

Die Zugspitze



New York Chapter Newsletter

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ARTICLE PG 14
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NEW YORK CHAPTER EVENTS 2006 CALENDAR

June

- 12th Driver School - Watkin's Glen Day 1
- 13th Driver School - Watkin's Glen Day 2
- 21st Chapter Board Meeting

July

- 8th NYC Family BBQ (details on page 12)
- 12th Chapter Board Meeting
- 16th Autocross/Swap Meet at Robert Plan Facility (members only)

August

- 9th Chapter Board Meeting
- 13th Street Survival (check chapter website for details)
- 26th NY Chapter Autocross

September

- 10th Great Marques at Old Westbury Gardens

ATTENTION

The New York Chapter is looking for members to contribute articles and photos to Die Zugspitze
Contact: Phil Danza
nychaptereditor@optonline.net

ATTENTION

Attention Club Members!

The New York Chapter has new Club Merchandise for sale. Just log on to the chapter web site and go to the link www.cafepress.com/bmwnychapter. From there you will have over twenty different items to choose from. Just place your order, and it will be sent directly to you in about six days. Go check it out and pick something up for yourself or family member.

Let us know what you think of the new merchandise. Send comments to noelsm3@verizon.net

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Advertisers



On The Cover
 The new BMW Z4 M Coupe as seen at the New York Javit's Auto Show.

Photo by GJ Dixon



From the Chapter President

Andre Noel



Dear Members,

As all of you probably know from the last newsletter, there has been a change to the make-up of the board. Steve Bernstein has stepped down as president for personal and business reasons. We wish Steve the best and thank him for his contributions to the Chapter this past year. Pursuant to the Club Rules and Regulations in the Chapter By Laws, since Steve has stepped down, I, as Vice President, will be assuming his duties and responsibilities. I look forward, with your help and the help of the Board, to continue moving the Chapter forward by bringing more events for members, new and old, to come to and enjoy.

This year we have a lot planned for the Chapter. As you read this, we've just had a driving school at Pocono racetrack. We had seventeen first-timers come out for fun driving around the track and, as important, to improve their driving skills. The autocross season has started again. A brand new year for you to come on out and try not hit any cones as you go around the course. The date for this year's Street Survival has changed from June 3rd to August 13th because the SATs are being held on June 3rd. The Street Survival is an event in which young drivers are taught how to control their cars in emergency situations. Sign your kids up and help make them better and safer drivers. Our second driving school for the year will be held at Watkins Glen in June. The annual NYC Family BBQ will be in July. Our long-time event, the Concur at Westbury Gardens, will take place in September. The Adult Safety School will be held in October, and, of course, the Holiday Party will be in December. We expect to add a few more events and will let you know as soon as the dates have been confirmed. The next newsletter and the web site will have more details.

I'm looking forward to seeing all of you at all the events this year!

Regards,
Andre Noel
President
New York Chapter BMW CCA



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NY Auto Show 2006

By Sherwin DeShong - Photos by G. J. Dixon

If it is Easter in NY, then it must be time for the New York International Auto Show. As in the past BMW NA arranges early entrance on the first Saturday of the show for 300 BMW CCA enthusiasts from the tristate area (NY chapter, NJ chapter, Patroon (Upstate NY), and Conneticut Valley).

Upon entry at 8:30, we were treated to a light beverage service (hey, what happened to my coffee and doughnuts, sorry mein friends the new seven is in development and all available capital must be utilized) that was a little less than usual.

My usual routine at the car show is to start the event by meeting old friends and a few new, as I take a quick survey of the cars (or eye candy) on display. The usual suspects were there - BMW, 3s, 5s and 7s oh my, with their x-drives, face-lifts, and other assorted variant changes. My first look at the new M6 with its new weight saving carbon fiber roof was nice (scoring many cool points with the fast and furious crowd.) Having recently driven a 650ci, I'm sure that even with 500 hp it did not hurt to save some weight wherever they could. My only other thing with the roof is, that if they were altering it, maybe they could have found a little more head room (this is from a guy who is 5'-11".) The other debut was the M roadster and M coupe, a car that BMW said they would not build (something about three liters being more than enough power.) Fine, but there they were, with their quad exhaust and M motors, looking light, fast, and serious... good enough for the track but also ready to runaway with for a long weekend.

We were then given a brief presentation about the cars on display, with the M Coupe as the center piece of discussion. Our regular host, Rich Brachus, product manager for BMW NA, and his associates, first gave us a quick overview of the cars, explaining what was new and what more they could do. Then it was time for our annual game of, "you ask questions BMW related and I and my associates might answer them." While they were coy about the cars most members wanted to know about (the new E90 coupe is available for viewing at the BMW USA website), they did not seem very forthcoming about the new M3 (and we all know that if the coupe is here, the M3 can not be far behind.) They did say that the E90 coupe will get the twin turbo inline 6, but they could not give numbers (more than the curent M3.) They also said that they were working hard on bringing the diesel here in a few models (have you seen the price of gas lately?) I guess we can only hope that next year's feature car will be the M3. ■





NY Auto Show 2006

Photos continued - photos by G.J. Dixon



Jet Lag

By Victor Joe Yim - Member at Large

My sister, Penny, flew in from Paris the night before and, jet lagged, asked me what we were going to do today, April 29, 2006. I told her we are getting up at 7 am on a Saturday so we can race cars in a parking lot. She said, "Cool". We get to the autocross just before registration closes (a bad habit I need to break). I just managed to swap out my winter tires the week before and had gone over the usual preparations. The night before, I did the tire pressure checks, had to refigure out how to reinstall my seat buckle harness CG lock, loaded the chairs, camera and tripod, decal numbers, driver's license, drinks, and sun tan lotion into the car and emptied out all the junk that accumulates in the car over the winter (where does it all come from!).

On arrival, it was great to see many familiar faces and new faces as well. Other than the wind, it was a great day weather wise. Seeing the pylons again was also great because I think I went into pylon withdrawal during the winter break. There was a large turnout for our first autocross of the season. 87 registered drivers.

Once things settled down, the first cars were off and the familiar adrenaline rush that I remember from my 3 previous years of autocrossing returned. There were a good mix of cars, both BMW's and non BMW's and there were a good mix of drivers from first timers to the experienced. There were a few 360 spin outs that grabbed everybody's attention and some tight races that were determined by tenths of seconds. Then there are the amazing drivers that beat my time by over 9 seconds! I guess there's still a lot to learn! I had a great time racing and catching up with the fellow autocrossers. My sister, Penny, said she now has a better understanding about my "car thing" and found it refreshingly exciting. The next step is to convince her to autocross in Paris, France. ■



Photo by Victor Joe Yim

Traffic Ticket Tips

By Casey Raskob, Esq

My fellow radicals

There are two kinds of speeders – professional and rookie. Driving a BMW means that you are in some ways a target – be it “haters” in the street, or men in uniform toting microwave devices.

If for no other reason than the officer knows you financially “can take the ticket” on quota day, you will find yourself with a yellow piece of paper on the side of the road, and ask, “what to do?”

Following are some observations. I fight tickets for a living Statewide, so I’ve had some time to notice enforcement patterns in New York State.

The roads you drive every day are “covered” by normally one enforcement agency. Interstate Roads, except the LIE, are New York State Police. The LIE is covered by County Police. Parkways in Westchester are County Police, but Parkways on Long Island are NYSP. Most major roads are covered by one agency as primary – there are exceptions. The Taconic north of the Columbia County line is covered by NYSP and the County Sheriff, but south of that it is NYSP only.

Keep track of what town you are in (notice the Rotary Club signs), and watch for speed limit changes at those borders. I find a lot of tickets written at the borders of any town.

Driving a less observable car is better. A red Cavalier will attract more attention from a bored civil servant with 5 hours to go on shift than a dark green 3 Series. A status brand will attract more attention than a Hyundai. A red M3 is a “two for one”.

Most police don’t love traffic work. They do it, and some of them do enjoy some aspects of it, but in the words of a respected Troop K guy who writes thousands a year. “By the time I get to the 14th ticket of the day, just take the thing, I don’t want to talk to you”. NY Highway guys, on the other hand, pulled to get into that part of NYPD, so they are more motivated. Your town and county cops, along with NYSP out side of NYC/Long Island, are general police, responding to all of the other calls police get, so they are not normally traffic only. Attitudes vary widely within police toward traffic. I have one officer who only writes over 90 mph, and every time I’ve dealt with him it was a big number. He has no shortage

of customers on I-95.

The worst place to get a ticket is NYC or Western Suffolk County. There, you don’t go to Court, as many of you have probably found out, you go to Traffic Violations Bureau, a division of DMV. Forget everything you think about “Court” and think “DMV”. You probably also know there is no “deal” there, so you end up having a good chance of eating a six or eight point ticket. A minimum six point speed in NY, and the NYPD begin writing at six points, will cost you \$90+\$50 surcharge and a DRA tax of \$300, so any speed in NYC will be nearly a \$500 ticket ! Talk about enforcement for revenue! Outside NYC, as the other 98% of New York State, a reduction can normally be reached if you contest the ticket and are otherwise a safe driver, so NYC drivers and Long Island drivers get the way short end of the stick here.



Within that, the worst “trap” in NYC is hands down the upper Henry Hudson northbound, between the George Washington Bridge and the Toll booth where a 50 zone drops to 35 due to a few curves and goes back up to 50 before the Toll. Traffic, running 60-65 comes up, and the well hidden NYPD Highway cop shoots you in the back with a laser, minting six point tickets. TVB does not deal, so you try every case. Worst case ticket scenario in the area. My most common ticket there; 70/35 is eight points, \$230.00 minimum fine, and \$450.00 DRA Tax.

Cops do give leeway. Most 55 zone tickets are 70 or more. Most 65 zone tickets are 80 or more. 30 zones are normally 45 or more, except for school zones. I have heard the comment that “I give more leeway to a Benz or BMW because the cars are built for it”, but you also hear “I’m in a bad mood today counselor, I just worked a fatal”. You do see lower speeds cited on occasion, but it is rare. Most of the time, though, unless you have a really good rap, or some teflon, like a shield or top shelf local agency PBA card, you will get the ticket. Be polite, take the papers, plead not guilty-but don’t say that when stopped. They have heard all the stories – gotta pee – it was the other blue Porsche – but my stepson’s third cousin is a cop – so you probably won’t win with that one. The officer does not know or care that you are an instructor at track day, or that you posted the second best time at Skip Barber. In the words of Archie Bunker “stifle yourself” when stopped. Your autobahn experience is not relevant.

Look at the roads. Most tickets can be avoided if you take a good look at the playing field. Laser has to be shot straight at



you-so the police need a clear sight line. Radar can be off axis a bit, and the error reads low so no one contests it.

The most dangerous tool remains moving mode instant on radar, from the opposite direction. Route 17 is the worst case version of that, but any two lane road where there is no median and U turns are easy are (un) happy hunting grounds. Normally distances are such that visual and radar acquisition are one and the same. Rt. 17 with its twists and hills means fast visual, followed by radar, acquisition, except in the few spots where there is a hard center rail.

Stationary radar is more suited to the Taconic, or LIE, where you can't really track oncoming traffic due to natural or man made barriers. The NYC Trap is going to be ambush from behind a bridge trestle, or on the Taconic Parkway he will be hiding in the bushes. The Thruway will be in the bushes, unless using laser, at which point they will be on a rise ahead of the rise you are coming up. (Over 1000 feet)

Most laser tickets are written from 800-1400 feet, so looking up is a vital defense. One Trooper told me "most people don't look two hundred feet, let alone a thousand"-and he's right.

The best line of defense is a good detector, and for the truly committed, or high exposure high mileage, a laser jammer. Remember, though, that no matter the gadget, he has to see you first, so the eyeball is the primary protection, and that a jammer will help you at 1000 feet, when it is tough to get a visual estimate...if you are shot at 300 feet, the officer will still be able to convict you on a visual.

Radio is a great assist in certain places. CB is profane and noisy, but on an interstate, it can save you with consistency. Off the interstates it is useless, but an inexpensive radio with a magnet mount antenna (use cloth as not to mar paint) and cigarette lighter power plug is under \$100 and can pay for itself both in tickets not written and travel time saved. Set the dial to channel 19 and leave it there.

On weekends, when many of us head up to fun roads, like Harriman State Park, the local law enforcement is waiting for you. Likewise, the local law enforcement knows when the race-track closes for the day. Don't break any speed limits within 10 miles of any "event". If you have done track time, you must fight off the speed acclimation - I recently worked Rally New York in Sullivan County, and after consistent running of (legally closed and radio monitored) 30 mph two lanes at near triple digit speeds in Car 0, it was tough to go back to driving normally. Getting surprise full blast Ka alerts in the back, twice, on empty and dark roads helped me to keep it down.

No matter where or how, you must fight every ticket, even in Traffic Violations Bureau. I have seen insurance companies

(Continued on pg. 18)

Autocross 2006

By Andre Noel - Autocross Chairman

The 2006 Autocross season has begun. On April 29, 2006 eighty-four autocrosses showed up at Nassau Coliseum to test their skills driving their cars around the maze of orange cones. This was the biggest turn out the chapter has had in the last several years. The new car classification looks to be working out well. Good luck to all the autocrosses and see you at the next event.. ■



Photo by Victor Joe Yim

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Pocono Raceway North, Friday, April 21st

By Mike Allen

Let the driving season commence!

After 4 long years, the New York Chapter has resurrected its Driver School Program! The Pocono Raceway Drivers School, hosted by the New York Chapter of the BMW CCA, took place on Friday, April 21st. Although temperatures were in the mid 50's, mother nature was on our side with fantastic sunny weather and not a cloud in the sky. There's no better way to spend a day out of the office than on the track.

The school provides an instructed and controlled venue for drivers to experience their cars high-speed capabilities in a closed supervised environment. Not only is there hands on instructional track training, but classroom sessions to solidify the practical aspect of the school. All of a sudden terms such as "trail braking", "heel and toeing", "double clutching" and "track out" take on a different meaning.

This year's event was held on the North course and fielded 46 students with 26 instructors. Needless to say the instructors had a busy day jumping from car to car as each run group completed their session. Although deemed by many as not being challenging enough, the North course hosts 7 intricate turns and in fact is the ideal setting to reacclimatize oneself with their car after a long Winters break.

After each car undergoes a comprehensive technical inspection, the event kicked off with a Drivers Meeting where a discussion outlining the rules of the track, safety procedures, passing zones, flagging stations and the meaning of the various flags was held. The remainder of the days activity was comprised of four 20-minute instructional track sessions where focus was directed towards track safety, driving style, high-speed vehicle dynamics and overall awareness of ones surroundings. Between these practical sessions there were mandatory classroom meetings to review safety procedures, individuals experiences and focus on more advanced driving techniques. These breaks also provided valuable time go over the mechanicals of your car (tire condition, fluids, etc.). Safety was the number one priority.

As expected, the majority of cars were BMW's ranging in stature from 1972 2002 tii's through new 2006 M5's. There was also the obligatory pack of E30 M3's, a model that always seems to come out of hiding for these track events. As with the majority of these Driver Schools we also had a decent showing of Mini's, Porsche's and a blazingly fast Lee Stohr race car. Driver classifications included novice, intermediate, advanced



and a fair number of "hot shoe" solo drivers. Needless to say re-classification took place at the event subsequent to initial runs with the instructors.

Its always interesting and amusing to see just how much "stuff" one can pack into their car for these events. The real die-hards have their mandatory additional set of track wheels, aluminum race jack, jack stands, chests of tools, cooler with Gatorade, and enough spare parts to pretty much rebuild any component of a car. Oh yes, they also bring a change of clothing as if that's really important.

I am happy to say that yet again we had a very successful event with no major off track excursions and, judging from the smiles on the faces of each driver at the end of the day, all indication is that fun was had by all!

A special thanks to the New York Chapter Driver School Committee and in particular to our Chief Instructor Demetri Mirissis for putting together a safe and educational event. Thanks also go out to our sponsors, Habberstad BMW and G Dezine LTD. for their respective contributions. ■



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(Continued from pg. 9)

refuse “umbrella insurance” to individuals who have an 80 + ticket, as the company sees it as a risk factor, like skydiving or private plane use. Fortunately, NY does not credit out of state tickets against your license. You can’t ignore the out of state matter, but it won’t result in points in NY. NJ drivers get two NJ points for any offense reported back to NJ, be it 60-55 or 125-35. Companies will look at driver’s records as well, and if they pull a “TML Abstract”, it will have the tickets you got all over on it, not just your home state.

Most of my clients are good drivers. While the insurance industry would disagree, the many driver’s abstracts I see have very few accidents on them, and the offenses are all speed, again mostly on limited access divided highway, not 30 mph zones.

Courts and police do vary in what they will allow as a break. You cannot drive and think that your six point speed will always become a zero point seat belt if you fight it, just because that is what happened to your buddy. Scarsdale, Chatham, Great Neck Estates, and New Rochelle are notorious for being stingy in dealing with tickets. Other towns are more lenient. It depends on the individual Judge and the arresting officer—each Troop has one guy who will only give you ten mph off. Sometimes the same Court can be good or bad depending on the Judge sitting that day. Drive paranoid, because they are out to get you.

While we like to think we are the cheetahs of the road, we are the sheep, and like Little Red Riding Hood discovered, there ARE wolves in the forest. ■



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Group photo from our Driving Event at Pocono Raceway.
Special Thanks to our Chief Driving Instructor Demetrios Mirrissis
for a wonderful, safe event!



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