

Spring 2009

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DIE ZUGSPITZE

NEW YORK CHAPTER NEWSLETTER



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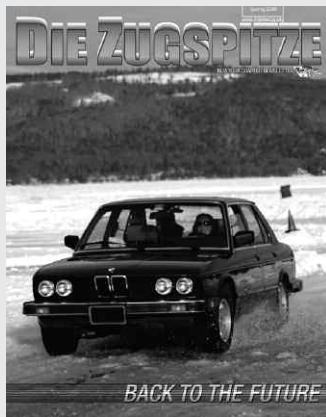
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On The Cover:



Chief Ice Racing Instructor
Sarah Jackson Races on the
surface of Newfound Lake to
Victory with Garageboy's 528e
Photo by Allison Feldhusen

2009 NEW YORK CHAPTER EVENTS CALENDAR

April

11th New York International Autoshow
at Javits Center, 8:30 am
16th New York Chapter Driving School
at Pocono Raceway
26th The NY Chapter Dine & Shine
Pepi's Ristorante, Southold, Long Island

May

9th Patroon Chapter Drivers School
at Lime Rock Park
15th New Jersey Chapter Drivers School
at Lime Rock Par
23rd New York Chapter Autocross Event #1
Nassau Coliseum, Uniondale, Long Island

June

8-9th New Jersey Chapter Drivers School
at Thunderbolt Raceway
15-16th New York / Patroon Chapters Drivers School
at Watkins Glen Raceway

July

12th Family BBQ
25th BMW CCA Foundation Street Survival
Nassau Coliseum, Uniondale, Long Island

August

1st New York Chapter Autocross Event #2
Nassau Coliseum, Uniondale, Long Island

December

5th Holiday Party and President's Dinner

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PRESIDENT'S PAGE

André Noël

Hello BMW Fans,

The smell of spring is in the air, the birds are chirping and the days are becoming longer. That also means it's time to plan a road trip with friends and family driving your favorite car. Do I take the shortest way or do I take the scenic route – the one with all the turns? Gas is at a reasonable price so the scenic route gets my vote. The New York Chapter has just the thing! We are holding a new Dine & Shine event out on Long Island on Sunday, April 26th at Pepi's Ristorante, a superb Italian restaurant that overlooks the water in Southold on the North Fork. More details about the event are in this newsletter. Come on out, eat some authentic Italian cuisine, mingle with other club members and show off your car.

I sincerely hope 2009 will be a better year for all of us. Time will tell how the changes made in Washington will affect us in the coming months and years. The auto industry is in major turmoil right now. The Big Three, as we all know from the news, are looking to Washington for help. To date, our favorite car company's sales are down as compared to 2008 sale figures. A large concern for BMW is the value of cars coming off lease. Their value has dropped due to the changes in the market. Additionally, BMW has already stated that it was cutting back on the number of cars they will send to the U.S. What does this mean to us? For one thing, you might be able to get a good deal on pre-certified BMW. Unfortunately, BMW might also limit the variety of different models they send to U.S. and that would not be good. Time will tell – we hope to continue to be able to enjoy the latest and best models from BMW in the future.

The Chapter's annual Drivers School at Watkins Glen with the Patroon Chapter will be held in mid-June. More details are inside the newsletter. This has become an annual tradition. Come on out and have some fun. It's a great way to refine our skills and learn the art of high speed driving. Please note that the schedule for the 2009 Autocross Season is posted in the newsletter, but watch the website for any last-minute changes. Pull out the calendar and mark off the dates. We'll see you there.

The Board continues to work on other events for this year so keep checking the website for the latest news on upcoming events, and contact me if you have any ideas or would like to help!

Regards,

André Noël

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THE NY CHAPTER DINE & SHINE



Sunday, April 26, 2009 11:30AM -3:00PM (Rain or Shine)

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Contact: Steve Geraci,
email: stevegeraci@reflexphoto.com
for more information and to register.
All who wish to attend MUST register
by e-mail to be eligible for this special pricing.



Autocross 2009 Season

By **André Noël**

Welcome to the 2009 Autocross Season. We will be trying something new this year. A pre-registration form has been set up on the Chapter website. You will still have to show up on time the day of the event. Members who autocrossed last year with us will keep the same numbers. Non-members and first time autocrossers will be assigned numbers by the Autocross Chairman.

Saturday, May 23

Saturday, July 25 – Street Survival

Saturday, August 1

Saturday, August 22

Sunday, August 30

Sunday, September 20

Sunday, October 11

Saturday, October 31



Photo by Mike Allen

Beautiful BMWs anxiously await their turn in autocross at Nassau Coliseum.

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



Michael Pops Ron

Race car preparation:

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- Suspension modification, such as coil-over conversions, larger sway bars and urethane bushings
- Chassis stiffening and reinforcement Bolt-on engine modifications, such as cams, cold-air boxes, exhaust systems and larger radiators
- Fuel cell installation
- Two-way radio installation

New York and Patroon Chapter BMW CCA Driver School at *Watkins Glen*
2009 Schedule - Monday, June 15 and Tuesday, June 16

<p style="text-align: center;">Registration</p> <ul style="list-style-type: none">• Student Run Groups (Novice, Intermediate, Experienced) \$395• Open Track (Adv Solo, Instructor Candidates) \$450 <p>Registration closes on June 5th. See www.motorsportreg.com for refund policy.</p>	<p>Online Driving Event registration at:</p> <p>www.motorsportreg.com</p> <p>We will be having student run groups & Open Track where instruction will be provided. The Open Track is a new group this year offering maximum track time for Advanced Solo and Instructor Candidate Participants with up to 3-4 hrs of track time each day!</p> <p>** References required for the Open Track run group if you are not a regular Patroon or NY Driving School participant**</p>
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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 when registering.**

Questions:

- Student/Instructor Registrar: Mike Allen 516.486.2790 (8:30P –10P) or jbmike@aol.com

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Negotiations versus Mandates – Helping Elderly Drivers Cope

By Garageboy

As a car racing instructor and driving enthusiast, I have dealt with issues regarding driver competence for decades. Usually, I work with new drivers or aspiring racers, who are constantly trying to improve, working hard on increasing their skills. I have also dealt with issues regarding older individuals and their declining abilities, specifically the inevitable impact of aging on their driving skills. These issues pose the real question of balancing their independence versus everyone else's safety. This question can become difficult and contentious. One unexpected byproduct of the blessing that our relatives now live longer is that we must confront the reality that their driving skills are decreasing - something that will affect us all if we live long enough.

It would be nice to think that it will be abundantly clear to us when it is time to hang up the car keys and relinquish control to our family or, worse, to some government entity for our transportation needs. We all may want to handle our own driving until the day we expire, but frankly, that outlook is highly suspect for all but the most ardent chain-smokers among us.

So how will we know for sure? How can we explain to a loved one that it is time to relinquish control to those who might not be as reliable and conscientious as we would hope those entrusted with our care should be? More important, what must we do and say to convince our relatives that their fighter-pilot days are in the past? How will we convince them it's OK to accept help and, yes, even a ride from children,

grandchildren, and other extended family and friends once in a while?

I am sure of one thing: that the all-or-nothing approach is doomed. Insisting on taking the keys away is rude. Unless someone gets hurt, which we all hope to avoid, or a medical or legal reason forces them to relinquish their license, your elderly relatives are unlikely to give up driving on their own. Hoping for that outcome is unrealistic, as is gang-ing up on them with other family members. Those approaches are disrespectful and you will not achieve the results you desire.

My experiences in helping people cope with elderly loved ones behind the wheel have taught me that they will stop driving when they decide to stop driving. Therefore, it is your job to help them get to that realization. You must help them accept that at some point their aging will force them to give up the car keys. Here are some suggestions on how to manage the risk:

- Start the conversation early. Don't wait until they're already a danger behind the wheel to broach the topic. That point is too late. Get your loved ones to agree to a theoretical age at which they'll be happy to give up driving. Be it 80. Or 90. Or 100. It doesn't really matter if they comply with it. It's more important to get them thinking that this day will come. This means that when they're 70 or so, the typical age for these conversations to begin, they will have considered the future with some realism.
- Think about where they live as helping to decide the issue. If they've mentioned it as an option, look into moving them to a retirement community or assisted-living facility. Granted, these are not for everyone, but they can help tremendously with the mobility issue, removing the need to drive while still having others around them for social interaction. Alternatively, one of my relatives moved into Manhattan and now lives her life within a 5-block radius. It may not be how I would choose to live my golden years, but it works well for them.
- If you see their diminished capacity starting to demonstrate itself in obvious ways, speak to their primary physician. Ask the doctor's opinion on a loved one's reflexes, eyesight, and hearing, and get him or her involved in the conversation. Make sure that he or she doesn't put off cataract surgery if it is required; or, if drowsiness is becoming an issue, make sure that his or her cardiologist is also involved in the discussion.

— continued on p17

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BACK TO THE M

The Winter Autocross of 2009

by Garageboy

You could find every brand of car competing this year at the two BMW CCA Boston Chapter Ice Racing events on Newfound Lake, New Hampshire. Naturally, BMW fans attended with a few rear-wheel drive BMWs, but they were atypical. Over time, our number has been shrinking – I haven't seen a 2002 or 320i on the lake in at least five years. Subaru, the Official Car of Winter, was well represented. Each year, Subaru devotees participate with increasing intensity, and quite a few WRXs were with us. Of course, there were many drivers in Audis – four-wheel drive variants from the 1980s, 1990s and this century. Quite a few new Mitsubishi Evos were registered to round out the four-wheel drive class. We had modern front-wheel drive cars from Mazda, Acura, Ford, Saab, and Volkswagen as well. At one event, I even spotted a rare Nissan GT-R on the lake (known the world over as the Skyline). The driver was testing its abilities on glare ice conditions, but he never left the practice course. In addition, a veteran ice racer, David Burden, who one year raced a studded stretch presidential limousine, raced a 1972 VW Beetle with studded Hankook tires.



Photo by Joe Fairhat

Bumper to bumper E28s line up at the starting line.

the direction of travel for better grip at higher speeds. Of course, some racers continued using manually modified tires with bolts through them. There are two schools of thought here: either screwed into the tread so the big, meaty screw head contacts the ice, or the opposite – screwed through the tire with the sharp, pointy end pointing radially outward. Ouch. Thanks to advances in materials science and computer modeling, drivers came armed with the latest models of Bridgestone Blizzaks, Dunlop Winter Sports, Pirelli Snow Sports, and Nokian Hakkas. Advances in studless ice tires are threatening to make studded tires a relic of the past like tire chains.

So *how on earth* did two veteran ice racers – myself and our Chief Ice Racing Instructor Sarah Jackson – with a 22 year old, 262,000-mile, rusty, rear-wheel-drive BMW 528e from a lifetime ago, manage to consistently run the course faster than every single one of these significantly more powerful and indisputably more expensive cars?¹

Is it because of the way BMW built cars



Photo by Joe Fairhat

Dozens of cars prepare to race on a beautiful sunny March morning.

Speaking of tires - racers brought all types of tires you could imagine. Some raced with all-seasons, others with traditional snows. Ice tires were very popular and very competitive under certain conditions. Nevertheless, studded tires still dominated this season. There exist factory-studded tires from Nokian – the tire division of the mobile phone company – that have the ability to rotate the stud in



Photo by James MacDonald

Artistic freedom means designing a twisty course.

¹During one of seven runs during the March 15th event, a WRX with brand new Blizzak Revo 1 tires mounted on the car on the lake managed to find enough traction to get past the 528e and run the course in 40.095 seconds. The next fastest time was 40.5 seconds by your humble Editor in the 528e. The Bridgestone website brags that these studless Revo 1 tires possess "bite particles" within the outer rubber compound. I guess I should blame Japan because by banning studded tires, they inspired Bridgestone to develop the first studless Blizzak in 1988 for that market.

FUTURE

“One of the most interesting aspects of holding an autocross on a frozen lake is that the conditions can change from bad to good and back again through the course of an event.”

in the 1980s to be beautifully balanced machines? This was before they had the benefit of computers to design and test cars. Are the E30 3-series and E28 5-series of that era the most enjoyable cars to race on Newfound Lake? Something has to explain why they remain the most successful cars in these events. These are the original drifting cars – stable and light, with enough electronics to be helpful, but prior to the maze of electronic nanny systems we find in today's cars. An E28 on 14-inch wheels is light enough and has more than adequate power for the level of traction you will find on a frozen lake. The 50-50 balance of this car makes it exceptionally predictable. The studded tires are



I'm proud to report that the membership of the New York Chapter has increased its participation in the Boston Chapter's annual Ice Racing events by 200% since last year! That's right – New York member participation tripled this season. It's always great to see chapters support each other and cross-pollinate. Everyone benefits from this sort of collaboration. We hope to see more New York autocrossers join us next year – it's a scenic little 5-hour drive from Manhattan.

Two active New York Chapter members, Nik and Adriana Veller, made the trip in their Range Rover, enjoying the shopping and touring in Massachusetts and New Hampshire along the way. They found a charming bed & breakfast on Newfound Lake to stay overnight and enjoyed a relaxing trip in both directions. I nearly had to threaten Nik with a rusty torque wrench to try my car on the practice course – I knew once he drifted it for awhile around the course on studded tires, he would be hooked. They'll be back. I'm sure of it.



Photo by Dave Tatostian

Nik and Adriana Veller may have moved to NYC from California but they know how to stay warm.

Nik and Adriana Veller may have moved to NYC from California but they know how to stay warm. Parker Spooner was one of the cherished founding members of the BMW CCA that died in 1989 from cancer. Parker was the penultimate enthusiast, and he became very enamored with ice racing and with his BMW in the 1970s. Every year, if conditions allow us to run enough events, the Boston Chapter donates a significant portion of the proceeds of this event to the Lahey Clinic in Boston to benefit their cancer research efforts.

Two events were held this year – one on March 1st, and the Parker Spooner Memorial Ice Race event on March 15th. Parker Spooner was one of the cherished founding members of the BMW CCA that died in 1989 from cancer. Parker was the penultimate enthusiast, and he became very enamored with ice racing and with his BMW in the 1970s. Every year, if conditions allow us to run enough events, the Boston Chapter donates a significant portion of the proceeds of this event to the Lahey Clinic in Boston to benefit their cancer research efforts.

critical in this equation. They ensure that the car requires just enough inputs to keep the driver involved, providing solid and predictable grip. With studded tires on ice, you can practice all of the car control skills you need on the racetrack but at half the speed so that your brain has enough time to process what's going on. Further, it allows you to refine your ability to drive smoothly and not overreact when you find yourself at the limits of adhesion.

— continued on p14

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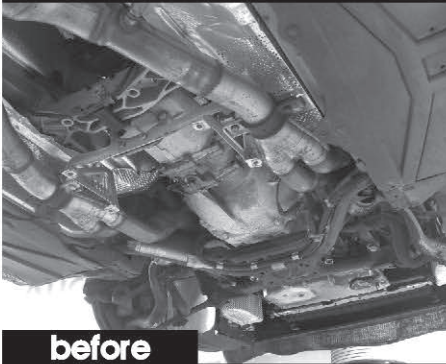


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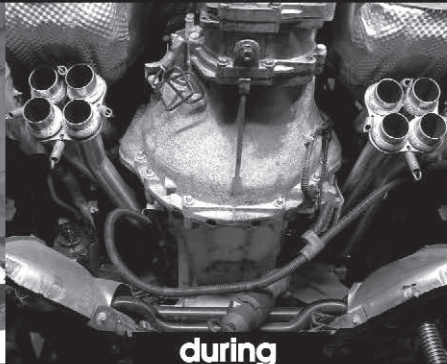
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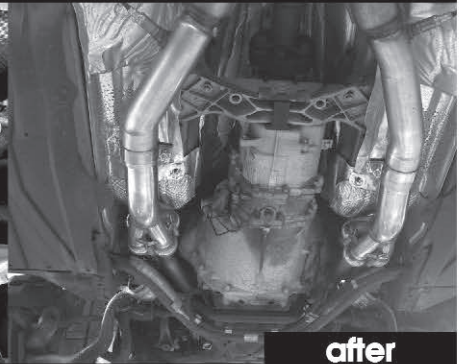
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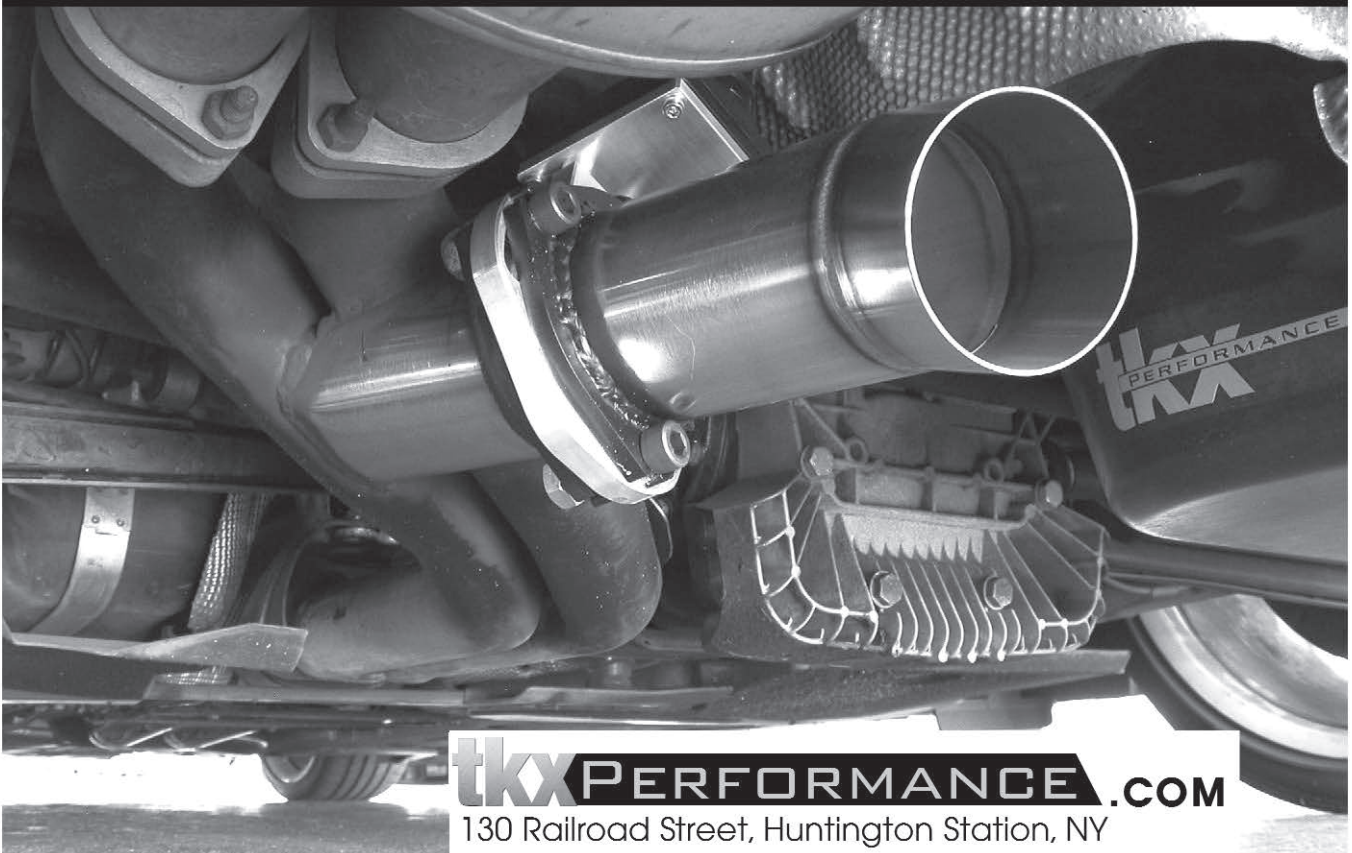


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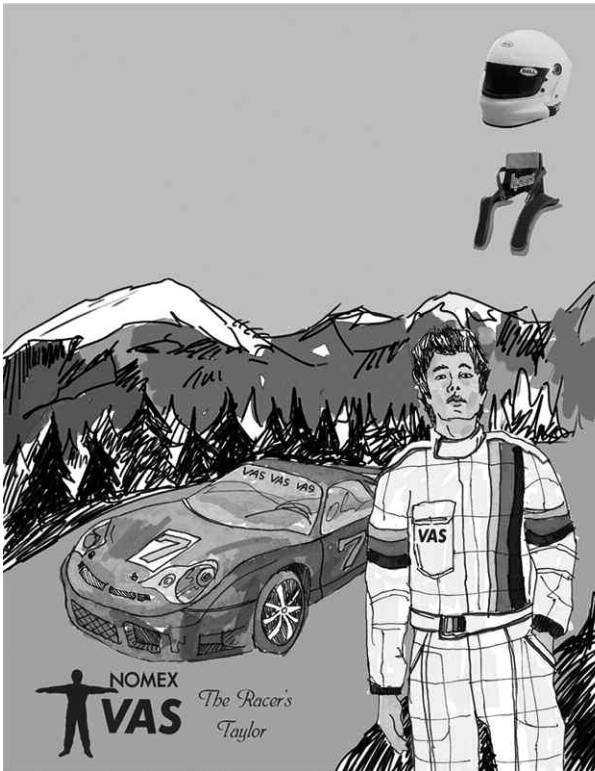
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Odometer Gear's 1980 E12 528i with 315,015 miles on the track during the 2008 Oktoberfest in Watkins Glen, NY. Photo by Kollins, TrackTimePhotos.com

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The beautiful new 135i of Rachel Baker rests between runs and takes in the scenery.

— continued from p11

Realistically, it all started back in 2002, when after 9 seasons of ice racing and enough track time at the Nürburgring to be dangerous, I decided that I was tired of placing in the middle of the pack. Peter Weber, racing instructor extraordinaire, quipped: “You know, Steve, your car is light enough and powerful enough that if you got a set of studded tires, you could probably enjoy this a lot more”. Up until that point, I raced either of my E28s, but on the same snow tires I used all winter. It became clear that while the car and the driver were willing, the tires were not. I decided to purchase another set of wheels, mounted new Nokian Hakkapeliitta 1s and took them to a tire store in Westchester to have the longest possible street-legal studs inserted. I finally had all the tools I needed to compete in the studded class that had been dominated by the organizers of these events.



Top-Down Racing... Redefined! Brett Phaneuf's Beautiful 325iC.

Every event since 2002, I've brought the wheels/tires with me in the trunk, mounting and dismounting them on the lake. These tires have never seen pavement. That is another advantage of an E28 from the 1980s – I can fit all four wheels in the trunk if I use the spare tire well. And the floor jack. And my tools, tarp, air compressor,

kneepad, extra fluids, etc. And my luggage. With this additional effort, the tires and studs still look new and work as well as the day I first raced them. The only time I regret changing all four wheels on the lake is when it starts to snow and get windy while I'm changing them. Brrrrr...

One of the most interesting aspects of holding an autocross on a frozen lake is that the conditions can change from bad to good and back again through the course of an event. The environment can change due to wind, sun, clouds, snow, rain, air temperature, the lake's water temperature, and of course, what types of cars are on the course and how they change the course as they seek traction. At a regular autocross at Nassau Coliseum, it can rain and conditions can change as a result. Generally, you never have to worry about other drivers changing the conditions of the course for you. This adds to the challenge of ice racing. In particular, because our second event was very late in the season, the air temperature rose to 50 degrees by early afternoon. One ice racer was running around in shorts and a T-shirt! It started out at 20 degrees at 8 am, but by the time the first car got off the starting gate at 10 am, the temperature had already climbed above freezing. By noon, the conditions had improved and drivers were getting traction. But by the afternoon, the sun and the cars had torn up the course. It steadily deteriorated until we were driving through slush on top of the lake.

Another challenge of ice racing is wondering whether an event will take place. Conditions can change from week to week and day to day, and it is often difficult to know whether an event will be held until a day or two before it occurs. When we race late in the season, cracks can develop in the ice, which is a bit disconcerting to newcomers. Sometimes you can hear large cracks develop right beneath your feet. Now the ice is still very thick, but your mind can play tricks on you. Ice racing may present some challenges unheard of for regular autocrossers, but it sure beats waiting around indoors all winter to find out the first autocross event isn't until April! ♦



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Chapter Briefs

By Garageboy

- AAA Driver Improvement Course – this insurance-savings training course is on hiatus this year but it will be back. Save money both on the course and on your car insurance for three years. There’s nothing better than sitting in a six-hour classroom course with like-minded drivers – it’s always more fun with your BMW friends nearby.
- Tire Rack Street Survival – the popular Street Survival Course is returning to New York this summer. We have a tentative date at Nassau Coliseum in July but we’re actively looking for an alternate venue for the event. We are always looking for qualified instructors and other volunteers to help us during this important event. Whether you wish to sign up your teen or help us out, please contact Matt Brod, our Street Survival Coordinator, at onrailsm3@hotmail.com for more information.
- Our entire Board was invited to Hassel BMW/MINI in Freeport in March for a tour of their exceptional facilities. A few lucky members were able to attend before our monthly Board Meeting. We were hosted by the Collision Center Manager, John Ryder, who gave us a private tour of the service center. This dealership has undergone significant changes in the past few years – this is certainly a dealer to keep our eyes on.
- Our Board Meetings are always open to our general membership. We hold a dinner meeting on the second Wednesday of every month at various restaurant locations. We discuss chapter business over dinner and plan our future events. The Board is always looking to expand our members’ participation. If you have an interesting idea for an event or simply want to see how our organization runs, please contact Andre Noel or Jim Siegel for information on joining us.
- Funny Quote of the Month: Jay Leno, on BBC’s Top Gear, on the reason for the popularity of the Prius in the United States: “...cuz it has the moral superiority. With the Prius you can say, ‘Look, I am driving an unattractive car because I’m saving the planet.’ See, in America, we like everyone to know about the good work we’re doing anonymously.” ❖



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Negotiations versus Mandates – Helping Elderly Drivers Cope

— continued from p8

- As you start to observe the aging process's impact on their driving skills, get them to agree to a "maximum distance" beyond which they will agree to let others drive them. If your relative still has his or her mate, that partner will likely keep him or her honest, making this limit easier to enforce. If night driving poses difficulties, get them to limit how often they will drive at night. Discuss their routine. Discuss which doctors they visit and how often. This is a personal decision. It is not your decision to make – at least not at this point.
- Install a competent GPS system in their car to minimize the chances of their getting lost. As with most technology on the market, there is a wide variance amongst GPS systems. A counter-intuitive or needlessly complicated system will guarantee that they never use it. Do not make this choice lightly. There are GPS systems for technically challenged individuals that they can adapt to quickly and use often. Tom-Tom is a very good name in intuitive aftermarket GPS systems.
- Make sure they carry a mobile phone. Forget "emergency only phones" – if they've been sitting in the glovebox, the battery will be dead precisely when the phone is needed most. Also, if your relative is not accustomed to using a cell phone, an emergency is the worst time to have to learn. One effective approach is to appeal to their desire to take advantage of the

free long-distance terms of most mobile phone plans to speak to friends and family on evenings and weekends. They will become better at using their phone and more conscientious at keeping it charged.

- If your loved one is in the market for a new car, consider vehicles with "lane departure avoidance systems" that provide alarms when they drift out of their lane on the highway. The ones I've tested are quite sophisticated and can be very helpful. Some systems are more complex than needed, integrating the systems with vibrating seats and steering wheels, sternly warning the driver. This technology's cost will drop as it works its way into more models. Currently the 5, 6, and 7-series BMWs all offer the Lane Departure Warning system.

Face facts: Depending on how "set in their ways" your loved ones are, they will not listen to any argument that they must stop driving altogether. It's a question of mobility, and no one wants to give up mobility without a fight. Your best hope is to get them to start driving less. The less they drive, the more they will acquire habits of getting used to others helping them out for the longer distance trips.

Though this is an uncomfortable topic, remember one vital point – consider yourself lucky that you have to face this issue with your loved ones – the alternative is far worse. ❖


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The screenshot displays the FXCM Forex System Selector interface. At the top, it says 'FOREX CAPITAL MARKETS' and 'FXCM FOREX SYSTEM SELECTOR'. The interface includes tabs for 'Positions', 'Portfolio', 'History', 'Accounts', 'Performance', and 'My Settings'. A 'Select Accounts' dropdown is set to '941753' with a 'Get' button. Below this, there are buttons for 'Multi change', 'Select All', 'Clear All', 'Apply', 'Apply to all accounts', and 'PE Curve'. The 'Leverage' is set to '1:116.07'. The main table lists various trading systems with columns for 'System', 'Pair', 'Mode', 'Current Lots', 'Reverse', and 'Options'. The table contains 18 items, with the first few being 'CornerStone-Zeus' for EURAUD, GBPJPY, and EURJPY, and 'Currency-Specialist' for GBPJPY. The 'Options' column for each row includes 'Edit | Delete | SECurve'. At the bottom right of the table, it says 'Page 1 of 2 (18 items)'. On the left side of the interface, there is a chat window and a list of currency pairs with their bid and ask prices.

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