



BMW Car Club - New York Chapter
www.nybmwcca.org

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Die ZugSpitze

March-April 2004

Articles

- Autocross Season Begins
- New York Chapter AutoShow Tickets
- Car of the Month
- President's Column
- NY Chapter Elections Results
- 11th Annual Beach Party Report @ Euromeccanica
- NY Chapter Autocross Awards and Holiday Party

Events

- Driver Improvement Course - Limited Seating !
- Street Survival has arrived
- Application for the Driver's School @ Watkins Glen
- Autocross Dates
- BBQ • NYC• BMW Family BBQ and Car Show



Autocross Awards and Holiday Party



Nice Ass, Huh ?!

Read Garageboy's article on the new E60: Dr. Strangelove, or HOW I LEARNED TO STOP WORRYING AND LOVE "THE NEW BMW 5-SERIES"



Car of the Month - Who's next?

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864.250.0038



BMW CCA NY Chapter offers an AAA Drivers Improvement Program

March 27, 2004

9:00am-4:00pm



RSVP by 3/13/2004 (no refunds after 3/13/2004)

Save on your car insurance

(10% insurance discount over 3 years on collision and liability)

Reduce up to 4 points off your license

Refresh your driving techniques and learn preventative techniques for collision avoidance.

Excellent course for drivers of all ages.

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(Only 40 seats available)

NY Chapter Members \$25.00/Non Chapter Members \$30.00

Bring your license and a pen !

Additional Information 516-792-2002

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Make checks payable to BMW CCA NY Chapter

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This event fills up quickly, the NY Chapter encourages use of PayPal and receive instant confirmation of your seat.

PayPal Accepted : events@nybmwcca.org (Add \$3.50)

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From the Chapter President Anthony Howell

I hope everyone has recovered from the Holiday bills by now. On behalf everyone of the new board members and myself we would personally like to thank those of you that took the time to cast their votes in person and those who sent in their votes in the 2004 election. The newly elected officers of the New York Chapter are as follows.

President - Anthony Howell
Vice President - Andre Noel
Treasurer - RoseAnn Burke
Secretary - Steven Fischthal
Member-at-Large - Sherwin DeShong

The board is feverishly working putting the minutes from our meetings in the newsletter and on the website to keep you informed of what is going on in your club. We are planning new events for this year, i.e; Street Survival (Safety school for newly licensed teenagers), and BBQ-NYC Family Barbecue

We will be working diligently to develop other events that will bring out more of the 2600+ members that are currently in the New York Chapter. Several members have approached me with suggestions to have events in other locations in the New York region. The New York chapter is comprised of a small amount of volunteers that do the best they can to accommodate these suggestions. While we welcome new ideas, we need volunteers to make them materialize. If you wish to volunteer, please feel free to contact any of the board members, their contact information is located on page two of every newsletter.

Lastly, I would like to take this opportunity to thank all of last year's volunteers for taking their personal time to make each event a success and to our editor for preparing the newsletters that continuously keeps our members informed.

Regards,
Anthony Howell
President - NY BMW CCA



2004 New York Autoshow Update

We once again expect BMW North America to host a breakfast meeting for BMW CCA members at the 2004 International Auto Show at Jacob Javits center.

The special and ever popular event will be held on: **Saturday, April 10th 2004 from 9:00am to 11am at the BMW Booth.** BMW will provide beverages and have a special presentation for BMW CCA club members. BMW NA product managers will also be available to answer any questions you may have.

This is a great opportunity to see the BMW display with BMW NA representatives and other club members before the general public arrives at 11am.

You need a special tickets to be allowed into the BMW booth at 9:00am. These tickets are only for the special event - they are not a free ticket to be used on any day. If you cannot attend the Sat breakfast, please do not request these tickets.

If you want to attend the BMW breakfast please read the following important notes:

-Check you calendar and make sure that you can attend the BMW event at 9:00am on Saturday, April 10th 2004 -Every chapter member can reserve upto 2 tickets on a first come first served basis.

-You must signup after Friday April 2nd, 2004 11 am at the NY Chapter website at www.nybmwcca.org/autoshow and provide your Name, phone number, e-mail address and BMW CCA membership number. Note this website link will NOT be available before 11am on April 2nd 2004 -Tickets availability is limited and we will check the date and timestamp of your submission to determine cutoff. Mark your calendars and submit the request as early as possible - We cannot accomodate any requests that are not submitted on the website.

-Tickets will NOT be mailed to members this year (no exceptions). You will receive confirmation via e-mail and tickets will be held for you at the Autoshow entrance.

If you have specific questions that are not addressed above, e-mail ckarnati@nybmwcca.org

Note: If you registered for last year's event and did not show up, you were put on a blacklist. Members on this blacklist cannot apply for 2004 tickets.



STREET SURVIVAL

Is Here !



The BMW CCA Foundation and BMW CCA New York Chapter June 5th, 2004 - Nassau Coliseum - Uniondale, New York

Information will be finalized in the April-May timeframe, please check out the BMW CCA Foundation website for updated information on the program.

http://bmwccafoundation.com/dss_index.asp

or the NY Chapter Website

www.nybmwcca.org

Formed in April 2002 in conjunction with the BMW Car Club of America (BMW CCA), the Street Survival™ safe teen driving program is designed to go beyond drivers ed to give teens across the U.S. the tools and hands-on experience to be safer, smarter drivers.

Street Survival provides:

- *A hands-on, educational driving experience in real-world situations to teach teens car safety and control in their own cars.*
- *Training about handling limits and car control in the cars teens drive everyday.*
- *Trained and qualified driving instructors in the car with the students.*
- *A wet course to allow students to experience mistakes at a very slow speed. In this class, mistakes are learning experiences.*
- *Challenging driving courses on closed parking lots that allow students to experience abnormal car behavior and learn how to handle emergency situations.*

FAQ's: How do I sign up for a school in my area?

You can check out schools in your area and register for Street Survival electronically by visiting www.bmwccafoundation.org, and clicking on "Street Survival."

How long does each class run?

Each school lasts a single day, approximately from 8:30 a.m. until 4:00 p.m. It involves one hour of classroom time for orientation and explanation of the day's activities. We also teach the student the new language they will be using all day. The remainder of the day, the students enjoy a hands-on driving experience with a trained instructor in the car at all times, on a controlled, wet-down driving course.



Dr. Strangelove, or HOW I LEARNED TO STOP WORRYING AND LOVE "THE NEW BMW 5-SERIES"

By Garageboy



Have you seen that show, "Test Drive" on the Speedvision Channel? They often feature automobiles when they are introduced to the market, giving viewers a chance to see the cars put through their paces before they start dropping Franklins on them. Not long ago, I was flipping through the channels when I saw them test driving The New BMW 5-series! They didn't just test drive it - they were test driving it in Germany! And they didn't just test drive it in Germany - they were test driving it on the world-famous Nürburgring!

That episode was great except for the fact that they STOLE my idea! I had already traveled to Germany in September 2003 and drove a new "E60" 5-series for my entire trip. Two weeks in Germany is a much more fulfilling test drive than a 15-minute jaunt around a dealership in Brooklyn or Queens. Of course I spent a long weekend at the Nürburgring, where I've spent too many hours over the years in pursuit of better driving skills. Another highlight of my trip was attending the IAA - the Internationale Automobil Ausstellung - the greatest auto show in the world, held in Frankfurt, Germany, every other



year in September. This trip was particularly special to me because I never was able to leave New York for the last IAA in September 2001, instead having to run around Manhattan to help relocate thousands of displaced work colleagues.

I am an uncompromising enthusiast of the BMW 5er, having driven every 5-series that BMW ever created (E12, E28, E34, E39, and E60). Each year I make a point of driving the latest version. I've only owned 5ers since 1988 and haven't looked back. I've put hundreds of

thousands of miles on them and lived with them in some of the most grueling environments for a car, including the frozen lakes of New Hampshire, the moonlike, cab-infested streets of Manhattan, as well as numerous driving schools in the Northeastern USA. In other 5ers, I've experienced a couple hundred laps at the Nürburgring, many days and nights on the switchbacks of Switzerland, as well as hundreds of hours on the glorious autobahns of Western Europe. These 5ers have taught me an incredible amount about automotive engineering. My appreciation for them is not merely from

driving them, but also from personally repairing, replacing, and maintaining every major component in them. I am profoundly aware and appreciative of the way the BMW engineers designed them - with regular maintenance, they will last forever. Anything in these cars can be taken apart and put back together, always as good as or better than it started.

Dr. Strangelove Comes of Age

Fast forward to the 21st Century! Things have changed! Remember when BMW introduced fuel injection and many feared it signified the end of the Do-It-Yourself mechanic? But those of us that choose to enjoy BMWs by also maintaining them learned about the technology. Over time, we all learned how to replace batteries in the instrument cluster, to clean and reuse electric window switches and antenna motors and other gizmos that seemed destined to fail over time. Sometimes we got burned with an expensive repair, but generally, we seemed to conquer the technology. Now you can find a spare Motronic control unit for your BMW for \$50 on eBay. While these systems were considered complex for their time, the number of changing variables was relatively small, and most components could still be diagnosed. Items were sensibly laid out, and replacing parts did not require Herculean efforts. In the year 2014, will a Do-It-Yourself mechanic be willing to repair their BMW's failed emergency brake if they have to disconnect and drop the entire rear subframe to access the emergency brake's electronic controller?

I have concerns for BMW's future. While the E60 was a pleasure to drive, I could not imagine owning one outside of its warranty period. When one stops to consider the number of separate mechanisms that are engaged when starting an E60, it boggles the mind. The "Electronics War" between BMW and Mercedes has caused them both to install automotive sub-systems that are highly complex - perhaps too complex - to be repaired without requiring expensive diagnosis and parts replacement. This has caused serious reliability problems for both manufacturers since the late 1990s. They're not designing cars any longer - they're designing rocket ships. Forget OBDII! These new automotive

systems may have finally gotten too complex for the Do-It-Yourselfer to diagnose and repair. Also, because of the physical characteristics of the car, it is designed as a throw-a-way vehicle. Longevity, like quality, is a difficult concept to define - but you know it when you see it. BMWs have long been regarded highly for their longevity, but a throw-away car, by definition, is not designed with longevity in mind.

Fahren fahren fahren auf der Autobahn *

I want to share my impressions of the E60 5er, but this isn't another "me-too" article about how the technology is superb and the styling is an abomination. What follows are my personal impressions from my trip to Germany during the introduction of the E60 model. The true test of a new car model is when you have the chance to live with one for awhile. I got hold of a lovely 2004 E60 520i, with a six-speed manual transmission and a new-and-improved navigation system with I-drive. In Europe, there are more engine options for the 5er than in the US since the excise taxes are based on engine displacement: the 520i, 525i, 530i, 530d, and 545i.

The 520i is not a fast powerful car. This



car is all about careful planning. Once it gets up to speed, though, it will maintain 200kph all day long without breaking a sweat. It will max out at 240kph on the autobahn, but you have to be in 6th gear. While this car is not a power demon, it was sweet from the moment I got inside. While the design of the exterior of the car did not grab my interest, the car is a undoubtedly a BMW on the inside. The cabin design has also changed dramatically to look more like the 7er interior, but it isn't nearly as revolutionary as the exterior features. In many respects, it was unmistakable that I was driving a BMW.

The 5er has undergone a stunning evolution over the past two decades. More than any previous model changeover, the E60 is revolutionary in its advances. The handling is noticeably improved over the previous E39 5er, which was a marked improvement over the E34, because BMW started using lightweight aluminum suspension components. The E60 now has a revolutionary aluminum engine carrier, requiring revolutionary repair techniques. Your average body shop will have no idea how to disassemble or repair these cars. The entire front end of the car is assembled with special rivets and a high temperature glue. The benefit of this



technology is that the new model weighs at least 50kg less than the previous model. The E60's resulting improved agility was tangibly the most remarkable and noticeable improvement in this car over all previous models. But at what price?

Please Don't Fix What Ain't Broke

The six-speed manual is a nice feature; having driven and enjoyed an MB E270 TDI with a 6-speed one year ago, I looked forward to a 6-speed manual transmission mated to a BMW engine. A 6-speed transmission is being made available on all BMW models in the future when a manual transmission is ordered. However, this transmission was notchy as compared to other BMW manuals I have driven, and the downshift from 5th to 4th was easily missed. At the Nürburgring, not surprisingly, the car required constant shifting, probably more so due to the small engine, so there were many opportunities to test this transmission.

Another thing changed is the directional switch. One thing that makes BMWs special is the ease by which you can use the directional switch. I've always felt that if the same switch existed on American cars, drivers in the United States would be more inclined to use it. Nonetheless, the new mechanism on the BMW E60 is terrible. Unlike the switch we've all used successfully for almost 40 years, this new switch immediately returns to its neutral position. It has two settings in either the left or right direction. One "flick" is used when you wish to make the directional blink for 3 cycles, as in a lane change. There is a more forceful "click" for when you are turning left or right and wish for the directional to stay on. To turn it off, you can either flick in the same direction or the opposite direction. But don't "click" it! "Flick" it or you'll turn on the other side and have to "flick" it again. Flicking ridiculous, eh? It takes some time to get used to. A BMW sales representative at the IAA said that the "flick" functionality will not be available in the same way on US models. You will have to hold it in the "flick" position while changing lanes... just like you do now.

In your new 5er or 6er, there is no temperature gauge. This was rather disconcerting. Another BMW representative explained to me that on the tachometer, there is an LCD indicator that indicates the max RPM you can take the car while it is still cold. When the car is warmed up sufficiently, this indicator disappears. I didn't think to ask how one knows if the car is running hot. Perhaps we're not supposed to care until the big red light comes on. Once I knew about this feature, I was aware of it and drove accordingly when the car was cold, but a simple temperature gauge worked adequately for 40 years. Why was there a need to change something that was intuitive to something that now requires an explanation?

The iDrive system has improved greatly over the original system released in the new 7-series. Having experienced that

system firsthand, I was able to make a thorough comparison. It is not only less distracting, but it is much more intuitive, which translates into being able to use the system without needing to take your eyes off of the road. Later this year, a new heads-up display will be released, helping the driver to concentrate on the road. There are still some counter-intuitive issues with iDrive. For example, there was no way to effectively zoom in or out with the navigation system, and that makes it difficult to have a high level map view of where you are and where you are going. Nonetheless, I could get very used to iDrive, and would enjoy having it on my car. Once again, since the iDrive controls the radio, the heating system, the navigation system, and the phone, is it possible my car will be totally disabled if the iDrive screen fails?

Sometimes BMWs have interesting features that aren't part of any manual or sales brochure but still offer some subtle convenience for the owner. For me, one of these features is the shape of the tray surrounding the shifter mechanism. From the E28 to the E34 to the E39, this tray became more useful and more substantial. As such, it can hold change, a mobile phone, and even larger items. This functionality has been eliminated on the E60, as the lips surrounding this tray have been removed. Ironically, this otherwise useful space has now become a launch pad for items that roll off the console and onto the floor. This new "feature" presented itself on my first lap at the Nürburgring with this car. This change was performed as part of the Bangle-ization of the interior of this car. This is a prime example of designers of the new BMW choosing "style" over "function" - which for enthusiasts goes against everything BMW has stood for the past 40 years.

The car now features oddly flaccid windshield wiper blades. They rest in a large blade holder that causes them to lie flat while making contact with the windshield. I have always found that using clean windshield wiper blades combined with a competent fluid (P21S Boost or equivalent) in the windshield fluid reservoir is the best means of keeping my BMW's windshield clean. Driving on the autobahn in Germany in September is an excellent way to test windshield wipers for a variety of reasons: if they work at 200kph, they'll work at any speed; if you can clean the bugs off while in motion, they'll clean anything; and it rains so randomly that you can see if the rain-sensing mechanism is working. Unfortunately, on the E60, these wipers worked marginally well. This functionality should remain the same or improve - but in the E60, previous models seemed to work better.

On the E60, integrated with the iDrive is a new parking sensor. This technology is available on the E39, and in fact, can be retrofitted to earlier models by replacing



the sensor strips in the bumpers if a Navigation System is already installed. In the E60, an image of the front and rear bumpers is displayed on the iDrive screen, and a distance-dependent beep is heard while you are parking. While I have been a fan of the parking-by-Braille

method for many years, particularly on the streets of Manhattan, this technology could be very attractive, particularly for cars with painted bumpers. However, when I used the windshield washers, the water interfered with its functionality, causing false readings. How well does it work in heavy rain when you need it most? Also, how can it differentiate between a concrete

wall... versus a concrete curb with bushes growing above it? I learned firsthand that it cannot tell the difference. I'm glad the bushes cooperated.

Dr. Strangelove Learns to Love The New 5

After two weeks driving an E60, spending an evening with BMW designers and knowledgeable salespeople, meeting friendly fellow owners talking about them, exploring an awe-inspiring Car Show, and reading some interesting technical literature discussing the car's technological advances, I have developed a love-hate relationship with the E60 5er, just like Dr. Strangelove did with the Atomic Bomb. When I am inside the car, I enjoy myself tremendously and I have a huge smile on my face. But when I get out of the car, that familiar glance back at the car that defines the relationship so many BMW owners in the CCA have with their car... is missing. I was genuinely embarrassed by this car. I also learned a new German word on this trip - hässlich - it means "ugly". I couldn't help but try to read the lips of the spectators every time I pulled up to the gate at the Nürburgring for my lap. On that particular sunny weekend in September, it was jam-packed with people waiting for the next cool car to pass. I couldn't decide whether everyone was looking at my car and commenting on what an ugly vehicle BMW has managed to create or whether they were just curious at BMW's new offerings

I may own one of these cars some day, because the technology inside is amazing. Like the current 7-series, only time will tell how history judges these cars. It's difficult to look out 20 years and see whether a 2004 545i will be considered a desirable classic car, or whether it will be relegated to history as an overly complex, overly expensive car with a poor resale value, that may have been considered nice to drive when it was new. Anyone observing how many 7ers there are on dealer lots right now may wonder in what direction BMW is taking us. For now, we'll have to wait and see. But any opportunity to drive one of these cars, I'll be happy to oblige..

"Send comments on this article to the author at <http://garageboy.com>



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"Correct the single biggest design flaw of the BMW 5 Series"

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The autocross series has begun...



Early one Saturday morning Ring..... ring..... goes the alarm clock.

Wife to husband..... Why is the alarm clock on...on Saturday? Husband replies. "Oh I'm going autocrossing today."

Wife "well I'm going back to sleep and you owe me".

Husband "yes, dear and I love you". Husband gets dressed and is about to leave "Bye dear, see later".

Wife "See you latter be carefully and kick butt!"

Husband smiles and walks out the house. Husband in the garage. "Ok, lets see now where is my checklist? "Oh here it is Lets see now"

1. Helmet
2. Hat, sunblock,water,snack
- 3.check oil and other fluids
- 4.Air pressure in tires
- 5.Battery bolted down.
- 6.Check trunk (if you don't need it for the car to drive, leave it home).

All items checked, now it's time to rock and roll.

To all my fellow autocrossers, see you on the course !

Andre Noel
Autcross Chairman
BMWCCA NY Chapter

Autocross Series Dates at Nassau Coliseum Uniondale, New York

www.nybmwcca.org

The following are the confirmed dates for the 2004 NY Chapter BMW CCA Autocross Series.

March 28 Sunday

April 11 Sunday - Easter

May 22 Saturday *

May 23 Sunday

June 5 Saturday **

July 25 Sunday

Aug 21 Saturday

Aug 29 Sunday

Sept 11 Saturday

Oct 2 Saturday

The novice autocross school is on May 22
and
The Street Survival school is on June 5th

Car of the Month



Andrea Cairone

2001, S54 M Coupe,
Mileage 20K

ColorTiSilver/Black

Why your car is special ?

It's special because if you learn to drive an M Coupe fast, every other car will seem easy

List of Modifications

Front Suspension - Ground-Control struts with Koni Double adjustable inserts, Eibach race springs. Racing Dynamics 27mm sway bar, Ground-Control hybrid Camber plates. Rear Suspension Eibach race springs ! with Ground-Control height adjusters, Koni double adjustable shocks, Racing Dynamics 22mm sway bar, Euro floating rotors with Performance Friction pads Recaro Pole Position Seats w/ schroth harness. Supersprint exhaust. SSR Comp wheels and Kumho rubber for autoX.

Asking price if you were to sell nobody wants to buy MCoupes so I'm stuck, good thing I love it! Notable features/options on your car. It's pretty fast and BMW has a 100K mile engine warranty on S54s

Best drive story

My first Driver's Ed at Pocono with NYBMWCCA....it's been a slippery (but fun) slope ever since!

It's 13° outside....time for a beach party ! 11th Annual NY Chapter Beach Party



How does the NYBMWCCA Beach Party and Valentines Day go together? You can ask those that did attend what happened when they asked their loved ones where was the beach chair and tell them "Honey I will be back in a few hours, I am going to the New York Chapter Beach Party". Although the temperature was relatively low, quite a few people attended to hear what Tony Salloum of VAC Motorsport had to say about bolt on parts.

Tony spoke about different ways on enhancing your car by choosing the right combination of bolt on parts, such as dif and exhaust system. Tony also brought along a friend that has a manual five-speed transmission 450-horse power super charged seven series for every-

one to view. This car was also an entrant in the one lap of America.

We broke around 12:30 to have a nice hot lunch that Mark arranged for us. After lunch we did the raffle for the door



and several other great gifts provided by BMW N.A. We also gave the people that attended a chance to redeem themselves with their loved ones by providing 2 half pound boxes of Godiva chocolate that gives them the opportunity to win a new BMW 6 series.

We discussed the results of the elections and provided the names of the new officers and a list of the events we are planning for 2004.

We would like to thank Mike Schiffer for opening up his door to us for the 11th annual Beach Party..



prizes. For those of you that did not attend, I would just like you to know that you missed the opportunity to win a B&Ml shifter, tee shirts, hats and a \$75 gift certificate for a Remus Sport Exhaust provided by VAC Motorsport. We also had tee shirts, O'fest glasses



On January 11th we celebrated our annual President's Awards Holiday Party at the Marriott Hotel in Uniondale. This annual event has become a great place to meet old friends, have fun and mingle with interesting BMW enthusiasts ready to have a good time.

The Allen Cohen group who not only provided fabulous music but also came along with its own dance guru. As to be expected, the food was fantastic. The entire menu from the coconut shrimp to the decadently delicious dessert table was one delectable mouthful after another.

The hit of the evening was the tantalizing black X3 sitting proudly in the middle of the room. Habberstad BMW provided the X3. Demonstrating its large cargo capacity the X3 was equipped with a mountain bike stored inside the SAV.

Awards were presented to the class winning autocross drivers. Joy as well as a sense of pride and satisfaction could be seen on the faces of these skilled drivers.. These awards repre-



Autocross Awards Dinner and Holiday Party

By Icela Fischthal



sent the culmination of a season punctuated by fun, excitement and lots of worn out tires. These coveted awards have come to signify the crème de la crème.

Awards were also presented to our outgoing president Steven Fischthal whose strong and focused leadership has taken our club to new heights. Roseann Burke, our treasurer, was given an award for her tireless efforts and hard work in the behind the scenes operations of the club. Steve Geraci was thanked for his many years of great service with an award, which turned out to be quite special and unforgettable.

Great door prizes were given to many lucky attendees. A special thanks to all of you who braved the cold weather to join us for a night of fun. For those of you who could not make it this year don't feel bad there is always next year. Mark your calendars for the third Saturday in January 2005.

As usual, the New York Chapter knows how to throw a great party. See you next year!



A rare sighting Steve and Steven The ex-presidents

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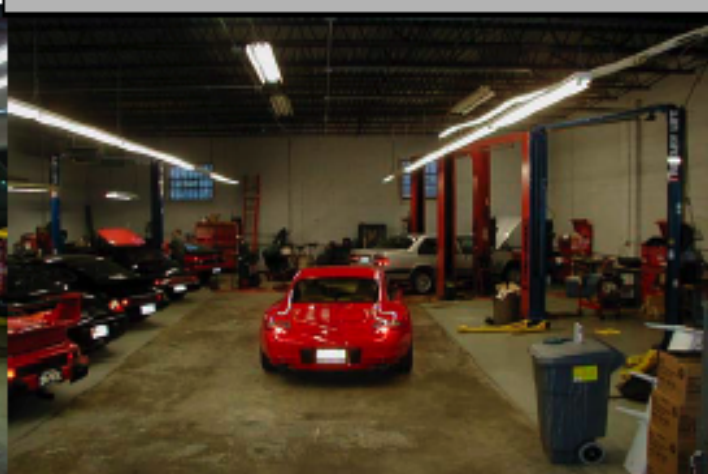
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New York and Patroon Chapter BMW CCA Driver School at Watkins Glen
2004 Student Application - Mon, June 21 and Tue, June 22

Cost:

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|---|--------------|---------------------------------------|--------------|
| • BMW CCA Members | \$285 | • Non BMW CCA Members | \$325 |
| • Mon night dinner – pay per person \$25 | | • Price for one day (Mon only) | \$200 |

Registration for NY and Patroon Chapter members opens April 19 All others April 23. Applications postmarked earlier than these dates will be discarded. Mail completed application with self-addressed envelope, copy of BMW CCA card (or mailing label from Roundel), and check made out to "BMW CCA New York Chapter" to:

(Note: Add \$25 per person for the popular Mon. night dinner at The Glen Club)

BMW CCA Driving School_c/o Frantz Lilavois PO Box 675 Bellport, NY 11713

INCOMPLETE APPLICATIONS OR APPLICATIONS POSTMARKED PRIOR TO ENTRY DATES WILL BE RETURNED

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Evening Phone: _____ Daytime Phone: _____ Email: _____

BMW CCA Membership # _____ Exp. Date: _____ Chapter: _____

Lifetime # of track days: _____ # of days @ Watkins Glen: _____ # of track days last 24 months _____

Classify Yourself (Circle One): Novice Intermediate Experienced Advanced Solo

Make: _____ Model: _____ Year: _____ Modifications: _____

Describe your goals for this school: _____

Date of Birth: _____ Allergies: _____ Medications: _____

Medical Conditions/Limitations: _____ Emergency Contact: _____

Emergency Contact Home Phone: _____ Work Phone: _____

Terms/Conditions: This is not a racing school but rather a high performance driving school on a race circuit under close supervision by instructors. You will be taught the fine art of car control and fundamentals of vehicle dynamics. You will be able to learn the capabilities of your car and improve your driving skills at speeds that are not permitted on public roads. All drivers will be instructed on safety regulations, and general etiquette on the track. In addition to the "Pre-Event Safety Inspection" which the driver is required to have performed, an "On-Site Safety Inspection" will be performed prior to the event. A confirmation notice that explains the Safety Inspection requirements will be sent to you approximately 3 – 4 weeks before the event and after registration and payment are received and accepted.

PLEASE READ THE FOLLOWING INFORMATION CAREFULLY:

- To participate, each driver must be 18 years of age or older and possess a valid driver's license that is not suspended or revoked. DRIVER'S LICENSE WILL BE CHECKED DURING TRACK REGISTRATION.
 - Instructors will be assigned to students in all run groups.
 - All drivers must have a helmet which is SNELL rated 1995 or 2000, SA or M.
 - No Cabriolets and Convertibles allowed.
 - Seatbelts: Factory seatbelts and 5 or 6 point harnesses with anti-submarine belts are permitted. Four (4) point seatbelts are NOT permitted.
 - No SUVs/SAVs, vans, trucks, limos, open wheeled cars or any inappropriate vehicles permitted.
 - All cancellations will be assessed a \$25 fee. NO REFUND for cancellations 14 days or less before the event.
 - The NY and Patroon Chapter BMW CCA reserves the right to reject any applicant on event day, due to failing safety inspection, inappropriate vehicle (e.g., van, limo, truck, etc.), or for any reason pertinent to the safety of the school and participants of the school..
 - The Patroon BMW CCA Driver School staff makes all final run group decisions.
 - Any incident involving your vehicle, where damage occurs or injury occurs, the New York Chapter BMW CCA, Patron Chapter BMW CCA, event organizers, event instructors, and/or Watkins Glen Raceway shall not be held liable.
 - If in doubt request clarification before applying.
- SUBMISSION OF THIS APPLICATION IS YOUR ACCEPTANCE OF THESE TERMS.

Signature: _____ Date: _____

- Student Registrar - Frantz Lilavois (631) 286-5711 (7:30P –10P) or FRANZOU@NYBMWCCA.ORG
- Chief of Tech - Mike Behrman (518) 875-6379 (6P – 9P) or MJBCAB@NYCAP.RR.COM
- Chief Instructor - Kevin Belden (518) 674-5391 (6P – 9P) or KBELDEN@NYCAP.RR.COM
- Instructor Registrar - Harry Hadalian (518-283-4063 (6P – 9P) or HADALIAN@NYCAP.RR.COM

SUBMIT – SELF ADDRESSED ENVELOPE & VERIFICATION OF CCA MEMBERSHIP WITH YOUR APPLICATION

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Colors available
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- NY Chapter - S/S T-shirts - \$12.00
- Logo Titanium Key Ring - \$10
- Logo Pens - \$ 8
- Ponchos - \$10

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Short Sleeve Tee _____

Titanium Key Ring _____

Cap _____

Pens _____

Total \$ _____



Mark your calendar !
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BBQ & Car Show

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(Vegeterian menu available)

July 10th, 2004
Eisenhower
Park

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(Nassau County)

Additional Information - events@nybmwcca.org

Look for details in the
May-June issue of
Die ZugSpitze

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NY Chapter - Calendar Of Events

- March 27, 2004 - AAA Driver Improvement Class
- Street Survivor School - June 5th, 2004
- June 21 & 22nd Drivers School w/Patroom Chapter @ Watkins Glen
- July 10th - BBQ-NYC-BBQ - Eisenhower Park
- Autocross Dates - See Autocross Page

The New York Chapter wishes to thank it's advertisers, volunteers and the members for their support of the chapter and for making 2003 another great year.

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