

Spring 2007

# DIE ZUGSPITZE



NEW YORK CHAPTER NEWSLETTER

INSIDE:

## CONCEPT CAR



Vehicle Delivery Center  
p8



Hakkapeliitta Envy p12



14th Annual Beach Party p11

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# NEW YORK CHAPTER 2007 EVENTS CALENDAR

## April

- 1st Start of Autocross season/Robert Plan Facility
- 13th NY Chapter Driving School at Pocono Raceway
- 28th Autocross/Nassau Coliseum

## May

- 20th Autocross/Robert Plan Facility

## June

- 2nd Autocross/Nassau Coliseum
- 18th 2007 NY and Patroon Chapter Driving School at Watkins Glen Raceway
- 19th

## July

- 14th Autocross/Nassau Coliseum
- 21st 4th Annual NY Chapter Family BBQ
- 28th Autocross/Nassau Coliseum

## August

- 11th NY Chapter Autocross Street Survival School
- 25th Autocross/Nassau Coliseum

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](http://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](mailto:noelsm3@verizon.net)

\* The New York Chapter is looking for members to contribute articles and photos to Die Zugspitze  
Contact: Andre Noel at [noelsm3@verizon.net](mailto:noelsm3@verizon.net)



**Andre Noel**

Spring is in the air, flowers are rising from their sleep and the last of this winter snow has melted away. It is now time to inspect your winter warrior to see how it fared this past winter. Also cars that have been asleep for the winter need to be checked out before you start to take them out for weekend drives or different club events. This should make way for a wonderful and trouble-free driving season.

The Chapter is working on some new events for this year. In this newsletter there is more information about these events. Check the website for more details. The Autocross season is starting in April. If you have not participated in one already come on out and have some fun and test your driving skills. The Driving School Program will have two events this year. There is still time to sign up for the Watkins Glen event in mid June if you have not done so already. The 4th Annual New York Chapter Family BBQ will be on July 21st and is back at Eisenhower Park in Field 6.

At this time I would like to thank all the Board members and volunteers who will be giving up their time to help organize the events for the members this coming year. Without them the Chapter would not be able to have so many events. So please come on out have some fun make some new friends and show off your cars.

Regards,  
Andre Noel  
President  
New York Chapter BMWCCA

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## Autocross Corner

### 2007 AUTOCROSS SEASON NEWS

To all my fellow autocross junkies, the 2007 Season will start on April 1, 2007. This event will be a Test & Tune limited to 45 cars and will be held at Robert Plan Facility. You can find the Classification Sheet on the web site [www.nybmwcca.org](http://www.nybmwcca.org) in the Autocross Section. Also all members who plan to autocross will need to send me their number request to this e-mail address [autocross@nybmwcca.org](mailto:autocross@nybmwcca.org). Please list your name, membership number, and five choices of car number and a valid e-mail so I can let you know the number you will have. You will keep this number for all autocross events for as long as you are a member.

### 2007 Autocross Calendar

April 1	Sunday at Robert Plan Facility
April 28	Saturday at Nassau Coliseum
May 20	Sunday at Robert Plan Facility
June 2	Saturday at Nassau Coliseum
July 14	Saturday at Nassau Coliseum
July 28	Saturday at Nassau Coliseum
Aug 25	Saturday at Nassau Coliseum
Sept 22	Saturday at Nassau Coliseum
Oct 20	Saturday at Nassau Coliseum

Robert Plan is located in Bethpage. The address is 999 Stewart Ave Bethpage, NY 11714. All events at Nassau Coliseum are held in Lot 8.

### 2007 Adult Safety School News

This year's Adult School will be held on Saturday, October 28, in Lot 8 at Nassau Coliseum. More details will be given in the next newsletter.

### 2007 Street Survival School

Will be held on Saturday, August 11, in Lot 8 at Nassau Coliseum. Contact Matt Brod [onrailsm3@hotmail.com](mailto:onrailsm3@hotmail.com)

### Upcoming events in the works for the Chapter.

Drive-in Movies...Remember back in the day, there used to be drive-in movies. Well, Chapter member Matt Brod has been trying to put this together for the last few years. It looks like this will be the year for this to happen. So keep an eye out on the website for more details.

Also we are working on an event in Manhattan featuring one of BMW's latest models. Once we have all the details worked out, we will post it on the website.

The Holiday Party will be at the same location as last year. Keep the first weekend open for the event. Come on out and have a good time.

— Andre Noel  
 NYBMWCCA President

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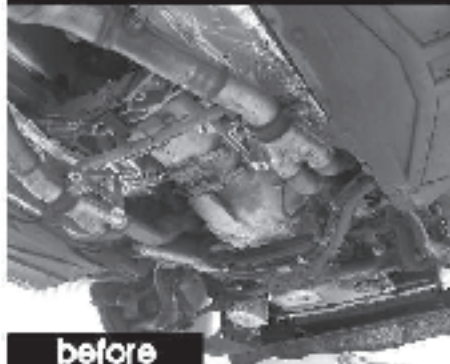


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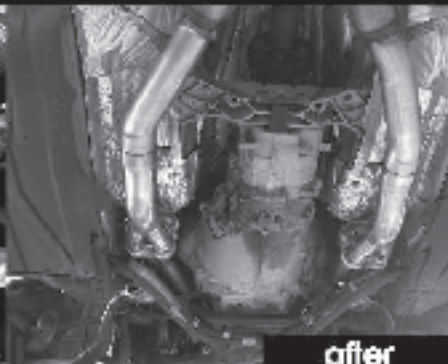
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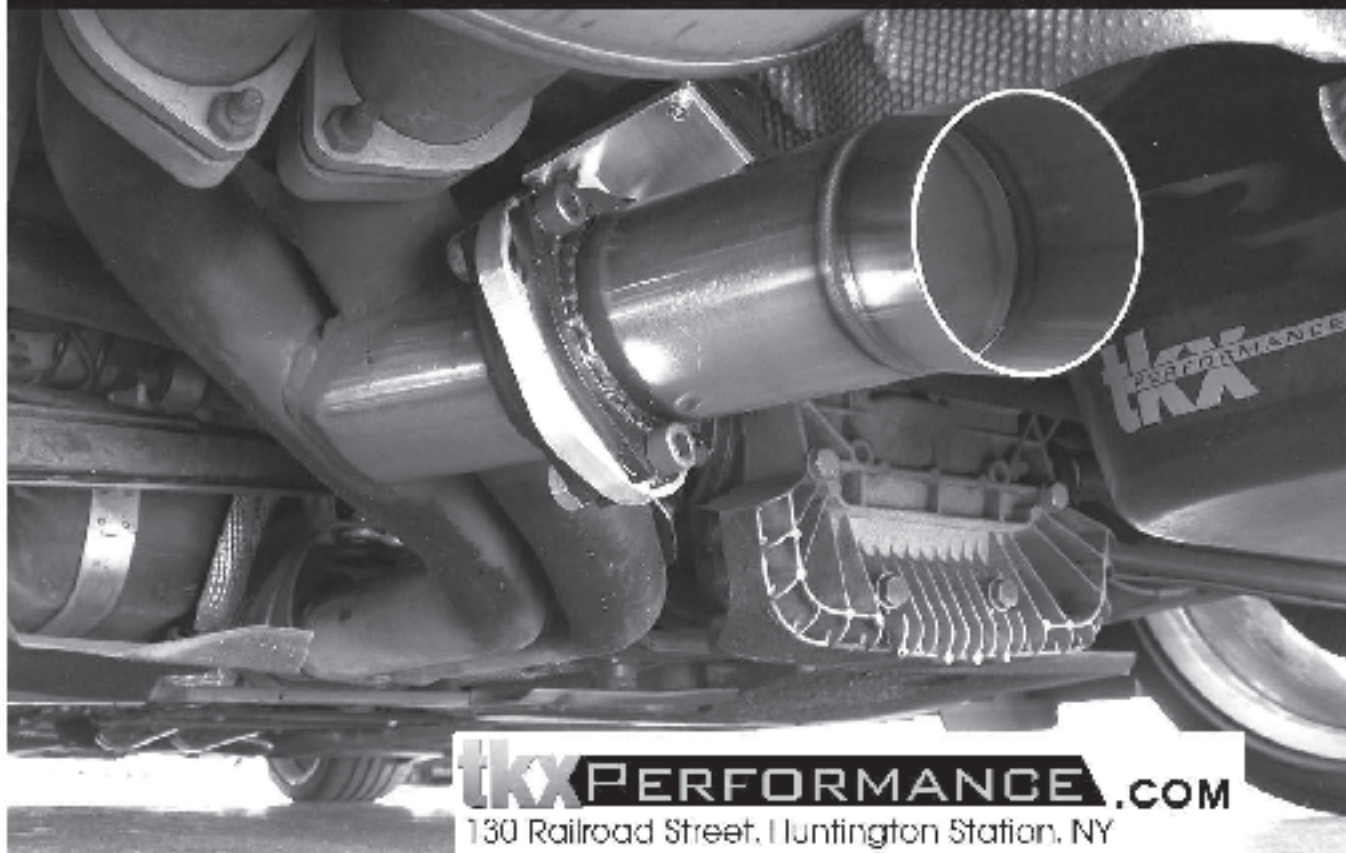


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# BMW NA Vehicle Distribution Center Tour

BMW NA's Vehicle Delivery Center (VDC, previously known as the VPC), is where your BMW is or was received upon its entry into the United States. Few customers get to see the VDC in action but former Board member Jonathan Spira is arranging for a private tour for New York Chapter members. The tour will take place some time in the Fall so stay tuned to *Die Zugspitze* for more details and registration information. Space will be limited.



When a ship arrives, cars are offloaded by stevedores to the first point of rest, also called the pier, which is part of the Northeast Auto Terminal. New cars are pre-cleared through U.S. Customs while en route so they move quickly from the pier to the VDC. European Delivery cars are segregated on the pier until they are cleared by customs inspectors, who physically inspect each car.

Once the cars arrive at the VDC (they are driven on a private 2.4 km road from the pier to the VDC), the cosmoline is removed (except for European Delivery

cars, which do not have this coating). They are then taken into inventory, washed, and moved into the facility. Each vehicle is visually inspected very carefully for damage. Damage could occur during transport and for European Delivery cars, while in use in Europe. There's a body shop and a paint shop that does work that turns out repairs that rival the factory's.



VDC personnel also check for any factory defects such as "airbag light on." Any campaigns are performed and the car's paper trail is reviewed.

Join the BMW CCA New York Chapter for this once-in-a-lifetime event.

— *Mike Allen*  
Vice President, NYBMWCCA  
NYBMWCCA Driver School  
Registrar



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# 4th Annual BMW Family BBQ

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-----Please R.S.V.P, by July 2, 2007-----

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Email:msnybmw@aol.com**



# 14th Annual Beach Party

—Tony Howell

With the anticipation of our Driving School Program for 2007, I thought it would be very informative and interesting to do something with safety performance and equipment. Technology is constantly developing new and improved safety equipment. It is extremely easy to replace parts on your car, however it is very difficult to replace body parts. With that being said, the theme for the February 10, 2007 Beach Party at Euromeccanica was Safety. As usual, the members brought their beach chairs, lucky charms to win door prizes and their thirst for knowledge.

BRM Motor Sports Safety Gear of Amityville, NY was our Guest Speaker. They brought out a delicious supply of safety gear for all to touch, ask questions about and purchase. Discounts were given to those that attended the party. Chris of BRM explained how to purchase a properly fitting helmet. One of the recommendations is to keep the helmet on for 10-15 minutes to ensure that you do not get a headache or experience dizziness. This was very informative since there is several people that may need to replace their out dated Snell 95 rated helmet. You can peel back the insulation inside your helmet to view the rated decal. New York Chapter BMW CCA will only accept Snell 2000 and up rated helmets for all driving events. Chris also demonstrated the head restraint device, known as the Hans Device, which BRM sells and installs. This device prohibits your head from extending beyond a certain limit if you should have any impacts. Chris also brought his track prepared E30 M3 so everyone could see the vast amount of safety equipment available as well as the proper installation.

Two days before the Beach Party, I was asked by Mike Schiffer of Euromeccanica if I knew anyone that would have a newer model Mini Cooper so he could do a comparison between the old and new. He felt this would be a great theme for his presentation because there are several people who have heard of the older Mini, but have never had the opportunity to see it in person, much less compare them side-by-side. We were able to get one of our regular autocross participants, Cheryl and Linton to bring down their Mini Cooper S.

We had a pleasant surprise — George Diaz of Alloy Wheel and Repair Specialists, one of our advertisers and last year's guest speaker at the Beach Party, showed up and donated door prizes and handouts.

This is an annual event and we would like to see more of you come out and join us next year. Thanks to BRM Motor Sports Safety Gear, Mike Schiffer, George Diaz and our annual chef Mark for making this event possible. Also thanks to Cheryl and Linton for bringing their car. Thanks to the members that were able to come out and join us.





# Hakkapeliitta Envy

After I arrived home to Queens from the depths of suburban New Jersey during the final blast of winter here in the Big Apple for 2007, I settled in to read Satch's March Roundel column called "Let it snow, let it snow, let it snow." When Satch writes, he's usually right, but this time, he was SO right that it hurt. He railed on about SUVs and the all-weather tires crowd where he lives, bamboozled by the marketing hype, white-knuckling their way home, while Satch confidently hurtled down the road through a storm in his trusty 20-year-old 325iX with four old Hakka 10s. Yee-haa, indeed.



Wait a second! That's what I did an hour earlier, except I only have RWD/LSD, but with relatively new Hakka 2s, all mounted and pointing in the same direction.

Predictions of 6-12 inches in the New York metro region had everyone scared to death. I had to visit family on that Friday night in New Jersey. The next morning on St. Patrick's Day, I had to turn around and go back to New Jersey — again straight through midtown Manhattan. So why would I willingly risk life and limb to drive both ways during the WORST part of the storm, and then try to go back again the next morning right after Mayor Mike plowed everyone in instead of staying in a hotel like everyone else? To refine my ice racing skills, of course!

We had a very tough ice racing season; in fact we had NO ice racing season this year. The conditions never quite got to the point where an event could be held. At the time this article was written, a surrender had not yet been declared, but we all knew it was coming. There was much anticipation but ultimately disappointment as we finally accepted that Spring had arrived, and New Hampshire's lakes were melting. So where else was I going to have the opportunity to drive on icy roads and test the limits of adhesion of my favorite winter tires and my favorite brakes on my favorite winter car?

Now I've spoken of bumper-to-bumper taxi-combat before, but in the snow, there is NOTHING more entertaining on the streets of Manhattan. Think of the taxis as erratic autocross cones that are always moving. The taxi drivers are in big heavy cars that have no

steering or brakes — it's almost like they're in motorboats — and that's BEFORE the first snowflake hits the ground!

There was lotsa slush on 34th Street and they were getting stuck all over the place. Spin, spin, spin... In the best of conditions, taxi drivers dribble themselves down the streets of New York City as if mirrors are for wimps, just like seatbelts, rarely concerning themselves with anything else around them. The best way to get their attention is to honk your horn, as this sound makes them

— continue on p14



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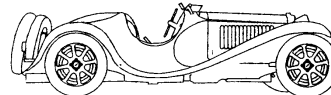
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## Hakkapeliitta Envy

— continue from p12

immediately homesick for their countries of origin where the loudest horn wins. Honking loudly, one can redefine the lanes and scare at least one life out of a taxi driver to cause them to momentarily exercise some lane discipline... until you are past them. With proper snow tires, you can drive down the slushy lane with ease and confidence and get around as many taxis as you can find.

One part of driving in a snowstorm in New York City that makes it fun for me are the conversations that I imagine are occurring in the vehicles that I pass, like: "Hey, isn't that a much-maligned rear-wheel-drive mid-1980s BMW that just flew by us? Those cars are crappy in the snow. Oh, they were such yuppies back then. I'm so glad I have an SUV." Or perhaps: "Oh my gawd, that lowly passenger car just passed my sliding SUV like I was standing still" with the response from their passenger, "Honey, you ARE standing still; we're still stuck in the parking spot."

This next technique for driving in snowstorms in New York City should only be attempted in a controlled environment,



within the legal confines of a closed track event, NOT on Avenue of the Americas. Got that? NOT on Avenue of the Americas: there is the get-sideways-a-bit maneuver, which is guaranteed to put fear into taxi

drivers and tourists alike. With rear-wheel drive, you can steer with the gas pedal. With proper snow tires, one can safely exceed the limits of adhesion slightly to demonstrate sideways motion while moving forward. This motion scares the taxis sufficiently and effectively makes them disappear.

The last time Satch risked his life in my car (truth be told, the ONLY time), I feared he was going to strangle me when we reached our destination — or at least write a very bad article about the experience, maybe something called, "Why They Hate Us". But that was on new ES100s on dry pavement. Perhaps if it were wintertime and the E28 had its Hakkas on, things would have gone differently.

Hmmmm... maybe if they move the NY Auto Show to February...

— Garageboy



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# BMW News

## The BMW M3 Concept Car

### Description in Brief

- Concept study of a BMW M3 by BMW M GmbH, dimensions and fundamental form based on BMW 3 Series Coupé, exclusive new engineering of almost every body element, purpose-built for individualistic form and maximum sporting potential.
- At the core of this concept study is an M3-typical V8 engine tuned to the high revving M concept.
- Front design conveying a high performance sports car, functional execution of the front apron and engine compartment lid, a robust Powerdome and large air intakes that express the vehicle's superior drive power, particularly voluminous air intakes for ample air supply to the engine compartment through the elimination of fog lamps, typical of M, and a front apron in a pronounced forward position that symbolises the car's motoring spirit.



- Sharply defined wheel arches, gill-shaped openings in the front side walls with an elaborate three-dimensional design typical of M cars, and chrome brackets with integrated direction indicators. Characteristic M-brand side skirts providing the side view with an energy-laden accent, visual emphasis of the rear-wheel drive and car's wide track, 19-inch light alloy rims with the characteristic Y-spoke design, exclusive exterior mirrors with an aerodynamically optimised design.
- Rear design with horizontal lines accentuating the car's wide track, pronounced wheel orientation as a symbol of its powerful stance, rear diffuser that mirrors design elements of the front apron, balanced proportions underlining the BMW M3's supremacy, M-typical double tailpipes arranged toward the centre of the vehicle.
- Intelligent lightweight construction that directly influences the vehicle's agility and dynamic performance, aluminium engine compartment lid. Side walls made of synthetic material and CFRP roof that optimise weight distribution and centre of gravity, visible CFRP roof construction as an additional design element, emphasis of flat silhouette and high tech character of the vehicle.



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**New York and Patroon Chapter BMW CCA Driver School at Watkins Glen**  
**2007 Student Application - Mon, June 18 and Tue, June 19**

**Registration**

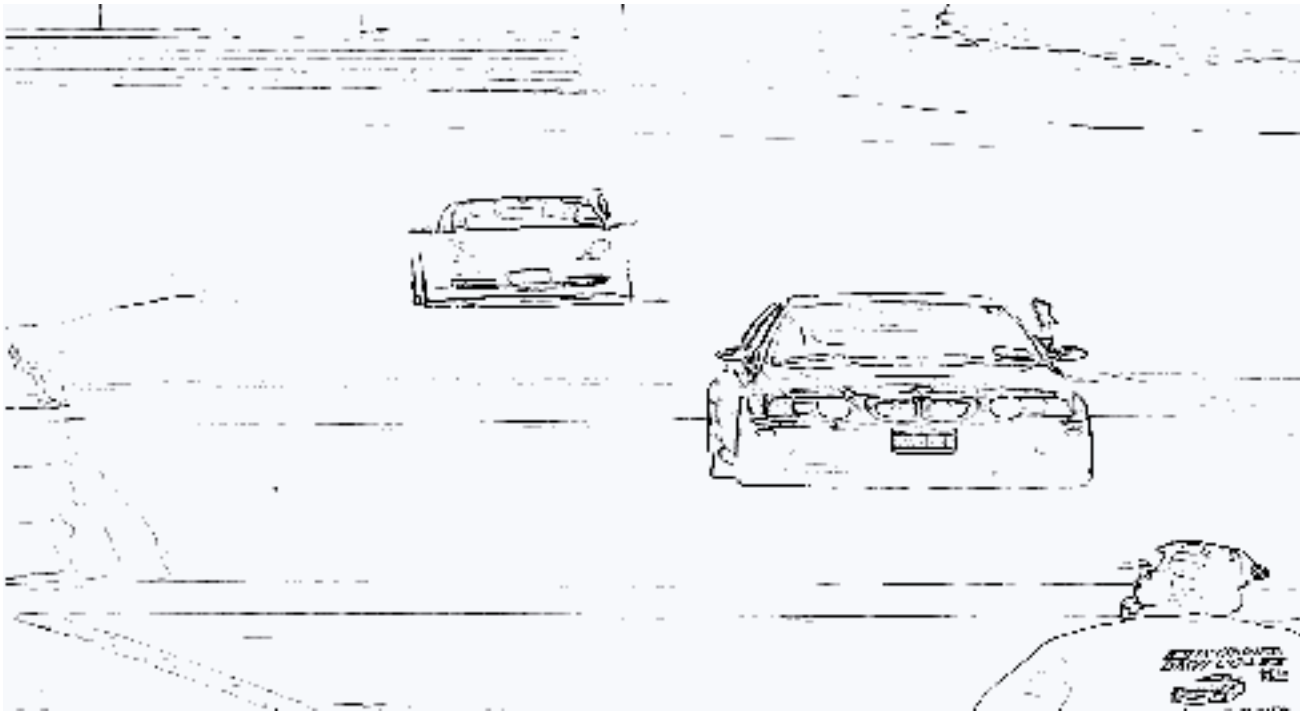
- BMW CCA Members \$355
- Non BMW CCA Members \$395
- Price for one day (Mon Only) \$275

• Registration closes on May 26<sup>th</sup>. No-Refund After 6/06/07

Mail completed application with self-addressed stamped envelope, **copy of BMW CCA membership card or online Driving event registration** At **MOTORSPORTREG.COM** (or mailing label from Roundel)

Make check payable to "BMW CCA New York Chapter"

**BMW CCA Driving School**  
**C/O Michael Allen**  
**1299 Birch Street**  
**Uniondale, NY 11553**



**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 ensure that you provide an accurate E-Mail address.**

**Questions:**

- Student/Instructor Registrar: Mike Allen (516) 486-2790 (8:30P –10P) or [JBMIKE@AOL.COM](mailto:JBMIKE@AOL.COM)

**REGISTRATIONS MUST BE RECEIVED BY May 26<sup>TH</sup> 2007**

**Online Driving registration at: [MOTORSPORTREG.CO](http://MOTORSPORTREG.CO)**



# Digging for the Past

Several months ago, as I sat at a Chapter Board meeting, I realized most of us who do the planning for the Chapter's future have no idea of its past. As for myself, I have been with the NY Chapter Board of Directors since 1984. I've served in many capacities; I've been newsletter editor (for ten years) and recently have been appointed Chapter Historian. In this role my responsibility is to try to gather as much tangible history as possible about where we came from. The first and best place to start is our newsletter-Die Zugspitze, so I recently started a campaign asking Chapter members who might have early issues of the newsletter to contact me in my goal to build a library of all the volumes.

Recently I was speaking with an old friend and driving school co-instructor, Peter Alp. He called me with a common request I hear these days, "I've got my old 2002 sitting next to my house and it's got to go." I stopped by to check it out, but there wasn't much left of it since it last turned a wheel at Bridgehampton in 1997. I told him I'd try to find it a new home for it. We spoke a bit

longer about the old times at Bridgehampton and then he showed me a photo I had taken at the track with everyone waving goodbye at that last weekend the track was open. I mentioned my quest to start documenting the Chapter's past and he said, "I think I've got some old copies of Die Zugspitze." We sifted through a few old boxes and discovered NY Chapter Newsletter Volume 1 Number 1, from August 1975, along with about 20 other vintage issues. He offered to donate them to the Chapter archives and with these rare issues I'm off to a great start.

Dig around, maybe you've got those issues from 1977 I'm looking for in that old crate in the bottom of the closet. It will link our past to the present, and help us into the future.

— Steve Geraci



\* Material Donated that is deemed usable to help build a newsletter archive will be gratefully appreciated, and the NY Chapter will re-imburse all packing and shipping costs. Please contact Steve Geraci BEFORE sending any material at: [stevegeraci@hotmail.com](mailto:stevegeraci@hotmail.com) or (631) 758-5540 (weekday evenings).

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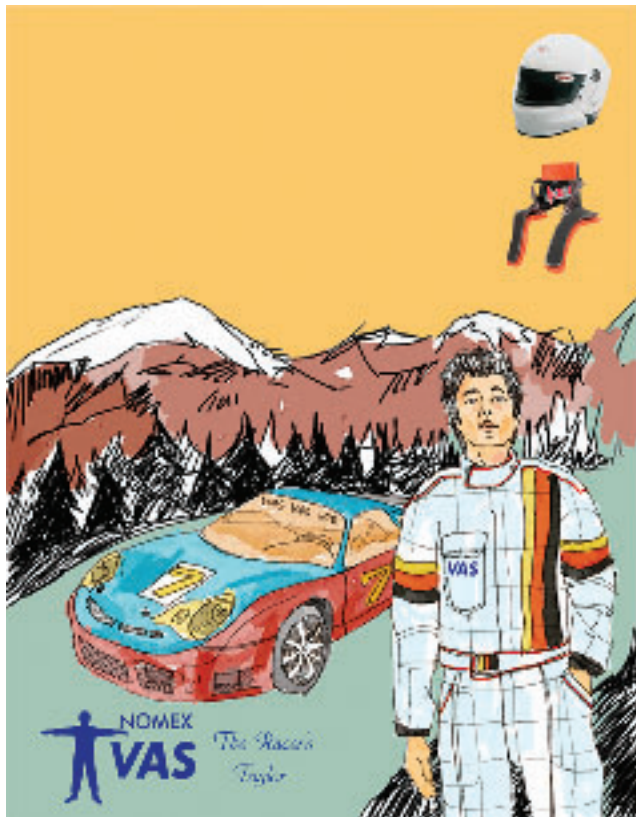


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