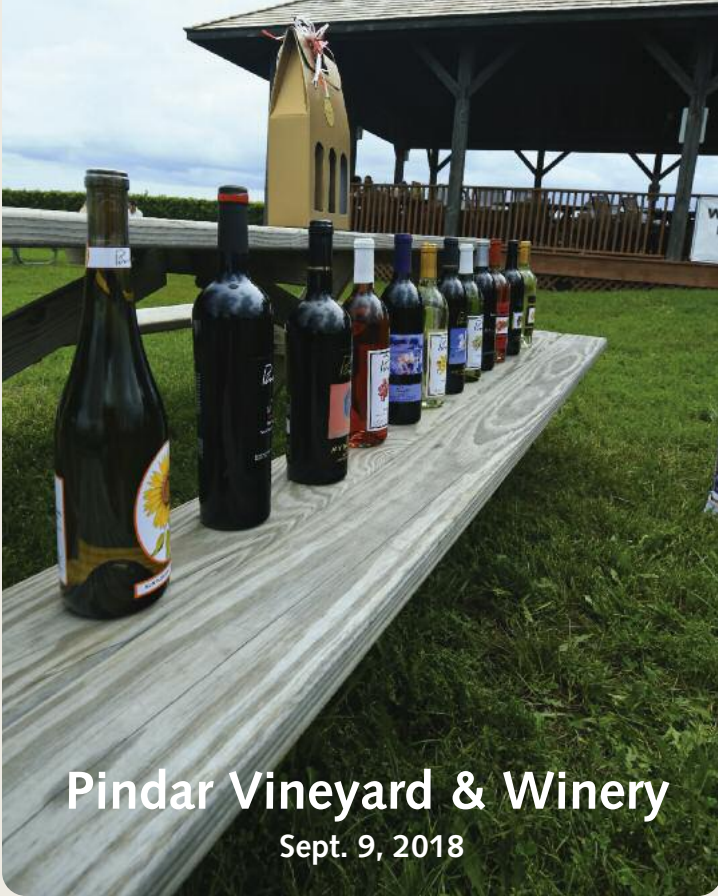
Continuing the theme, a custom steering wheel was created from an OEM MINI unit in order to retain the factory steering controls and airbag. Some of these can be quite costly but I was lucky in discovering a European manufacturer and designer of steering wheels (specializing in BMW and MINI with other marques available) called AZA Auto (look up "AZA-Auto" on eBay or Facebook) The owner, Andri Zakus makes everything by hand. Aside from using the best materials, Andri donates a portion of the proceeds of every sale

pillars in a light grey ultra-suede that was expertly done by E3 Customs of Pompano Beach, Florida ([www.e3customs.com](http://www.e3customs.com)) This work drastically improved the overall look and feel of the cabin. E3 Customs is known for their custom interior work on everything from steering wheels to seats and more. There is literally nothing they cannot do, all with fair pricing and excellent customer service.

All of the interior and exterior car care is done with products from Adam's Polishes ([www.adamspolishes.com](http://www.adamspolishes.com)). In my many decades of religious car care I've never come across anything comparable to them. From their microfiber towels (different for every aspect of the vehicle) to their incredibly formulated detailing spray, eco-wheel cleaner, glass cleaner, car shampoo, and ceramic booster, to "hard parts" like their foam guns and headlight restoration kit (which unlike most on the market actually works and marvelously at that!) they are a car enthusiast's one-stop-shop for every car-care need. Their cleaners smell great without any chemical odors whatsoever, something I've never seen in other products before.

This concludes the first portion of this two-part series by addressing the exterior and interior cosmetics and enhancements. In the next article (appearing in the Spring issue), all of the performance upgrades will be detailed including powertrain, suspension, braking, and so much more!

# 12<sup>th</sup> Annual NY Chapter Wine & Shine



**Pindar Vineyard & Winery**  
Sept. 9, 2018



twenty-somethings, fights, neighbors complaining, traffic jams, sex amongst the vines, and more. This year, the SLA revoked their license and the Town of Southold fined them \$160,000. Done, out of business. They grew too fast and “pushed the envelope” to see what they could get away with, but the locals would have none of it.

As for this year’s event, the weather was a bit less than ideal, but it did not rain in Peconic. Those members who did risk it and drove out to the North Fork of Long Island were treated to two very cool things. First, none of the usual traffic slowdowns that have plagued the area for the last several years materialized that day, and second, the 12th Annual NY

## Lucky 13?

by Steve Geraci  
with photos by Jerry Goldstein

Hard to believe this year’s Wine & Shine event was our 12th! The first year we gathered at the now-closed, infamous Vineyard 48. The twenty or so members who attended the first Wine & Shine on Oct.14, 2007, would not recognize the place today. It started out like most other North Fork vineyards – nice bright tasting room, leisurely strolls around the vineyard, wine barrels stacked outdoors to add an interesting touch of ambiance, and small bistro tables to sit at and enjoy a bottle of wine on an early fall Sunday with friends. But in the following years they lost their way. Noisy parties under outdoor tents, limos full of drunk



Chapter Wine & Shine! Although we have now been moved out of the parking lot and onto the adjacent grass field, we still had access to the pavilion and tasting room. Wine tastings were no longer provided, but the assembled

were being tallied. Then it was time for yours truly, along with my two lovely and talented assistants, to present hand-selected Pindar Wines to winners in twelve classes.

A very mellow day indeed! My thanks to Joann Orlando and the staff at Pindar, Loretta Geraci, Andrew and Cameron Geraci, Jerry Goldstein, and André Noël for their assistance that day.

Except for one other year, when the event was held at Martha Clare Vineyard, all other Wine & Shine events have been hosted by Pindar. Over the years, I have watched a slow and measured growth of Pindar. A far cry from what transpired at Vineyard 48, but success and the drive to increase profitability have also become apparent at Pindar by virtue of the changes that have affected the club. We have been fortunate to have had my friend Joann Orlando as the tasting room manager at Pindar. She had provided many memorable events for us for years, but recently the owners have decided to bring in a new "management team". I am optimistic we will continue to call Pindar our home for the foreseeable

future and hope to see you all again at the 13th Annual Wine & Shine at Pindar, but as they say, things change.

I wonder if there will be new owners at Vineyard 48 next year...



gathering of BMW owners hardly noticed the difference. The only notable exception was the lack of heat and humidity. The usual array of BMW's, from '02 to M2's lined the grass. While friends and families chatted all things BMW, the votes from the People's Choice Clean Car Show

# EuroMeccanica Inc.

114 Pearl Street | Mount Vernon, NY | 914.668.1300  
Hours: 8:30-6:00 MONDAY-FRIDAY [www.euromeccanicany.com](http://www.euromeccanicany.com)



## Services on modern cars include:

- Maintenance and service on most European cars, especially
  - BMW • Mercedes • Audi • Jaguar (pre-Ford)
  - 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
- Fuel cell installation
- Two-way radio installation



## TechTalk with Mike Shiffer

One of my idols is Carroll Smith, an engineer and racing mechanic turned author. He worked with Carroll Shelby in the late 1960s (guys named Carroll gotta stick together, I guess), and had a hand in the racing game well into the 90s. He wrote three valuable books that guided me in my own, much less exalted racing career. They were called

*Prepare to Win*, *Tune to Win* and *Engineer to Win*. Much as I learned from and loved these well-thumbed tomes, his next book topped them all. Originally titled *Screw to Win*, it wound up being published as *Nuts, Bolts, Fasteners and Plumbing Handbook*. A dull-as-dishwater name for an elegant treatise on the things that hold cars together. Lively, graceful, by turns amusing and irritable, opinionated and always informative, his book is all about the unsung heroes that turn a mess of parts into an automobile. I was reminded of this book recently when I came across two pieces of irony involving hardware.

The first has to do with the ubiquitous Schrader valve. Patented in 1891 primarily for use on the recently developed pneumatic bicycle tire, it is now found everywhere on virtually every air-filled tire on every car, truck, bus, motorcycle, ride'm lawnmower, etc., etc. The valve has changed not at all from the earliest model, and it most likely never will because every tire chuck, pressure gauge and installing tool in every shop on every continent in the world is made to fit it. As such, it is one of the first commonly used products whose dimensions were standardized so any part of it would fit any other Schrader valve. Caps, cores and retaining nuts are interchangeable. The irony here is that the valve's thread pitch and diameter conform to no other standard thread in use then or now. Changing those threads to metric or fractional inch would be handy for a lot of reasons, but it is impossible because of the sheer number of the little devils currently in use. So, this throwback to an ancient standard (four or five of them on every one of the over one billion cars on the road today) not only keeps us suspended on a cushion of air, but serves to remind us how uniformity and precision make modern machinery possible, and how ubiquity can immortalize arbitrary decisions made long ago.

The second irony is the story of Sir Joseph Whitworth, father of standardization in threaded fasteners. Before he came along, manufacturers made their own threaded hardware, in whatever size and pitch they chose. Nothing fit anything else, except by chance. BSW, or British Standard Whitworth, was the first rationalized system for threaded parts, and was quickly adopted all over the world. What makes this ironic is that, except for a few obscure applications, his system is now obsolete. In spite of greater strength due to steeper pitch and radiused peaks and roots, Whitworth's thread form was replaced by fractional inch and metric threads on all cars by the 1950s. In short order, the hardware bearing his name was

reviled for being out of step. It almost, but not quite, fit some inch and metric applications, which caused much cursing and hair-tearing when us Americans worked on MG's. Also, none of our wrenches fit. It was as if Whitworth nuts and bolts were designed to slot neatly between the sizes of wrenches we owned, making them useless. Finally, when we got around to buying the right wrenches, we found their sizes unrelated to the distance across the flats, e.g., a 1/4" fractional inch wrench is about 1/4" wide, while a 1/4W Whitworth wrench has a nearly 1/2" opening. They seemed to grow in size logarithmically, with each increment disproportionately larger than the last. The biggest Whitworth wrench I own is 3/4W. I believe a 1W could turn the earth, if the Equator had flats machined onto it.

It is ironic that a book about bolts should be entertaining. *NBF&PH* is entertaining indeed. Carroll Smith gets the physics, chemistry and metallurgy out of the way early on, with a remarkably lucid explanation of some very tricky concepts. He then moves on to analyze the actual nuts and bolts that do the job. Although much of his book concerns fasteners he likes, Carroll Smith wants you to know that he despises lock washers: "Neither the spring washer nor the wave washer do anything worth talking about- other than to provide the user with a false sense of security". He really lets his hair down when excoriating tab washers. Beloved by English engine builders, it is a soft metal plate that is trapped under and then bent against the head of a bolt or nut to keep it from unscrewing. His trenchant analysis: "I consider the tab washer to be an idiot device". Carroll Smith does not pull his punches.

I respect this book because it taught me an awful lot about the art and science of hardware. I treasure this book because it combines an appreciation of automobiles with an equal regard for writing. Smith loves his subject and he wants to tell us all about it, and he does so with wit, charm and clarity. Which, ironically, is what I'm trying to do. 🚗

Michael Shiffer | EuroMeccanica, Inc.  
(914) 668-1300 | 114 Pearl Street, Mount Vernon, NY 10550  
euromeccanicany.com

**QUALITY AUTO CARE, INC.**  
*"Import & Domestic | Diagnostic & Repair"*  
*BMW & Mercedes Specialist | All Work is Guaranteed*

**STEVE NICOLAOU**  
 TEL: (516) 944-3332  
 www.qualityautocare.net



35 DAVIS AVENUE  
 PORT WASHINGTON, NY 11050

\*\*\*\*Online registration will be available from March 23, 2019 until April 17, 2019 midnight\*\*\*\*

## 2019 early morning preview with BMW NA and New York BMW CCA

Attention Attendees of the

# 2019 New York International Auto Show

Saturday, April 20, 2019 at 9:00 a.m.

In order to participate in this event, members will need to do the following:

- You **MUST** purchase your tickets in advance from the Jacob Javits Center website [www.autoshowny.com](http://www.autoshowny.com) (\$17.00 adults, \$7.00 children under 12)
- Email your Name, Club ID number, and your guests' name (limit of three (3) each per member or associate member) to [autoshow@nybmwcca.org](mailto:autoshow@nybmwcca.org). Example: Club Member Joe Smith, #123456, guests Bob Smith and Tom Jones. Your name will be on the list at the entrance
- Arrive at the North Concourse lower doorway of the Javits Center (11th Avenue between 37th and 38th Street) by 8:15 a.m on Saturday April 20 2019
- Bring your BMW CCA Club ID; you will need to show it in order to enter the event
- The event starts at 9:00 a.m. If you arrive late you will not be able to attend the show

**AND PLEASE, AS GUESTS OF BMW USA, PLEASE HAVE THE COURTESY OF REMAINING WITHIN THEIR EXHIBIT FOR THE ENTIRE PRESENTATION**

\*\*\*\*Online registration will be available from March 23, 2019 until April 17, 2019 midnight\*\*\*\*

## BMWCCA NEW YORK CHAPTER PRESENTS THE 26TH ANNUAL BEACH PARTY

Saturday, March 16, 2019  
11:00 AM to 3:00 PM

*at Euromeccanica Inc.*  
114 Pearl Street, Mount Vernon, NY 10550  
Tel 914-668-1300

**Speakers: Mike Shiffer of Euromeccanica, and special guests**  
**Hot lunch will be served**  
**Don't forget to bring your beach chairs!**

Check the New York Chapter website [nybmwcca.org](http://nybmwcca.org) for more details  
or contact Rich Rausser at [Rich8566@aol.com](mailto:Rich8566@aol.com)

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



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



BMW CCA New York Chapter  
PO Box 102  
Williston Park, NY 11596



**DATED MATERIAL**

Moving? Please notify BMW CCA directly at BMW CCA, 640 South Main St, Greenville SC 29601

Page  
10

**Build a European car  
for less than \$30K!**

2006 MINI being shown at Cars and Coffee Palm Beach. Documented by Guinness as the largest Cars and Coffee in the world with over 2,000 cars and 20,000+ spectators at each event every month.