

Die Zugspitze

New York Chapter Newsletter | Summer 2013

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New York Chapter 2013 Events Calendar

February	16	: 20th Annual Beach Party
April	27	: Auto-X: Test & Tune
May	4	: Auto-X
	20	: Driving School: NJ Motorsports Park
June	2	: Dine & Shine at Alure
	10-11	: Driving School: Watkins Glen
	16	: Auto-X CANCELLED
	22	: Auto-X
July	6	: Auto-X
	13	: Annual Family BBQ
	27	: Auto-X
	28	: Teen Street Survival
August	3	: Auto-X
	31	: Auto-X NEW DATE
September	7	: Auto-X
	15	: Wine & Shine
	21	: Auto-X
October	12	: Auto-X
December	21	: Holiday Party

For the latest information, see www.nybmwcca.org

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On the Cover: Jay in his '89 e30 325i dodging the cones ~ *Cover photo by Mike Allen*

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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NY Chapter BMW CCA presents the

10th Annual BMW Family BBQ Saturday, July 13th at 1:00pm

Eisenhower Park, East Meadow, NY North Linden Field ~ Parking Lot 6A

BMW Car Club
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New York Chapter



FUN IN THE SUN!

- Sack Race • Egg & Spoon Race • Target Toss Game
- Tug of War • Basketball • Volley Ball
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Cost **prior** to June 30: \$20 Adults / \$7 Children

Cost **after** June 30: \$25 Adults / \$10 Children

Children up to 5 years old eat free!

Don't delay! Registration closes July 7th, 2013!

Additional Information: Marissa Abriano

Call (917) 575-3722 or email bimmergirl128@gmail.com

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Number of Adults _____ # of Children _____ Ages #1 _____ #2 _____ #3 _____ #4 _____ #5 _____ #6 _____

~ Mail form with payment to: NY BMW CCA | PO Box 920576 | Arverne, NY 11692 ~

SPECIAL NOTICE: Nassau County Dept. of Parks requires a County Leisure Pass or a license with a Nassau County address of any occupant in the vehicle entering the park; otherwise a \$10 fee applies. NYBMWCCA will refund the \$10 fee to non-Nassau County members coming to the event.

President's Page



Jim Siegel

Summer. Finally. I already had enough winter in February and the cold spring we've had hasn't helped. Autocross season has started and the Club's Driving School at Watkins Glen is on June 10th and 11th. If you want to learn how to drive at the track and improve your overall driving skills, this is a great event to attend. Or if you've done a couple of track events, but have never been to Watkins Glen, this is your opportunity. Personally, it's my favorite event of the year.

We've recently revamped the club's Facebook page, thanks to board member Megan Yavel. Megan did a great job, and now we'll have the Club's upcoming events posted on our Facebook page as well as our website. It's also a great way to post comments about your friends, talk about events you like, and in some cases, throw around trash talk after an autocross – all in fun of course. In addition, we'll be giving the Club website www.nybmwcca.org a facelift, which in all likelihood, will be rolled out by the time you're reading this, so don't forget to take a look at that too.

Coming up over the summer, in addition to our regular autocross events, are the summer BBQ, which this year will be held at our original venue in Eisenhower Park in Long Island; Teen Street Survival in July; and our always popular Wine & Shine in September. Please see our website or Facebook page for more details as we get closer to the event dates.

And one reminder – if you're interested in helping the environment as well as the Club, and don't mind only receiving an electronic copy of our quarterly newsletter via e-mail, please remember to update your newsletter preferences on the national BMWCCA site, www.bmwcca.org. Unfortunately we can't do this for you – you need to login to your account, go to the "Manage Account" link, select "E-Mail Preferences" on the left hand navigation, and then under the "Receive Chapter Newsletter Via" section update your preference to email.

Have a great summer and I look forward to seeing you at our events!

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



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Autocross Corner

2013 Autocross Season

Hi there Autocross fans,

The 2013 season has begun. The Test-n-Tune on April 27 had a nice turn out on a nice spring day. The regular hot shoes were back, some with the same cars as last year and a few with new cars for this season. A few drivers who have been absent for a few years are back to have some fun and test their skills. The ladies class is going to be very interesting this year. We now have between six and eight ladies who are coming to the events. Hopefully some more will come out to join in the fun.

We have made some changes to the registration process this year in an effort to reduce the amount of time it takes to sign-in on event day. The paper form has been eliminated, so we need everyone to register online before the event. Only new members will have to fill out a form the day of the event. If you show up, and you did not register online ahead of time, you will have to wait until all the registered attendees have been checked off. So if you think you might come out to an Autocross event, please register online first. Go to <http://www.nybmwcca.org/autox.php>, then View Schedule; registration opens about ten days before each event. (Registration fee is \$35.00 for members, \$70.00 for non-members; this includes a one-year membership fee of \$48.00).

Also, we are looking for X1, X3, X5 and X6 owners. X class BMW's are now approved to run in Autocross events, so we'd like to invite you to come on out and join the fun. If you have any questions you can contact me by email at noelsm3@gmail.com

Happy Driving everyone!

André Noël

Photos by Mike Allen

Photos, from top to bottom: Lubo smoking up a tire before right-hander; Abriano setting up for the Finish; Megan crossing the Finish Line; Crunching a cone; Schulman saying "YES, YES, YES!" and Heidi & RoseAnn strike a pose...



NY Chapter BMW CCA presents

The Vineyard Series Seventh Annual Wine & Shine at Pindar Vineyards

Sunday, September 15th 2013 • 12:00 pm (noon) to 3:00 pm

(Rain date: Sept. 22)

Take a leisurely drive east to Long Island's Wine Country and join us at one of the North Fork's most highly rated vineyards, Pindar Vineyards Winery and Pavilion, for an afternoon in the late summer sun. Bring the family and a picnic lunch and relax on the pavilion overlooking the vineyards 550 acres. Sample Pindar's award-winning vintages in their beautiful tasting room and on their newly constructed deck. Tour the vineyard's facilities and enjoy complimentary tastings, open to all BMW members. All wines are available to purchase at a special discount to our members only.

All those attending will be eligible to enter their BMW in our clean car "Show and Shine" on the grounds of the vineyard in a separate parking area adjacent to the pavilion.

Winners will receive bottles of select vintages of Pindar wines.

All registered entrants will receive their choice of either a bottle of red or white Pindar wine. All entrants must register online to qualify for a bottle of wine. Registration fee is \$10 per person, children are no charge.

While on the North Fork, stop by Briermere's Farm on Sound Ave. for home baked pies, The Jamesport Country Store on Rt. 25, Main Rd., or one of the many fresh fruit and vegetable stands selling Long Island grown produce.

Register at: www.nybmwcca.org/shine

For additional information, contact Steve Geraci at stevegeraci@reflexphoto.com

Pindar Vineyard

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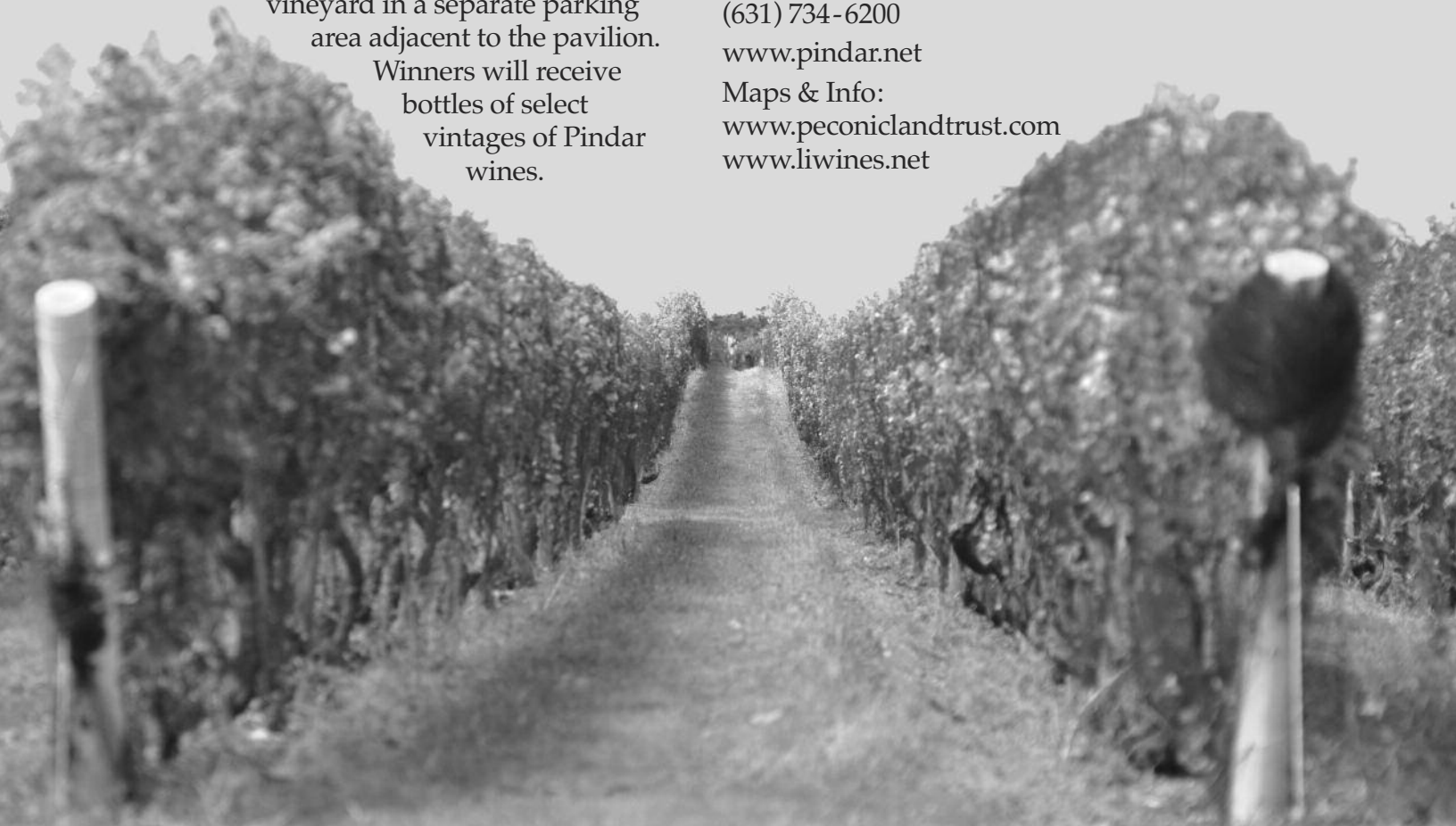
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BMW Club members at the New York Auto Show

2013 New York International Auto Show The Never Say "Never" Auto Show

by Sherwin de Shong with photos by André Noël

9:00 AM, Saturday March 30th, 2013 at the Jacob Javits Center. At this year's BMW of North America auto show preview, car club members were out in full force. More than 250 members and their guests from New York, New Jersey, Connecticut, and even a small contingent from the National Chapter in D.C., are making this a must-see event, as the chapters were well represented and participation continues to grow.

Matt Russell was a gracious and well-received host, taking the reigns from the retired Larry Koch, and he carried the torch seamlessly. Concept car? Check. New models? Check. Product manager for presentation? Check.



BMW & Bobsleds

by André Noël

What is this, you may ask? BMW DesignworksUSA, the automaker's satellite studio and design consultancy in California, makes and designs all kind of cool things. BMW designers teamed up with United States Men's Bobsled and Skeleton Federation to come up with a new design for the two-man bobsled.

BMW skills with carbon fiber, aerodynamics and computed analysis of forms and action were used to make this futuristic-looking bobsled. Weight distribution along with a low center of gravity is a key issue in the development of the bobsled. Just as in BMW automobiles, weight balance and low center of gravity are key ingredients to the way a car handles. BMW is taking the same approach with the development of the bobsled.

So next year at the 2014 Olympics, the U.S. Bobsled Team might be riding a BMW.



Photos, top to bottom:
McLaren 12C GT; side and rear views of BMW concept Active Tourer; Nicole Noël and an M6 coupe.

Facing page, top to bottom:
McLaren 12C GT;
The 2013 X3; 3 Series GT.

Far left: Team USA tapped BMW to develop a 2-man bobsled for the 2014 Olympics

And most importantly, Q and VA (Questions with Vague Answers)? As usual, a big fun check.

BMW NA was back in their usual spot in the corner, unlike last year when they displayed three concept cars and two preproduction models for the US market in a cramped slot in the middle of the floor. Yes, familiar ground, and what did we see and hear? I will just come out and say it: Yes, the front-wheel drive BMW is coming, right now it's called the Concept Active Tourer. It looks like a BMW econobox interpretation of a cross between an X1 and a 1 Series 5-door hatchback (a RWD model BMW sells all over the world, even as close as Mexico, but a model BMW NA will not sell in the US because we are a 'premium market'). With a compact design and driving components no doubt derived from the house of MINI, let's hope the Munich elves find a way to make this front driver fun, minimize the torque steer, and continue the BMW driving experience.

With an eye on the gap between the sports sedan and the premium sports sedan, BMW will still have an entry level 3 Series at the core of "The Ultimate Driving Machine" brand, the 320i. Priced around \$4300 less than the current entry level 328i, at first glance they seem like twins, with identical dimensions for the in-line fours, twin turbos and engine displacement, but the devil is in the details and the 60 horsepower difference. With both engines the same size and both turbocharged, why not pocket the \$4300 and spend \$400 to \$500 and have someone flash the computer and just increase the boost? Well, I was informed that if the pistons of the 320i break under the pressure from the unintended boost they were not designed for, good luck with the warranty. And I can assure you that the engine repair/rebuild will be a 'little' more than \$4300.

Current 3 Series product manager



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BMW-PORSCHE-AUDI-VOLKSWAGEN-VOLVO-SAAB

Victor Leleu also informed us that the diesels are coming, as he stood in front of a 335d boasting near 40 mpg efficiency. Then it was on to the battle of the 3 Series stuff haulers – 3 Series wagon vs. 3 Series GT. While both models appear very capable of hauling lots of stuff, I do not see BMW keeping both in the US market past the F30 mid-life refresh. And being a little biased, I would guess that based on the belief that “the U.S. market does not like station wagons in their premium cars”, unless they are from Audi or MB, I expect to see the 3 Series GT next to the 5 Series GT, but no wagons unless they are a SAV X1, X3, or X5.


Also on display was the Gran Coupe M6. I would be very interested to see how that car stacks up against the M5 for performance, and more importantly sales, as these are two models from BMW that have very different price points (\$20,000 difference) while their underpinnings have very similar roots, and at this level, it is usually a matter of preference.

Again, kudos to Matt Russell and his team for being such gracious hosts. We look forward to next year’s auto show preview with BMW NA.

Photos: Matt Russell talking to Victor Lelue about the Active Tourer; Oliver Ganser looking at the Active Tourer.



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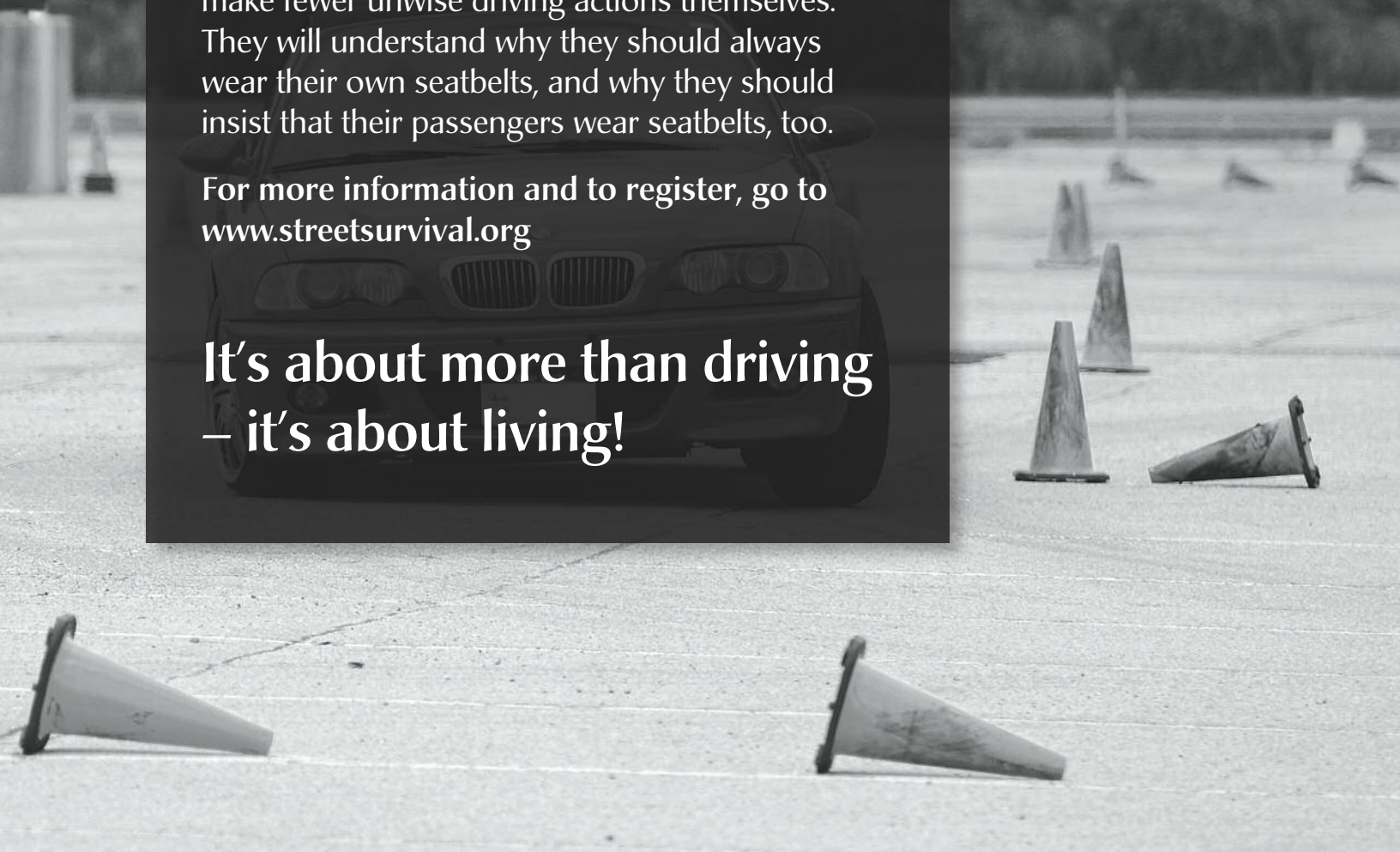
July 28th at Nassau Coliseum, Uniondale

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For more information and to register, go to www.streetsurvival.org

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Welcome to D-Class!

By Paul Schulman

After completing three autocross seasons, last year by far the best yet, I realized something. No matter how upgraded my sway



bars, springs, shocks, stress bars or tires were, I never seemed to go fast enough out of the corners, nor rotate in a fashion that I would deem fit. Then I realized that my differential was letting me down.

Most of you don't know that I drive a 1996 BMW (of course) 328is. The car

has almost identical parts as its M3 counterpart excluding two major factors: an M3 engine and a Limited Slip Differential.

So I had decided that I would swap my 2.93:1 open diff for a much more rev-friendly 3.23:1 three-clutch differential. Having done all my research, price comparisons and such, one thing struck me – installation. I found out that to get the differential installed by a professional would cost \$500 or more. That would have proven cost prohibitive to an already expensive project. So I called up my good friend Mike Bizzaro and asked if we could use his garage to work on my diff. I was in luck, he said yes. But then I decided to have what Mike terms a “Wrenching Day”. Off to Facebook I went, created an event (actually it was more like an emergency flare for help), and, ahem, invited several New York Chapter members to assist.

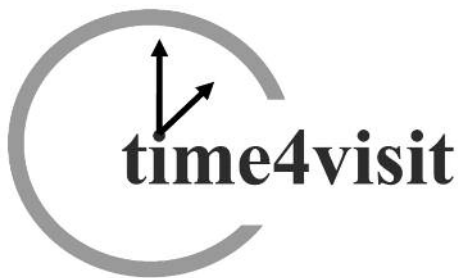
After several false starts due to storms, two brave souls stood up and said “I will help”. So began “The Great Diff Installation of 2013”. Our diff project crew consisted of four people; two who knew exactly what they were doing and two with enough hands-on experience to be of help. Now off to the installation, starting with the time frame. We all thought that it would take a mere couple of hours, and then afterwards we'd head over to my place to celebrate a job well done. What really happened was far from what was expected, but are any of you really surprised? Ten hours passed before we got the differential installed, during

which we overcame several rites of passage, including some creative tool fabrication and a couple of speedy trips to Harbor Freight (thank you Mike Abriano). Tools that were too long had to be sawed down, tools that were too short needed extensions tack-welded to suit. Let me not forget that we didn't know the torque specs for the bolts connecting the diff to the driveshaft, so off to the Internet I went.

Remember I mentioned tools that were too short? That included the extended torque wrench, which due to its new length meant we had to calculate new specs via a blackboard and iPhone calculator. In some cases the torque wrench would not fit into the gap between the diff and the driveshaft to torque the bolts, so more fabrication by Mike Bizzaro. Finally, with the diff installed and everything torqued to spec, we realized no oil had been added to the diff. There were more issues, like me not being one of the ones who didn't know how to do anything, but that's for a later time.

Through it all, an amazing Mike Bizzaro managed to save the day with his brilliant talents. It was while we attempted to tighten the fill-and-drain plugs that we discovered the socket driver was too big, so it was cut down to size. When the torque wrench couldn't fit the gap to torque the bolts to the driveshaft, he sacrificed one of his sockets and handmade the extension bar. Fun was had by all when we had to fill the diff with oil. With the diff installed, we discovered the access to the fill hole was partially blocked by the driveshaft. Mike cut a hole into the oil container and stuck in a compressed air hose. With the open end capped off by a funnel and hose, the other end was snaked into the elusive fill hole. We turned on the air compressor to force air into the container, which in turn drove all the oil straight up into the diff, filling it in no time. It was a grueling ten hours of work and I'd gladly do it again.

Finally it all comes back to the title. You see, even though I have a 328is, all the suspension modifications I've done slowly pushed the car into the very edge of C-Class. And so with this new diff comes a new classification, already disadvantaged to my competition with their modified e36, e92 and stock e46 M3s. But I'm not worried, not at all, 'cause this little 196 hp 328is is an M3 hunter. So thanks Mike Bizzaro, Mike Abriano, and Darby Moses for all your help in making my car what at heart it has always been – an alternative to the M3.



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



Michael Pops Ron

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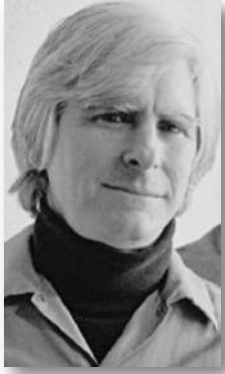
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Tech Talk with Mike Shiffer

I recently had to replace a broken valve spring on a Mini, which meant unearthing my valve spring compressor for the first time in over a decade. On the same day, my BMW-specific diagnostic computer was plugged in and fired up about seven times. Mechanical breakdowns are getting

rarer, and basic engine parts like valve springs usually last the life of the car. After a century of building, modifying, abusing and destroying tens of millions of internal combustion engines, people have figured out how to keep them nailed together pretty well. Consequently us mechanics get to spend less time repairing engines (as well as other complex mechanical devices) and more on the electrical and electronic systems that make modern cars, well, modern.

In spite of the headaches that accompany the electronification of every part of every system of every car – the networking, the integration, the multiplexing; the programming of everything from wiper speeds and radio volume (both are now vehicle-speed sensitive on many cars) to bulb failure strategies that will substitute a parking bulb for a turn signal indicator if the latter is burned out – electronics engineers are clearly ascendent in the pantheon, having eclipsed mechanical engineers decades ago.

From my perspective as a humble mechanic, it looks like a case of reward the failures and punish the successes. That's harsh, I know. It is also deeply biased since I like machinery more than microchips.

There is one area of automotive design that has been largely free of electrons. Ironically, it is also one of the least successful, most loathed appurtenances in any car. It serves no purpose in the safe and effective operation of the drivetrain, climate control, electrical or safety systems. It is not mandated by law and yet its presence is not optional: it is expected and required and consequently fitted to virtually every car and truck sold in the US today.

It is the cup holder.

By its nature, the cup holder is a second-class citizen in the teeming metropolis of the modern car interior. It cannot take up space that more important components need, which often dictates a folding or collapsing device that tucks away discreetly when not in use. Deployed, it needs to hold cones and cylinders of diverse sizes without blocking vital controls or impinging on space needed for, say, the passengers' knees and elbows. It must hold a container (that can weigh well over a pound) securely but allow the container to be withdrawn and replaced easily with one hand. It must of course be within reach of that hand.

Although this is a daunting challenge, it is nothing compared to the seven-speed automatic transmission with barely

detectable shifts, or the infinitely adjustable, variable lumbar support, heated (and cooled) seat. So why are cup holders nearly all awful?


I have a theory. This theory is untainted by any knowledge of the actual process of producing an actual cup holder. Still, I believe it to be true and I hold it up as a model of deductive reasoning. It is drawn entirely from observing the inner workings of many failed cup holders while trying, often in vain, to fix them. Holmes and Watson would be proud!

Young Gun enters the design studio of XYZ Motoren Werke, the ink still wet on his engineering diploma. With the (sometimes) charming impetuosity of feckless youth, he peers over shoulders, butts in on lunchtime conversations, asks a million questions and makes dozens of suggestions and observations. He shows his doodles on napkins to anyone still too polite to tell him to shove off. After several weeks of getting on everybody's nerves, YG is summoned to the project manager's office.

"I have a project for you", the PM intones, a wicked gleam in his eye. "What could it be?", wonders YG. Visions of faired-in headlamps, instrument clusters and other equally exotic design challenges fill his head. "Make me a cup holder. Here are your parameters".

Crap!

YG's disappointment leads to the desire to avenge his hurt feelings and a need to prove himself. YG is not a lowly cup holder designer! He will show the whole office just how his talents are being wasted. He will design the greatest cup holder they have ever seen. YG retreats to his cubicle. Hours after the last of his colleagues leave the office he is still toiling away. Weeks pass. His desk is littered with springs, latches, gears, toothed racks and hinges. YG's eyes are red and he's lost 20 pounds. The PM is worried, both for the health of his most recent hire and the project's deadline drawing nigh. With only minutes to spare, YG places the prototype on the PM's desk. It uses every mechanical principle he has ever been exposed to in his many years at school. It consists of 329 parts made of steel, aluminum and eight different plastics. It is ugly as sin. But it works and fits in the allotted space, and there is no time to redo it. Off it goes, to grace the interior of the next generation of XYZ Motorcars.

And what of YG? After this rite of passage, with luck and the wisdom of years, he will come to see the beauty and benefit of simplicity. But by then he has graduated to designing more important things. 

Michael Shiffer

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Photos, clockwise from top left: A 2013 335i in the M Performance Trim; Rear view of the hot Z4; Front view of the BMW Concept Active Tourer; Rolls Royce from BMW; BMW Bobsled(!); Anyone want one of these?



Photos by André Noël