

DIE ZUGSPITZE



NEW YORK CHAPTER NEWSLETTER

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Street Survival 2007

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Street Survival, New York-style

Cover and article photos courtesy of Mike Allen,
Al Caro, and Steve Bernstein

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18 The Drive-In Movie has
Returned to Long Island!

NEW YORK CHAPTER 2007 EVENTS CALENDAR

September

- 15th Show & Shine, Potluck Dinner, and Charity Drive-In Movie (raindate Sept 22nd)
- 22nd Autocross/Nassau Coliseum

October

- 14th Wine & Shine (raindate Oct 21st)
- 28th Final Autocross/Nassau Coliseum

December

- 1st Holiday Party

*** The New York Chapter is looking for members to contribute articles and photos to Die Zugspitze
Contact: Steven Bernstein at nybmwcca@garageboy.com**

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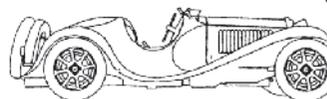


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EURO MECCANICA



André Noël

Hello BMW Fans!

The autumn season will be here soon and that means it is time to prepare for Old Man Winter. It also means that it is a great time for members to step up and help with our Chapter activities, like the upcoming Charity Drive-In Movie, the Wine & Shine, and the Annual Holiday Party. You will find more information about these events in this newsletter, as well as information about running for office to join the New York Chapter's 2008 Board.



It was nice to see the members who turned out for the Annual Family BBQ in July at Eisenhower Park. Mother Nature was very good to us this year. The weather was sunny and gorgeous, and some really nice cars came out for the event. Now an annual ritual, the volleyball game was much fun and we had some great laughs. The food was great and some members also won classy door prizes. A special thanks goes to RoseAnn Burke and Icela Fischthal for their hard work to make the event a wonderful time for all the families who attended.

The annual Holiday Party will be in early December this year. Please mark your calendars and do not forget to RSVP early so that Santa knows your coming!

We have worked hard to prepare for the new events this autumn — the Charity Drive-In Movie and the Wine & Shine — and we're looking forward to seeing you there. So please keep tabs on the website for the latest news and more information about these events' dates and locations.

Regards,
André Noël
President
New York Chapter BMWCCA

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CORRECTION: In the Spring 2007 issue, we published an article about the upcoming Vehicle Delivery Center (VDC) Tour that is being arranged with BMW NA exclusively for the New York Chapter. We apologize for incorrectly listing the author. The article is based on material written by Jonathan Spira who has been working closely with BMW NA to arrange the tour. Also, the private tour for New York Chapter members is tentatively scheduled for Spring 2008. The actual date will be published in an upcoming newsletter and on our website at: <http://www.nybmwcca.org>

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Autocross Corner

The autocross season has been in full swing and it's hard to believe that there are only two more events left in the season. All of the contenders for trophies this year are trying to make the best of each event to obtain the all-important points in the chase for the gold.

It has been an interesting season so far this year. Attendance has been up compared to last year. We had a record number of autocross enthusiasts at the July 14th event. Ninety-two drivers showed up to test their skills. The course designed by hot shoe GJ Dixon was quite interesting and somewhat challenging compared to courses that most of us are used to. The key to the course was patience and just the right amount of braking at key corners to maximize your speed around the track.

The July 28th event had a respectable turnout of autocrossers. The course was very quick but also very deceiving if you did not follow the proper line around certain corners. The key to quick times was to position your car in just the right spot way before the apex to achieve fast times. The drivers that realized this had low (fast) times all day. Other drivers didn't realize this until later in the day and their times also reflected the changes they made in their driving.

Good luck to all my fellow autocrossers during the rest of the season. I would like to thank the Autocross staff for their efforts in making this season a success so far this year. They show up early and stay late to make sure the events run as smoothly as possible for all of us to have a good time.

*Regards,
 André Noël
 Autocross Chairman*

WWW.BMWCCA.ORG Website Update

If you haven't visited www.bmwcca.org recently, you'll be in for a surprise. It's now your best online source for news and first looks for all things BMW, from new models to racing.



Under the stewardship of Bill Howard, recently named the site's editor-in-chief, the BMW CCA Web site has been transformed editorially into a wonderful resource for all Club members who wish to keep current on the latest news and innovations coming out of Munich as well as from around the globe.

Recent headlines include racing news, BMW sales, a detailed look at the new 1er coupé, and specs for the refreshed 2008 6er. Other stories exclusive to the site include detailed reports on the latest in BMW technology including enhancements and upgrades to iDrive, the new BMW iPod/USB interface, and more. Writers and photographers include myself, Brian Morgan, Klaus Schnitzer, Jan Van Woerden, and Mike Self.

Make sure you point your browser to www.bmwcca.org today.

—Jonathan Spira

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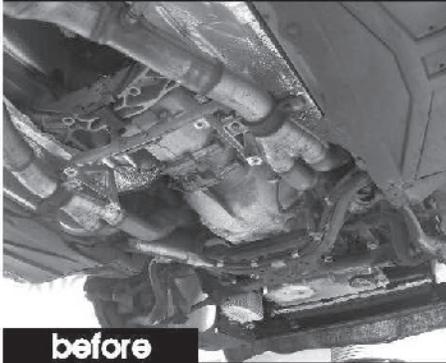


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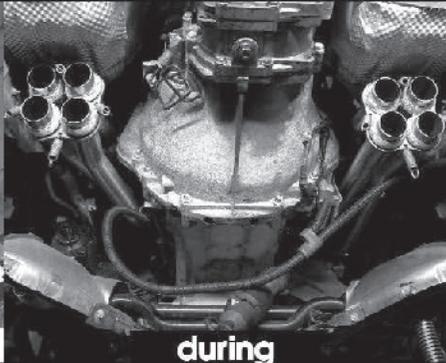
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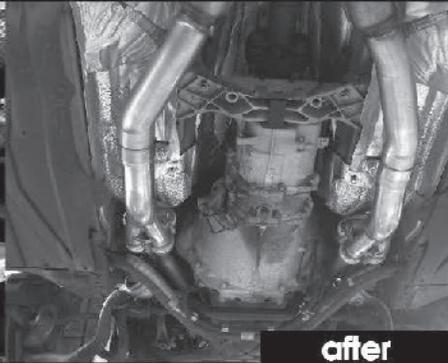
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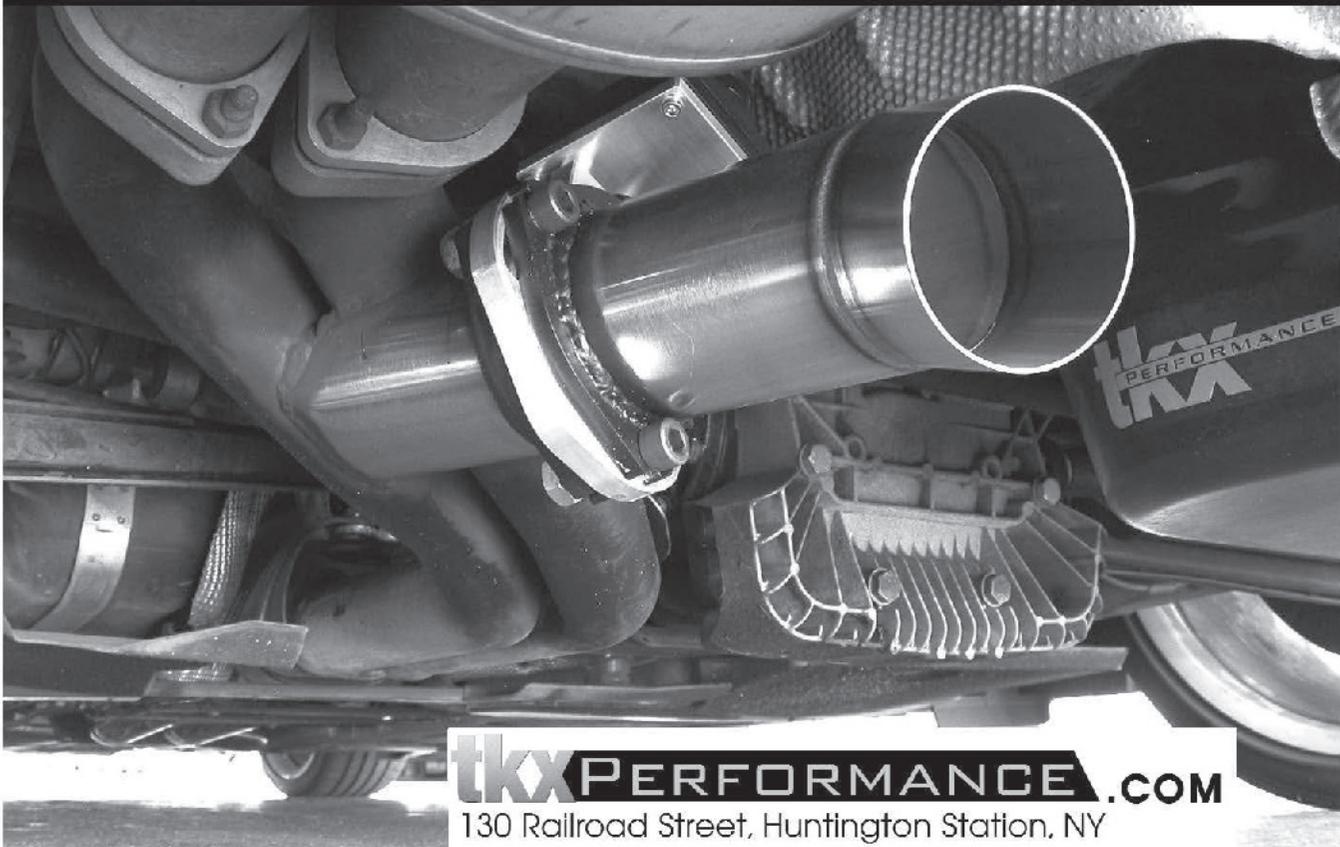


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Watkins Glen 2007

By Mike Allen

Photos by Mike Allen and www.tracktimephotos.com

Watkins Glen has historically been acknowledged as the premier “drivers” track in the Northeast. This year’s Two-Day Driving School on June 18th and 19th, run jointly by BMWCCA’s New York and Patroon chapters, left all attendees in firm agreement. Weather for the Sunday arrival and Technical Inspection was fantastic with sunny skies and temperatures in the low 80s. We were equally fortunate with similar weather on Monday. While Tuesday started out on a positive note, as “el weather forecaster” predicted, Mother Nature decided that things were going just too well in the afternoon. The skies opened up with intermittent rainfall for the final run group and torrential rainfall during the drive home. No one complained as we had a couple of great track days and it gave a few stalwart drivers a chance to try the Glen’s “rain line”.

For the trek up to the Glen, the local contingent met on Sunday morning near the Throgs Neck Bridge with an on-time departure of 8am. As it was Father’s Day, many of us considered this adventure our gift from our families. The 4.5 hour trip was reminiscent of previous years’ caravans – a group of 4 E30 M3’s leading the pack of 8 cars – loaded down with spare parts, track tires, tools and obligatory fresh underwear and socks. That is where the reminiscence ended – we did not get any tickets or kill any wildlife on the drive up!

I’ve always felt that if you’re campaigning an older vehicle – in my



case a 1988 M3 – one can never bring too many spare parts. My personal list includes two hydraulic jacks, jack stands, fresh plugs and wires, a distributor cap and rotor, a coil, brake pads, brake lines, front calipers, fluids (oil, brake, coolant), hoses, belts, upper front and rear shock mounts, duct tape, electrical wire, clamps, a shifter rod, and an alternator bracket. As you can see, at one point in my life, I was a Boy Scout.

Tech Inspection was held on Sunday evening at the Falls Motel, a venue that turned out to be the focal point for impromptu get-togethers, liquid refreshments, and meals for the event.

— continued on p12


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Street Survival, New York-style

— Garageboy

The Guest Speaker

Imagine being in the following situation: you are sitting at a red light in your BMW. A fast car approaches and pulls up alongside you. Engines are revved and when the light turns green, you give in and make the bad decision to see who can leave the stoplight faster. Or, imagine you're entering a highway and decide to accelerate hard to merge with traffic, only to find some moron wants to try to keep up with you, no matter how quickly you try to escape. Vrooooooooooom....

Outlandish? We're all adults and know not to do this, right? But can you honestly say that every time you have been in this situation, you

made the right decision to leave the racing to the race track? Or did you give in to temptation and behave somewhat recklessly? If you're young, you know you've done this, perhaps recently. If you're middle-aged and claim you have never given in to this urge, you're a liar. And if you're

old, and you don't remember ever street racing, well, then you are clearly experiencing the early onset of Alzheimer's Disease. Regrettably, we've all been there, and we've all done that...

For most of us, if we ever succumbed to temptation, we knew it was wrong, but thank goodness nothing bad resulted. We got lucky... that time. Now imagine making one of those bad decisions at the wrong time. And imagine the other driver losing control of his sports car at high speed, careening into the opposing traffic, and killing himself and an innocent driver of another car. Imagine how many separate lives would be affected. Imagine how you would feel for all the families involved. Imagine how if you were involved, you'd wish you could do anything to go back in time and undo the damage. But since you could not, you would owe a debt to society, and when you had repaid that debt, you would still be forced to think about the consequences of your bad decision every day for the rest of your life.

Our Guest Speaker for Street Survival 2007, Kevin Hart, is forced to live that nightmare firsthand. He made that bad decision back in 2001 and paid dearly for it. To those who know Kevin outside of this tragic incident, he's a warm, stand-up guy who is always there for his friends and family. But to the New York State Department of Corrections, he was merely a number – someone who the Nassau County Assistant District Attorney felt compelled to make an example of – because as the “other

driver”, he argued, Kevin's recklessness caused the deaths of two people.

Kevin returned to society this summer, and he's working hard on the seemingly insurmountable task of rebuilding his life. In order to heal and make sense of this senseless tragedy, Kevin wants to reach out to young drivers. He knows too well the urge to race, and he knows that if he can talk to young drivers and make them think twice about the decisions they make that can affect so many other lives, he might prevent his nightmare from being repeated. We were fortunate to have him as our Guest Speaker this year.

The Event

The drill is the same every year. On a perfectly warm and sunny day in August, most students showed up on time with their parents around 8 a.m. with healthy teenage skepticism of what the adults had planned for them. They politely signed the waivers, grabbed their donut and coffee, took the student handout, and sat quietly awaiting Matt Brod, the Event Organizer and Classroom Instructor, to start his lecture. What they didn't know is that we had a surprise for them that set the bar for New York's Street Survival program much higher than the rest.

Around the same time, the instructors arrived and walked around the large parking lot together, reviewing the courses we had set up for various exercises. The students started the program in a classroom setting, ensuring they would soon wish they had been forced to re-take their SAT



Event Organizer Matt Brod provides straight talk to the students



Uniondale Fire Dept helps out every year



Street Survival 2007 with the NY Chapter of the BMW CCA was my first time experiencing this event or anything like it. As a new driver, I believe programs like this should be offered to young drivers before they are given licenses. The knowledge that it delivers to students could very well save lives. I walked away knowing 10 times more than I learned in the Drivers' Education course at my high school. Most importantly, I now have a new attitude towards driving.

Had I taken a course like this one before, I might not have gotten into my first - and hopefully last - bad accident where I lost control, spun out, hit a curb, and flipped my car one night in March of 2007. In Street Survival, I learned the different methods I could have used instead of what was drilled into my head in Drivers Ed. I now know that I should have released the brake and slowly nudged the wheel to try and get the car moving in the direction I wanted. I doubted this method at first, only to find out it was true during the driving portion of the course! The course taught the students many techniques in accident avoidance. The one-on-one instruction allowed us the chance to correct our mistakes, avoiding possibly life-threatening responses to certain cues.

All together, Street Survival did just that - it helped young drivers learn techniques to survive on the street - and best of all in our own cars.

Albert Belcher, Jr. 18 Long Island, NY

exams instead that morning. But after listening to Matt talk about vehicle dynamics, seating positions, steering wheels, situational awareness, and a host of other things you have to think about as a driver on today's roads, the students had perked up and were ready to get behind the wheel with an instructor, one-on-one.

The morning exercises were simple and effective. Each student got to feel how they, in their own car, would react in various situations they might encounter on the street, but in a controlled environment with an instructor alongside them. After repeating each exercise a few times, we started to see the smiles of recognition on students' faces as they realized they were finally learning how to drive. That excitement was contagious, and as students started to appreciate what they were learning, the instructors became excited to see the positive results of their efforts.

Shortly after noon, we broke for lunch. Once everyone had eaten, it was time for the students to watch a short movie. A film from the National Road Safety Foundation was shown called, "Love to Accelerate" about the dangers of street racing. It spoke about a local guy named Kevin who was convicted of manslaughter after being involved in a tragic event that made the news. The movie was sobering, whether you're a rebellious teenager or an experienced driver. Then Matt Brod introduced his long-time friend, Kevin Hart, there in the flesh. The students were visibly surprised. Soft-spoken and humble, Kevin told them about his experience and admonished them to think about the consequences of their decisions. A silence fell on the students. This was too close for comfort. "Powerful," one student described it. "It made it real," another remarked.

This was precisely the response we had hoped for. We can sit and lecture, and we can force people to watch safety movies until their eyeballs fall out, but meeting someone who has suffered the conse-

quences of their actions like this keeps it real. And we surely hope that this knowledge will stay with these teenagers forever, so that another tragedy can be averted.

After Kevin had completed his talk, it was time to get back behind the wheel. For the afternoon session, we combined some of the courses to simultaneously emphasize multiple driving techniques to the students. The Uniondale Fire Department set up the hoses to wet down the circular skid pad so that students could experience the limits of tire adhesion on water. By 3:30 p.m., our job was done: we had made them think about driving, and we had given them some usable techniques for survival on the street. By the time we reached the end of the day's program, both the students and their parents were very excited. Matt gave some closing remarks and then distributed Certificates of Completion. Our thanks go to Matt Brod, our extraordinary Street Survival Coordinator for New York, who ran yet another magnificently organized event. Thanks also go to the instructors, volunteers, sponsors - thanks Tire Rack and BMW CCA Foundation - our Guest Speaker, Kevin Hart, the students, and their parents that participated in the New York event this year. And as always, special thanks goes to the Uniondale Fire Department, who despite their busy schedule, made time once again to help us with our event.

The 12-minute movie "Love to Accelerate" can be seen at the National Road Safety Foundation's website at:
<http://www.nationalroadsafety.org/films/LOV2XLR8Film.wmv>

[Editor's Note: I've performed volunteer work my entire adult life, from making phone calls for political candidates to mentoring in the Big Brother program to working in a home for the dying and destitute in Calcutta. Each of these activities has been extremely rewarding in its own way - leaving me with a sense that I did something to make at least one life other than my own a little bit better. But there isn't a greater feeling than being an instructor for the BMW CCA Foundation-sponsored Street Survival program. Thanks Matt for letting me instruct again this year!]



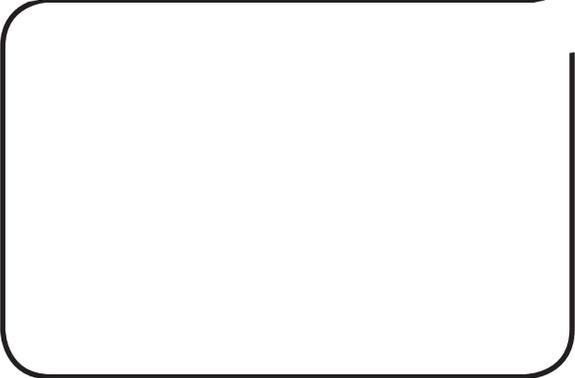


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Watkins Glen 2007

— continued from p8

Fortunately most drivers came up during the day on Sunday which gave us the opportunity to complete the inspections on the majority of the cars prior to the event. While many spent their time at the Falls, a nostalgic group choose the Seneca Lodge, historically the welcoming watering hole for these events. As June is mosquito season in Watkins Glen, these little monsters get very hungry after sunset. Our solution: cigars and insect spray!

This year, we had 81 students with 48 instructors. As expected, the majority of cars were BMWs, with various M3s (E30, E36 and E46) at differing stages of tune dominating the field. There were a few “cream puff” E46 M3s and a number of fully race prepared E30 and E36 M3s on trailers. There were also Minis and Porsches and



the obligatory “pack” of pesky Mazda Miatas. The “exotic” showing this year was a drop-dead gorgeous Audi R8 which, apart from being extremely high tech, proved to be exceptionally fast. Gearheads and track junkies had no problem whatsoever finding interesting cars and equally quirky drivers to discuss topics of joint interest with.

Each day’s activities were comprised of four 25-minute instructional track sessions where focus was directed towards track safety, driving style, high-speed vehicle dynamics and overall awareness of one’s surroundings. Between these practical sessions, there were mandatory classroom meetings to review safety procedures, discuss individuals’ experiences and focus on advanced driving techniques. In between, we used the time to recheck the mechanical condition of our cars.

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Watkins Glen 2007

— continued from p12

The most challenging “promotion” has got to be when you move up to the Solo driver category. Here, you can occasionally find instructors driving in the same run group. These guys are super quick and if you are tempted to try to keep up with them, you’ll soon realize why they are instructors and you aren’t. Ask me how I know.

For me, the highlight of this year’s Watkins Glen event was having my wife, Marcie, accompany me. This was her first “Spectator Driving School” and it gave me an opportunity to see aspects of the Watkins Glen area that I never had a reason to experience in the past. As time permitted, we enjoyed a couple of great meals, did some sightseeing by car, explored a few of the waterfalls in the area, visited The Glen Shop in town, spent some time at Lake Seneca, sampled some interesting local wine, bought and con-

sumed a couple bottles of interesting local wine, and most importantly, enjoyed a mini-vacation without the kids. It was not a bad deal and more than likely the prelude to an annual event for me and my wife! ❖



Ho Ho Ho!



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**NY Chapter BMW CCA Presents
THE VINEYARD SERIES/1ST ANNUAL WINE & SHINE**

October 14th 2007 12 noon – 3 p.m.

Take a leisurely drive east to Long Island's Wine Country and join us at one of the North Fork's oldest and highest-rated Vineyards and Wineries

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Join us on Sunday, October 14th 2007 (rain date: October 21st) from 12 noon to 3 p.m. for a relaxing afternoon in the autumn sun. Sample some of Vineyard 48's award-winning vintages in their beautiful tasting room, tour the 33-acre vineyard and facilities, and bring a picnic lunch.

All members who attend will be eligible to enter their BMW in a clean car "Show & Shine" on the grounds of the vineyard. This is not a judged Concours. Winners will receive bottles of select Vineyard 48 vintage wines.

Afterwards, stop by Briermere Farms on Sound Ave. for home baked pies, visit the Jamesport Country Store on Main Rd (Rt.25), or stop at one of the many fresh fruit and vegetable stands along the way to pick pumpkins or get lost in a corn maze.

INFO:
<http://www.Peconiclandtrust.org>
<http://www.liwines.com>

**For additional information contact the event organizer:
Steve Geraci 631-758-5540 stevegeraci@hotmail.com**

REVIEWS:
http://lennthompson.typepad.com/lenndevours/2006/03/steady_improvem.html
<http://travel.nytimes.com/2006/01/15/travel/15livine.html>



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Technology Insights www.bimmernav.com

The audio system of a six-year-old BMW seems archaic, especially when compared to the Logic 7 digital audio system in the new BMW body style. The new BMWs also offer features such as auxiliary audio input (AUX), MP3 playback, and Sirius Satellite Radio. If you spend much time driving a car, you might wonder how you ever lived without these great features. Armed with the right information, you can correctly upgrade AUX, MP3, and Sirius support in your older BMW and have it operate exactly as it would in a new BMW.

To demonstrate these technology upgrades, we will focus on a 2001 5 Series E39 with navigation. The 2001 model was selected because it was manufactured just prior to when BMW switched from the Alpine trunk-mounted navigation radio to the Becker version, which has a slightly different radio connector. Despite this difference, it is still quite simple to retrofit a 2001 E39 with AUX, MP3 support, and BMW Sirius Satellite Radio. Initially, it requires upgrading the trunk-mounted radio for the AUX and Sirius Satellite support as well as upgrading the trunk-mounted navigation computer to the DVD MKIV for proper display of the MP3 and Sirius audio text on the navigation screen.

You can address the connector difference between the older Alpine and newer Becker radio by purchasing adapter harnesses from your BMW dealer. There are a few tricks for getting the wiring correct that are detailed on www.bimmernav.com/sirius.html, but overall, it is a simple and quick task in the E39. The navigation radio model year is the crucial component, with the newer radios supporting the most features. Look for a 2006 X5 or E46 replacement radio for the most features. Once you upgrade the radio, you can easily add the other components to your E39 just by plugging them in. Now that your radio has additional modes, displaying this information properly requires upgrading the navigation computer.

Upgrading the navigation computer is a simple plug and play. In the 2001 E39 equipped with the CD navigation computer, you can simply remove the older and slower CD-based system and replace it with the newer and faster DVD-based MKIV navigation computer. Upgrading the navigation computer provides you with a new 3D Map viewing, DVD map of all US and Canada, and it will also display the information on your navigation screen correctly for Sirius, MP3, and AUX.

Starting in 2006, BMW introduced a new CD changer that plays MP3s and can support MP3 ID3 Audiotext on the navigation display. Upgrading to the new CD changer with MP3 support is a simple plug and play. The CD Changer will play MP3s correctly using the old radio and navigation computer, but in order to display ID3 Audiotext, you need the upgraded radio and nav components.

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The Drive-In Movie has Returned to Long Island!

**By Matt Brod
Announcing the All-in-One Super Event:
Show & Shine,
Potluck Dinner,
and Charity Drive-In
on September 15th**

Remember long ago when you were able to watch a great movie from the comfort of your BMW? On June 6th, we recreated the past! A small group of drive-in enthusiasts joined me at RPM Racing North's new state-of-the-art facility in Plainview, NY for a Drive-In movie. The idea seemed simple – just get a digital projector, use the Chapter's FM transmitter, hook it all up to a DVD player and bam! Instant Drive-In! We even decided to have a voluntary "admissions fee", collected and donated to the BMW Foundation's Street Survival Program, which I just happen to be the chairman of for the New York Chapter.

This first event was three years in the planning stages, and finally we witnessed a breakthrough. One of our advertisers, BRM Motorsports, came through when owner Chris Conigliaro offered to provide the digital projector. After yanking my DVD player out of my entertainment system and getting the FM transmitter from the Autocross crew we were set.

As we were setting up for an outdoor viewing of the cult classic "Cannonball Run" it started to drizzle. Indoor drive-in movie, anyone? RPM Racing North's owner, Russ Wahlers, granted us full access to his beautiful new 8500 square-foot facility that was in the final stages of construction. The facility has a half dozen 2-post lifts, a 3D alignment rack and a 4-wheel chassis dyno. Having occupied the facility just days prior to the June event there was ample room for everyone to pull their BMWs inside to see the movie. The guys at RPM Racing North are long-time supporters of the Club and they graciously provided food and drinks for all in attendance.

The drive-in was much better than we expected, with full stereo sound and a nice large sharp picture... plus we collected \$125 for the Street Survival program!! It was truly a great event for the family. While talking with Russ about how well it went, the discussion led to how to make the next drive-in movie event become a reality. Our conversation that night went like this:

Matt: "Now that we know the equipment works, we should have another drive-in event, but bigger and better..."

Russ (RPM): "Sounds good! What do you have in mind?"

Matt: "How about a Show & Shine in the afternoon, then as it gets dark, we can show the movie"

Russ (RPM): "Works for me! When do you want to do it?"

Matt: "Well, to promote it in the newsletter, we could hold it in mid-September"

Russ (RPM): "How's Saturday the 15th?"

Matt: "Great! How about a rain date the following Saturday (the

22nd)?"

Russ (RPM): "Fine by me, let's do it! I'll get some T-shirts made up for it and maybe we can give some prizes for the Show & Shine"

Matt: "Ok, Show & Shine and a drive-in movie! How about a BBQ/potluck dinner thing?"

Russ (RPM): "Even better, Just fill up that lot with some nice BMWs and we've got an event!"

A conversation a couple weeks later, as I was picking up my car from their shop, went like this:

Matt: "Russ, we're still on for September 15th, right?"

Russ (RPM): "Absolutely! By the way, my Paintless Dent Removal guy will be coming that day and will offer a BMW CCA discount to anyone interested. I've had a few guys do this for us in the past and he's the best we've found!"

Matt: "Cool! How about a little Q&A Tech Session during the Show & Shine while people are milling around?"

Russ (RPM): "Sure! My techs will be there that day so that works for me."

Matt: "Looks like we've got ourselves a 3-ring circus of an event"

Russ (RPM): "Should I book some clowns?"

Matt: "Nah, me and Anthony (RPM's shop foreman) will be there so I think that's enough clowns for now..."

A handshake, a laugh and it's official! You've got to love it when supporting vendors step up to the plate and knocks one out of the park.

We are officially set for September 15th. The Show & Shine will be judged by you, the members in attendance. There will be 3 prizes for the top 3 "Peoples' Choice" cars. This is certainly not a Concours; it's an informal Show & Shine. So wax it up, come on down and show off your BMW. Donations are optional and proceeds will go to the Street Survival program once again.

The event will start at 4 pm at RPM Racing North's facility. We'll stand around bench racing and checking each other's cars out until it gets dark. Around 7 p.m., we'll light up the BBQ and make some burgers and hot-dogs for dinner. We ask that everyone bring a dish to share with the other members, as you would do at a potluck dinner.

Sunset is predicted to start at about 8 p.m. on that day, so figure the movie will start approximately at 8:30 p.m. As for what movie will be shown, it is a surprise, But don't worry, we never disappoint. It will likely be a comedy for the whole family to enjoy, possibly one of the Mel Brooks' classics...

Special thanks to the teams at RPM Racing and BRM Motorsports for their continued support of the New York Chapter.

RPM Racing North's Facility is located at 120 Fairchild Ave. Plainview, NY. It's right off the Sunnyside Blvd Exit on the LIE or Northern State.



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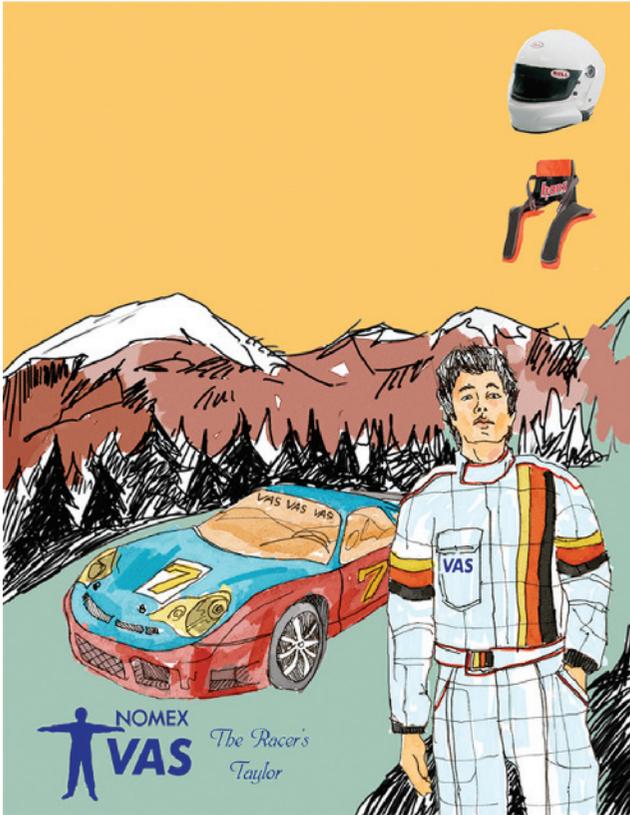


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