

Spring 2008

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# DIE ZUGSPITZE



NEW YORK CHAPTER NEWSLETTER



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- 4** President's Page  
André Noël
- 6** Autocross Corner  
André Noël
- 8** A Six Hour Lifesaver  
Joseph Rossi
- 10** Veteran BMWs Visit VDC  
New York Chapter Hosts 200+  
At BMW NA Vehicle Distribution Center  
Jonathan Spira
- 14** Rigidulous Ritual  
Sherwin DeShong
- 20** Newfound Lake Winter Autocross  
Garageboy

# 2008 NEW YORK CHAPTER EVENTS CALENDAR

## June

16-17th New York/Patroun Chapters Driving School at Watkins Glen Raceway

## July

13th Street Survival at Nassau Coliseum  
19th Annual Family BBQ

## September

23rd-28th Oktoberfest 2008 at Watkins Glen (Watkins Glen Harbor Hotel)  
Sponsored by Genesee Chapter

## October

TBD 2nd Annual Wine & Shine

## December

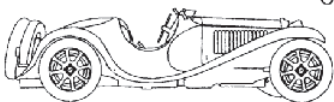
20th Annual President's Dinner and Holiday Party

\*Please see page 6 for 2008 Autocross Schedule.

On The Cover: Veteran BMWs, the 1971 BMW 2800CS of Alvin Baugh, and the 1973 BMW 3.0CS of John Silvis, Visit the Vehicle Distribution Center as BMW NA Opened Its Doors to NY BMW CCA Members. Photo by Alvin Baugh.



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# PRESIDENT'S PAGE

**André Noël**

Hello NY Chapter Members,

Do you hear that sound coming from the garage? Cling, cling, clank, clank, tang, ouch, \*#@&\$\*!! You ask: what is that sound I'm talking about? Of course in springtime, it's the sound of the weekend mechanic preparing his car for that first really nice sunny day. The car cover is rolled up and stored away, the oil level is checked, the air pressures are set, the interior is checked, and the mirrors are adjusted. Finally, the seatbelt is buckled and the engine is started. Vroom, vroom! OK, everything sounds good!

Ease the car into gear and away you go. You make a few turns here and there heading for your favorite stretch of road. Taking it nice and easy, you pass a few cars, and people smile as you drive by. Young children point and wave at you and you feel like you are on top of the world. So you look down at the gas gauge and realize you need to put a few gallons in the tank before you make your trip. Now you pull into the gas station and up to the pump and that's when it hits you – PREMIUM GAS is \$4.25 a gallon! A tear runs down your cheek.

Turn the key, start the car and slowly pull out of the gas station. You make your way slowly back to the house, open the garage door, park the car and gently put back the car cover. "Honey, I'm home," I said. "Babe, wake up! You must be having a bad dream! You were tossing and turning. Is everything ok?" "Yes, I certainly was dreaming. It was horrible. Gas was \$4.25 a gallon!"

Sadly, that's not too far from reality. It's going to be a long summer.

The Chapter has been very busy the last couple months. It was nice to see all the club members who came out for the New York Auto Show. The new E92 M3 Race Car looks hot. I can't wait to see that car out on the track doing battle against the competition.

Earlier this month, the Vehicle Distribution Center tour was an exceptionally popular and well-attended event. I hope everybody enjoyed the tour and left inspired to participate in European Delivery the next time they purchase a new BMW. Thanks to Jonathan Spira, Mike Allen, and Steve Geraci for their superb efforts to make this event a reality. We are also grateful to Carol Furey, the VDC Manager, and her colleagues at BMW for letting us see what goes on behind the scenes before our cars arrive at the dealership.

The annual Spring Driving School at Pocono Raceway was a blast. After the long winter break, it was nice to have a chance to take some laps around the track. Special thanks go out to all the volunteers who help out at our Chapter events. Get ready for autocross season and the Street Survival program. We continue to present an exciting season of driving and social events planned – I'm looking forward to seeing you there!

Regards,  
André Noël  
President, New York Chapter BMWCCA

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## Autocross Corner

By **André Noël, Autocross Chairman**

The Autocross Schedule for 2008 is as follows.

April 26, 2008	Test & Tune (limited to 60 registrants)	
May 10, 2008	Autocross #1	at Nassau Coliseum
May 24, 2008	Autocross #2	at Nassau Coliseum
July 20, 2008	Autocross #3	at Nassau Coliseum
August 3, 2008	Autocross #4	at Nassau Coliseum
August 30, 2008	Autocross #5	at Nassau Coliseum
September 6, 2008	Autocross #6	at Nassau Coliseum
October 25, 2008	Autocross #7	at Nassau Coliseum

- Note you must be at least 18 years old with no driving restrictions on your license.
- Cost for this year will be \$35.00 for BMW CCA members, \$45.00 non-members.
- Please visit [www.nybmwcca.org/autocross](http://www.nybmwcca.org/autocross) for up-to-the-minute details

## Oktoberfest 2008 Update

WATKINS GLEN, NY, SEPTEMBER 23-SEPTEMBER 27, 2008

Online Oktoberfest registration opened in mid-March and indications already point to record attendance at Watkins Glen's world-famous Tier 1 track. Package plans – especially the M3 track option – are proving to be very popular. We have plenty of available hotel rooms waiting for you in the area. Make your reservations and plan to spend the opening of the fall season in the incredibly beautiful Finger Lakes area of upstate New York.

The drive to bring back Oktoberfest's tried and true sponsors, vendors, and advertisers and a simultaneous effort to attract new ones to Watkins Glen is underway. Opportunities exist at multiple price levels making it possible for interested companies and manufacturers to acquaint Oktoberfest attendees with their wares. If you know a worthy vendor that fits this description, please contact Linda Axelson at the National Office at +1.864.250.0022 or send her an e-mail at [lindaa@bmwcca.org](mailto:lindaa@bmwcca.org).

Finally, the 2008 Oktoberfest website is now operational and can be found at [www.bmwccaofest.org](http://www.bmwccaofest.org). It is the quickest way to learn about everything O'Fest. Also, Oktoberfest 2008 merchandise will soon be available for purchase online.



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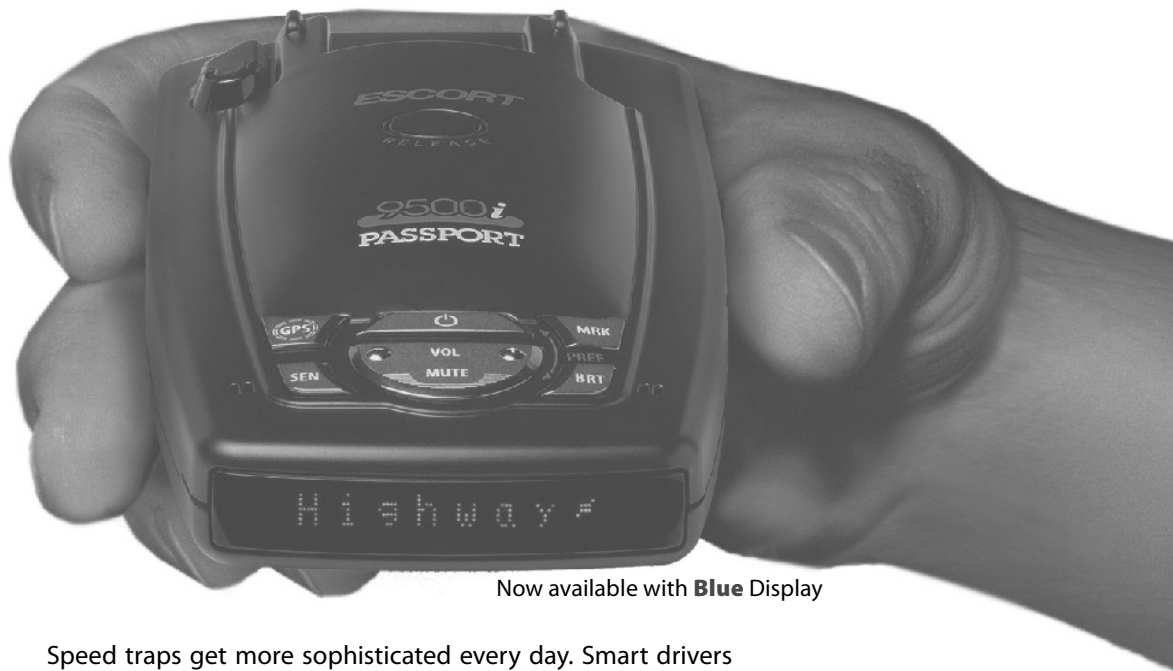
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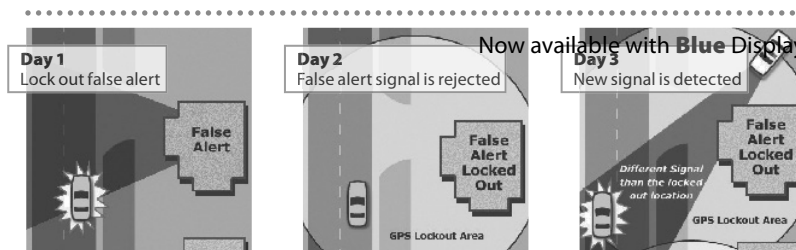
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# A Six-Hour Lifesaver



By Joseph Rossi

## The Introduction

Driving meant everything to me when I was sixteen. I got my Learner's Permit as soon as I could, and for the next year anytime I stepped into a car I was in the driver's seat. Six months later I took my road test and by my next birthday, I had my Unrestricted License. About a month later, my friend's father told me about the BMW CCA Street Survival program. He described it as a safety course that introduces new drivers to handling a car. It didn't sound particularly useful. Initially I thought it was pointless. After all, I had my license already – that was enough for me. However, he strongly suggested that I sign up and repeatedly pushed the issue. Eventually, I agreed to go. Still, I didn't understand why I was going. It was only a six-hour course. It wasn't like I could become an expert driver in six hours. From what I knew, it was a one-day "driver's ed" course...a gross misconception.

## June 11, 2005

I showed up at the Nassau Coliseum for the most fun I've ever had driving, but it certainly didn't start out that way. After being lectured on how to sit in a car and wear my seat belt, my enthusiasm was less than obvious. Then the instructors began explaining exactly what we would be doing, squashing my "driver's ed" theory. The four exercises that day were the slalom, the figure eight/skid pad, the emergency lane shift, and the application of brakes around a curve.

Before even starting the car, my instructor Steve had me adjust my seating and grip the steering wheel at 9 and 3 o'clock. Meanwhile, I was thinking "Are you serious? I know how to hold the wheel." It was so basic it seemed redundant. Then he told me what would become the most useful tip I would ever receive about driving. The cliché version goes: "Always be aware of your surroundings." Steve put it differently. He described a safety margin of which you should be aware. It's a buffer distance on all sides you create based on your assessment of how others are driving around you. He strongly recommended I practice gripping the wheel and determining an appropriate safety margin in my daily driving. "You won't do it if you don't practice it. Always try to consciously think about it." He explained the more you practice, the more you will start doing it subconsciously, because when you need it, you won't have time to think about it. Then we started the driving course.

The first station we were assigned to was The Slalom. My first time through it didn't gel so easily. It felt more like a rollercoaster than a drive. I would jerk the wheel hard and jerked around the occupants. I guess I wasn't as good as I thought. The second time was much different. First off, Steve pointed out I wasn't holding the wheel how he had suggested, which ended up making a huge difference in my control over the car. Then he also explained that the reason the car was rocking so much was because I was oversteering. He suggested that I steer only as much as necessary to get around the cone. Logically it fit: if you turn the wheel too much in one direction you're going to have to turn it at least that far in the other direction. So off I went. When I reached the other side, it felt amazing. That little advice made the ride so much smoother. It woke me up for the other stations, particularly for a future life-saving maneuver, the emergency lane shift.

In the next station, the students were instructed to accelerate as fast as possible toward a roadblock, then shift out of the lane and back when told to do so. The catch was that you wouldn't be told which way to turn until you were 20 feet away from the obstruction. You were given no time to think. It was frustrating and nerve-racking, but what a rush! While waiting in line for my turn I saw car after car run over the cones, and I even saw a couple of spin-outs. Steve rescued me again saying "just react, don't think." The next time through the exercise, he shouted, "RIGHT!" and I went left, but I did not lose control of the vehicle. I realized that even if you went the wrong way, the point of the exercise was to avoid the obstacle while keeping the car under control in a panicked situation.

On the drive home I tried following Steve's advice. On the highway I maintained awareness of who was around my vehicle at all times. It didn't seem like it was really necessary at the time. Highway driving can become a routine, but I still tried it for a while. A few weeks later I stopped trying so hard to keep track of my surroundings and that day faded farther from my mind. I really didn't notice a change in my driving. I had fun throwing around my father's car and thought I had a better understanding of how to handle a car, but I didn't think it was really applicable to daily driving.

## The Epiphany

A couple of years later I was driving home on the congested  
— *continued on p12*



**New York and Patroon Chapter BMW CCA Driver School at *Watkins Glen***  
**2008 Schedule - Monday, June 16 and Tuesday, June 17**

<p align="center"><b>Registration</b></p> <ul style="list-style-type: none"> <li>• Student Run Groups (Novice, Intermediate, Experienced)    \$395</li> <li>• Open Track (Adv Solo, Instructor Candidates)                      \$450</li> </ul> <p>Registration closes on June 6<sup>th</sup>. See <a href="http://www.motorsportreg.com">www.motorsportreg.com</a> for refund policy.</p>	<p><b>Online Driving Event registration at:</b></p> <p><a href="http://www.motorsportreg.com">www.motorsportreg.com</a></p> <p>We will be having student run groups &amp; 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](mailto:jbmike@aol.com)

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# Veteran BMWs Visit VDC

NEW YORK CHAPTER HOSTS 200+ AT BMW NA VEHICLE DISTRIBUTION CENTER

By Jonathan Spira



Photo: Steve Geraci

Post Tour, Happy BMW CCA Members Posed for a Group Photo.

On April 5, BMW NA opened up the doors of the VDC to members of the New York Chapter and its guests, who came from as far away as Maryland and Washington, D.C. By the time the gates swung open at 9:00 a.m., over a hundred cars were waiting to enter the parking lot, causing a bit of confusion for local police who were probably wondering why all of those BMWs were heading in the direction of the VDC instead of the reverse.

When your new BMW arrived at port from Germany, it wasn't trucked straight to the dealer. Instead, it went to one of several Vehicle Distribution Centers, or VDCs.

The VDC (previously called the VPC, or Vehicle Processing Center) is, for all intents and purposes, an extension of the factory in Germany.

Once your car leaves port, typically Bremerhaven, Germany, it crosses the Atlantic in a voyage lasting 12-18 days to the Port of New York, where the majority of BMWs are shipped.

**When your new BMW arrived at port from Germany, it wasn't trucked straight to the dealer.**



Photo: Steve Geraci

Event Coordinator Jonathan Spira thanks VDC Facilities Manager Carol Furey.

Cars are off-loaded by stevedores at the first point of rest, known as the pier, where they are received at the North East Auto-Marine Terminal (NEAT) in

Jersey City. New cars are inspected by employees of Automotive Visual Inspections (AVI) for any damage that might have occurred during the sea voyage; European Delivery cars are segregated at the pier until they are cleared by U. S. Customs inspectors.

After being inspected, the cars are driven by NEAT employees along a private 1.5-mile long road to the VDC, which is adjacent to NEAT. Cars are inventoried, washed, and taken into the facility. Each car is thoroughly inspected for damage; for European Delivery vehicles, this includes damage that might have occurred when the car was in use in Europe.

Divided into two groups for "orientation," the crowd was welcomed by Carol Furey, the Facilities Manager, and Eric Riehle, the workshop Manager, who provided a brief overview of the tour. The featured speaker was Dave Buchko, from BMW NA Corporate Communications, who spoke about BMW's Efficient Dynamics research, the forthcoming Advanced Diesel models, namely the 335d and X5 xDrive35d, and other new models including the 1er Series.

Although she couldn't be there in person, Keri-Lynne Shaw, Manager of BMW's European Delivery Program, sent an excellent video on the European Delivery program and the new delivery experience at the BMW Welt, prompting several in the audience to make plans for European Delivery right then and there. I presented a visual overview of the manufacturing and shipping process and had the privilege of awarding dozens of raffle prizes





ranging from BMW books to hats to pins. Everyone who attended the tour received a BMW LifeStyle accessories necktie, too.

Finally, the tours commenced.

Groups of 25 walked along the same path cars take in the facility, from the car wash, to the inspection area, to the paint and body shops, to the area where software is updated. The enthusiasm for the marque on the part of the employees both giving the tour and

**The enthusiasm for the marque on the part of the employees both giving the tour and working in the facility was self-evident.**

working in the facility was self-evident. They were dedicated to ensuring that the cars reach their new owner in the best possible condition and that anything that needed attention was addressed.

The tours paused for a few moments in an enclosed area where the remaining cars from the vessel *Courage*, which listed in heavy seas resulting in significant damage to hundreds of vehicles, were waiting for the crusher. Under the supervision of U.S. Customs (since these cars were never cleared to enter the U.S.) and BMW of North America, a handful of these vehicles is crushed every day, ensuring that the damaged parts do not make it into the hands of unscrupulous third parties.

Cars that had been on display at the New York Auto Show were included in the tour and were open to members for inspection (sorry, no test drives). This included the E93 M3 convertible, the new BMW X6 Sports Activity Coupé, the



Photo: Steve Geraci

Members fill the VDC cafeteria in anticipation of guest speakers.

BMW Efficient Dynamics 3er Series and X5 diesels, the 1er Series, and the Mini Challenge factory race car.

As the tours concluded, lunch was served by Coast-to-Coast Caterers, which normally caters location movie shoots. They provided a typical German lunch with Wurst, Kartoffelsalat (potato salad), Gurkensalat (cucumber salad), Rotkohl (red cabbage), Blattsalat (green salad), and Kirschstrudel (cherry strudel) fresh out of the oven. Also on the menu was a typical German beverage, an Apfelschorle, a mixture of apple juice and sparkling mineral water.

The luncheon received favorable reviews from attendees, some were heard saying "sehr lecker" (delicious) during the meal.

No chapter event would be complete without a group photo. Fortunately, the weather cooperated and we concluded the day with the photo taken on the ramp to the VDC's parking facility.

Appropriately enough, the last cars to leave were cars which had never seen the inside of a VDC: a 1971 2800CS and a 1973 3.0CS.

Special thanks to Carol Furey, Facilities Manager of the VDC, Eric Riehle, Workshop Manager, Tom Giglio, Bodyshop Manager, all of the VDC tour guides, Mike Allen, event registrar, Steve Geraci, and all of the New York Chapter members who helped out with logistics the day of the event.



Photo: Steve Geraci

Dave Buchko from BMW NA Corporate Communications excites members about the return of the Turbo-Diesels.



# A Six-Hour Lifesaver

— continued from p8

Long Island Expressway with my entire family in the car. While in the middle lane, two cars simultaneously decided to merge into the space in front of me, unaware of each other. Instead of swerving back into their lanes, they hit their brakes – hard. I veered to the left lane just in time to clear the two cars. I couldn't believe that had happened and we didn't crash. Moreso, I was astounded that I went to the free lane. I had two choices, and in one I would have sideswiped another car.

Later that night, I called up my friend and told her to thank her father for me. I hadn't thought about the Street Survival course in two years, but it was the only reason there was no accident that evening. The program lasted only one day, but it was a rewarding day. Those six hours gave me a new way to look at driving, and a new feel for handling a car. It's impossible to become an expert driver in six hours, but with the right approach, it is enough time to gain the tools you need to be safer on the road. ❖

## Returning to Nassau Coliseum on July 13th 2008 Registration opened May 9th

**By Matt Brod, Street Survival Chairman**

The New York Chapter is proud to present the Fourth Annual Street Survival program with help from the Uniondale Fire Department, the NYPD, Nassau County and Suffolk County police, as well as our crew of dedicated volunteers and instructors from our High Performance Driving Event and Autocross programs.

For more information and registration see [www.streetsurvival.org](http://www.streetsurvival.org)

Street Survival is specifically designed for young drivers 16-21 and will teach the basics of car control, spin recovery and emergency maneuvers. The New York Chapter has had a lot of success with this program since its inception and hopes to receive more feedback from past students like this article. ❖



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## Technology Insights [www.bimmernav.com](http://www.bimmernav.com)

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

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

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

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

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

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# Rigidulous Ritual

By Sherwin DeShong

The New York Auto Show at the Javits Center is a yearly ritual for me, and 2008 was no exception. I've been going to the Auto Show since it was held at the old New York Coliseum at Columbus Circle [current site of the Time Warner Center – ed.] and plan to continue going for many more years.



Photo: GJ Dixon

The Cannonball Run M5 of Driver Alex Roy proudly on display.

This year BMW NA showcased the new M3 in coupe, sedan, convertible and ALMS forms. Also on display were the new X6, the new 135i, as well as the BMW concept CS. We were also treated to the diesel 3-series and X5, soon to be available in all 50 states. Our hosts for the annual Saturday morning presentation to CCA members were Larry Koch, M-brand Manager, Willem Rombouts, speaking about the X5, X6 and 5-series, and Martin Birkmann, on behalf of the M3. As usual, they gave the specifications, features and highlights of the cars on display with particular attention to the M3s on center stage.



Photo: GJ Dixon

The new X6.

As for the X6, while looking really cool in an “out there” kind of way, I just hope it is not the answer to a question that nobody asked.

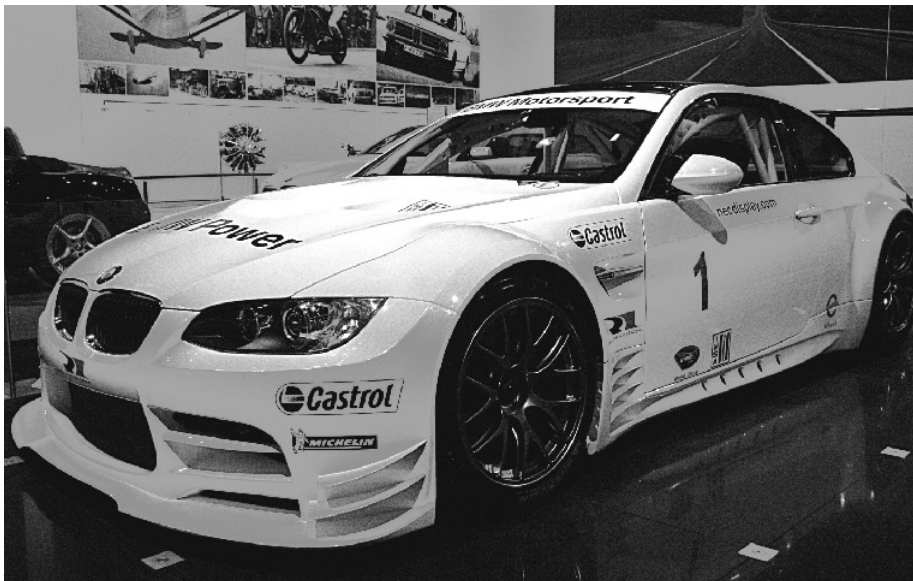


Photo: Alvin Baugh

The E92 M3 Racer.

The 135i in the flesh looked better than most photos of it, a true pocket rocket to introduce new clients (read younger) to the BMW fold, but I feel BMW could have done a better job on price point. The 135i should not be competing with the 3-series from a fiscal standpoint even though they share an engine. Time will tell.

As for the X6, while looking really cool in an “out there” kind of way, I just hope it is not the answer to a question that nobody asked. Don't get me wrong – BMW makes wonderful engines and suspensions, and when they put them together you get the joy of driving, but when I park the car and walk away, I want to look back and admire the view.

As for the rest of the New York Auto Show, from — *continued on p17*

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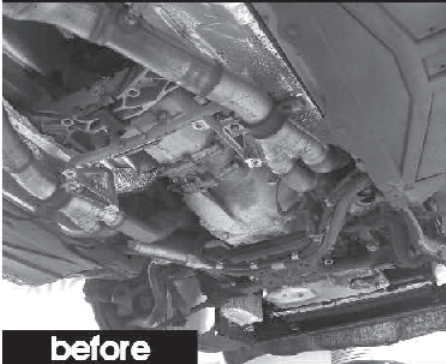


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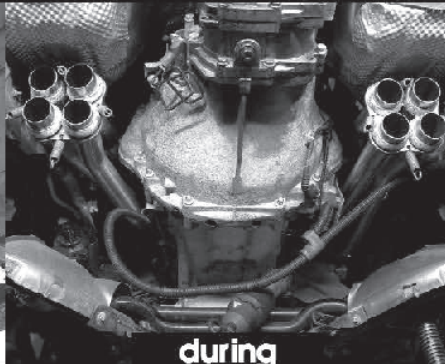
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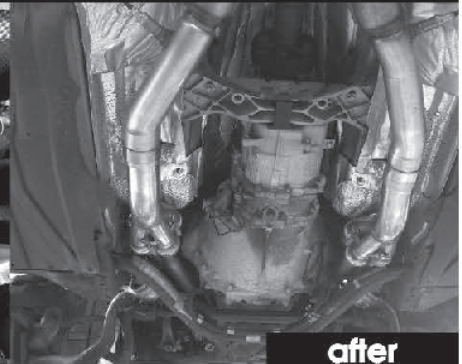
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**before**

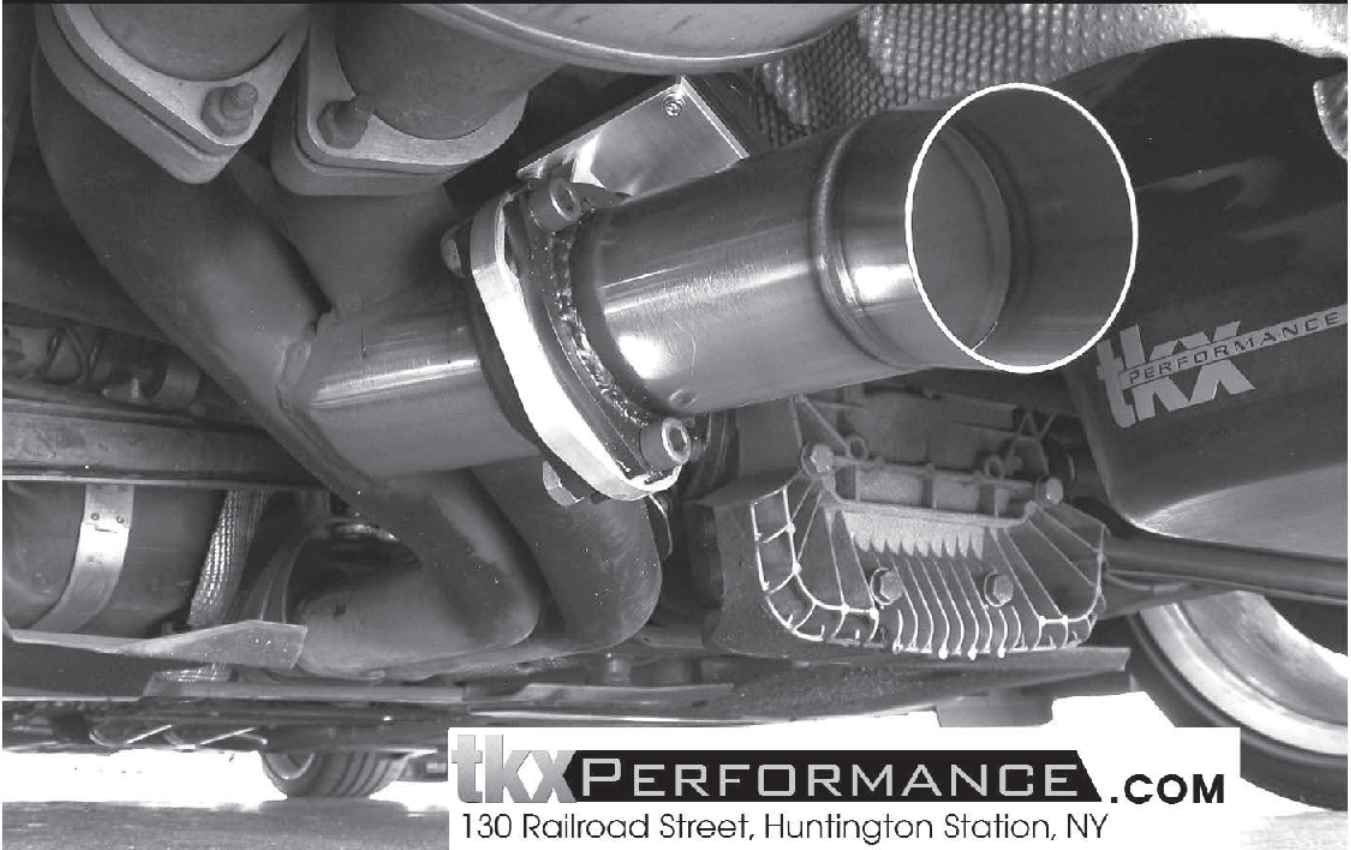


**during**



**after**

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# Rigidulous Ritual

— continued from p14

a BMW enthusiast's perspective, Mercedes Benz had their AMG straight line performers and Audi presented their RS cars that seemed bent on running with the M3. Other new threats to our M3 are the Nissan (Skyline) GTR and the Lexus IS-F. While these two cars do not offer manual transmissions, they bring other aspects of the driving experience that are well refined, and their price point is lower than their competition. Lexus even went so far as to have an IS-F on a dyno to let customers try their paddle shifters to convince them it is superior technology. This reminded me of a conversation I just had with Herr Birkmann, head of M3 development, who quipped in response "...but sometimes I just want to shift through the gears myself". Ah, the joy of driving. ❖

Photo: GJ Dixon



Racer Tommy Kendall addresses the Mercedes Benz Crowd.

## Say What?

[dedicated to explaining some of the big words used in this issue]

### Rigidulous [ used in "Rigidulous Ritual" ]

From Webster's Unabridged Dictionary: Somewhat rigid or stiff; as, a rigidulous bristle.

Admittedly, I used it to describe the annual ritual of attending the New York Auto Show, while the word is more suited to describing something in the physical world. For a lot of New York CCA members, the Auto Show is a somewhat rigidulous ritual, don't you think? ❖



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Photo: Allison Feldhusen

Photo: Brian Lalor

Why can't these 4WD cars stay outta the snowbanks?

Serious ice racers use serious metal in their tires.

As you exit land and drive onto the lake, you hardly notice the difference.

Photo: Tom late



Photo: Allison Feldhusen

I thought 4WD cars don't lose control and stuff into snowbanks.



Photo: Brian Lalor

The Menacing M535i of the Jackson Clan dominates the Studded Tire Class.



Photo: Brian Lalor

Drivers parked awaiting their run



Photo: Allison Feldhusen

Your humble editor edges past the Jacksons to win the Studded Class Again in 2008.

## Newfound Lake Winter Autocross, New Hampshire. CCA-Style

Once again in 2008, the weather only barely cooperated to allow our neighboring BMW CCA Boston Chapter to hold one ice racing autocross event. Garageboy represented the New York Chapter and BMW (there are fewer E30s and E28s every year). Results posted at: [www.boston-bmwcca.org/results/Results-IceRacing.aspx](http://www.boston-bmwcca.org/results/Results-IceRacing.aspx)



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