



Special points of interest:

- Calendar of Events
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March:

Auto Sports Northwest Auto Cross 26-27th

April:

Board Meeting 12th

Auto Sports Northwest Auto Cross 9-10th

Puget Sound Region (PSR) BMW CCA High Speed Driving School
& Car Control Clinic (CCC) 28th

May:

Board Meeting 10th @ 6pm

Auto Sports Northwest Auto Cross 28th-29th

June:

Sovereign Road Race 4th @ Spokane Track

PSR BMW CCA HSDS & CCC 10th

Riverdance Drive 11th

Board Meeting 14th @ 6pm

Detailing and service tech session 18th @ European Auto Haus

Auto Sports Northwest Auto Cross 18-19th

The Detail and Tech session in June promises to be quite fun. The Riverdance drive has become very popular. And the Sovereign Road Race on the 4th will be exciting to attend. If you are interested in being a volunteer for this race, please let me know. Ed.

For further information on ANY of the above events, please call Chris Brown or Mike Wren.

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General Information

Please send address changes to the National Office or email them to bmwclub@aol.com.

Monthly Member Meeting

2nd Tuesday of the month, 6pm, at different locations in and around our area. Members are encouraged to attend. A short business meeting will also be conducted. Occasionally a meeting may be skipped. Please contact a board member before each meeting for location and to confirm start time.

Inland Empire Chapter Website

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President's Corner – *Winter window.*

Sneaking through a window is never easy nor is sneaking through a winter weather driving window. Winter windows have nothing to do with driving skill; it's just plain old and often times –very scarce LUCK. But anxious for some winter time relief, I rolled the dice and got lucky – not to look a gift horse in the mouth, I would like to thank mother nature here and now for holding back the nasties for a few days while my driving buddy and I slipped into northern California to visit about 80 other Mini drivers assembled for the 2nd annual Thunderhill Mini thunder driving school event.

The weather heading down from Spokane was clear and dry. I picked up Alan, friend and co-driver of my 02' JCW Mini Cooper S in Portland. We made our path south on I-5 over the Siskiyou's. The mountain passes were manageable enough as my car was shod with only somewhat "legal" street tires, which made for a few tense moments at the summit of the range. Once down the south slope of Redding CA and into Willows, the weather smoothed out. The next day, the day of the school our weather came to full attention with a preview of springtime. Fifty plus degrees displayed on the car's readout plus ample sunshine made the day a great success for everyone who participated.

The eager mini mob was divided into the usual 3 categories of skill level and those of us who had never driven the track before were steered to the novice group. So Alan was in the advanced group and my mini and I were happy to learn the track with fellow newbies.

Healed in a fresh set of Hoosiers, tires liberated from the roof rack the car found a new connection to the track despite the cool temperatures. I feel best at track events when I make progress, and after making my share of miss-steps I did make tremendous progress. After lunch break and an all-participant photo-op on the tarmac, we were back in the drivers' seat. I came ON for the later sections and did proud by our little Inland Empire team, moving from the rear positions to front driver at every session. My Instructor turned me loose for the last period with much praise. Alan also made a great showing in the advance group, out driving several others. Our mini was mechanically disadvantaged by some measures as compared to many of the other bulldogs in the show. Never once to be out gunned, Alan bolted a lightning storm of his own out driving better machines and drivers. We had earned our sore arms and wrists doing battle with the elements of Thunderhill. We headed out early the next morning 5:30 am finding some more fog & slush at the tops of the hills along the way home. By southern Oregon the sunshine had trumped the clouds and the rest of the way to Portland was congested but breezy travel. In Portland, Alan made his exit and I had fair weather at my back the rest of the way to Spokane. (8:15) The next morning I woke to see it snowing, I thought gee-wiz I am a lucky guy who made it through a winter window.



Chris Brown

IE BMW CCA President

Businesses may place an ad in Auspuffanlage for a minimal charge. Club members may advertise free of charge.

- business card sized ad \$10.00 per issue, \$50.00 per year
- 1/4 page ad \$25.00 per issue, \$100.00 per year
- 1/2 page ad \$50.00 per issue, \$200.00 per year
- full page ad \$75.00 per issue, \$300.00 per year

Yearly ads must be paid in advance. Contact the newsletter editor to place an advertisement.

Classified Ads

Preserve BMW CCA History

The Club Archive is looking for Oktoberfest or chapter event trophies, shirts, pins, posters, wineglasses, dash plaques, grill badges, programs or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Contact Michael at (864) 250-0022 or mmitchell@roundel.org.

Join the fun Saturday June 11

Our annual **River Dance Drive** is set for driving fun, a day of touring farm, canyon and beautiful Lake Roosevelt gorge. We will travel over hill and dale to a no-host lunch and back to civilization. Come out to shake off the winter blues and share a few hours with other members doing what we like best, driving our great cars.

This has become our defacto drive because it's a crowd pleaser.

We will be meeting at the Southwest corner of Wal-Mart store parking lot in Airway Heights at 9 am on June 11. See you soon, come see the sights, bring the kids, lets do lunch.

Q and A

Chris Brown

AddAxx4@mac.com

Yellowstone Park Tour 2011

"Geysers and Bimmers and Bears, Oh My"

SEPT 9-10-11

Come join the group as we explore the first national park ever created in the world, Yellowstone National Park. We will have a meet and greet at Red Lodge Mt. Friday evening. Saturday morning we will enter Yellowstone through the Beartooth pass. This road has been called the most beautiful road in America and we need to share the experience of it. What could be better fun to cap off the summer then to have a glorious mountain driving adventure-exploring Yellowstone?

Sunday morning the larger group will divide into interest groups to explore the area of the park most of interest to you. Also, group breakfasts and dinner meet ups are planned with surprise activities.

Write or call me and I will put you on the list to receive a complete itinerary for the weekend. This has been planned to be a low key and budget friendly event. Because of the extraordinary difficulty reserving rooms in the region, we need to have all members signed up by the end of April to insure a hassle free weekend. We are asking a ten dollar registration fee per car to defer costs. Please take a minute and Google these sites & places, you will be glad you did. We do not have the space here to describe the natural beauty that awaits members that venture out for this special weekend. Hope to hear from you soon.

Call or write soon, reserve a place on the Beartooth/Yellowstone club weekend Getaway tour of the decade.

Chris Brown

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Puget Sound Chapter High Speed Driving School

Puget Sound Chapter has invited Inland Empire Members to join in the fun improving driving skills. Schools are held at Pacific Raceway in Kent, WA. Local I E members are encouraged to participate in the car control clinics for new or beginning drivers. This could be great family fun and educational for your new driver, experienced drivers may like to take a HSDS course at the Kent track. For details check with the Puget Sound Chapter- High Speed Driving School website, <http://www.bmwpugetsound.com/>.

Hope interested members will take part in the opportunities presented by the Seattle group

PRESCRIPTIONS FROM THE DETAILING DOCTOR

4.0 Detail Part Two: Wheel/Wheel-Well Cleaning

Note: 1. If you have access to a lift, you may complete all of the below steps while all four tires are off the ground. If you don't have access to a lift, you will have to complete each wheel separately, which is common for most users.

Note: 2. Griot's Garage products are in stock and available at Precision Pointe, (208-691-9694) or online (7 day shipping time) at www.griotsgarage.com. REMEMBER, I ACTUALLY USE ALL THIS STUFF ON THE CARS I DETAIL FOR CUSTOMERS!

Tools Needed:

1. OEM or other appropriate jack 2. Suitable jack stand or lift 3. Lug nut/bolt deep well socket/breaker bar 4. Torque wrench 5. Foam pad applicator 6. Soft rag or boar's hair brush 7. Stiff nylon brush 8. 1" to 1-1/2" soft nylon paint brush 9. 0000 steel wool 10. 3" random orbital machine (VERY HELPFUL!) 11. Hose and bucket 12. Grease-cutting soap, such as Dawn Dishwashing Liquid 13. Wire brush or 0/00 steel wool

Step 1: Ensure vehicle is in "Park"/in-gear with emergency brake engaged.

Step 2: Apply a suitably-weight-rated jack or OEM jack to the proper weight bearing point on the body of your vehicle. BEFORE raising the vehicle, use an appropriate deep well socket and ratchet/breaker bar to loosen the lug nuts on the wheel.

Step 3: Raise the wheel off the ground using the before-mentioned jack. Place an appropriately rated jack stand under the vehicle for added safety. Remove the wheel lug nuts and set them aside. Remove the wheel from the hub.

Step 4: Spray Griot's Garage Wheel Cleaner (Griot's Garage Product #11106) on both side of the wheel and allow to soak for five minutes. Substitute Griot's Garage Chrome Wheel Cleaner (Griot's Garage Product #11030) if you have chrome wheels. Chrome cleaner is more aggressive and should not be used on clear-coated or painted wheels.

Step 5: While waiting the five minutes for the Griot's Garage Wheel Cleaner to do its job, spray one side of the tire with Griot's Garage Rubber Cleaner (Griot's Garage Product #11136), lay the wheel down on a soft surface, then use a 3" Random Orbital Machine (Griot's Garage Product #10739) and a 3" open-cell foam pad (Griot's Garage Product #10670) to scrub the tires. You will be AMAZED at how much grime can be removed from the tire, FAR BETTER than any amount of elbow-grease you can use! Next, repeat this step for the other side of tire.

Step 6: Use a rag or gentle cleaning brush to clean the outside of the wheel. Use a more aggressive brush on the inside of the wheels to remove all possible brake dust. Remember that brake dust eats through most clear coated wheels eventually if not removed regularly. Do not expect to remove all of the brake dust from the inside of the wheel if you haven't been doing this on a regular basis. If brake dust has permanently contaminated the front or back of your wheels, remove all the contamination you can. Hose off the entire wheel. If you have missed any spots on the wheel or tire, repeat the process until you are satisfied. Dry both sides of the wheel and tire with a towel you don't mind soiling (brake dust does not come out of a towel!). As for wheel cleaning brushes for your wheels, I recommend a good quality boar's hair wheel brush like Griot's Garage Product #92546 for the outsides, and for the insides, a stiff nylon brush like Griot's Garage Product #15585.

Step 7: Use a very tough polymer sealant to seal both sides of your wheel. I thoroughly recommend Griot's Garage Paint Sealant (Griot's Garage Product #11088). Use a foam pad (like Griot's Garage Product #11263) and vigorous circular motion to apply the sealant to both sides of the wheel. Allow the sealant to cure until you remount the wheel back onto the hub. (Note: you will leave the haze on the outside of the wheel until step 13). DO NOT REMOVE THE HAZE FROM THE INSIDE OF THE WHEEL! This will enhance the protective qualities of the sealant and provide additional protection to the most abused part of the wheel. IMPORTANT POINT: Intermittent wheel cleanings performed from the outside only (without removing the wheel), where you also desire to clean the inside of the wheel, will be much easier when you have originally placed a good coat of sealant on the inside of the wheel and have left the haze intact; brake

dust and grime are much more easily removed and require far less scrubbing and difficult reaching. A good brush for reaching "hard to reach" parts of the insides of your wheels is Griot's Garage's Long Reach Wheel Scrubber Brush, product #15736.

Step 8: Use a sponge pad and Griot's Garage Long Lasting Tire Dressing (Griot's Garage Product #11044), to treat both sides of the tire. I recommend the Griot's Garage Dressing Pads (Griot's Garage Product #50532) for applying the dressing. The long nap on the pad allows for a very nice application without wasting the expensive Long Lasting Tire Dressing. With the rubber now clean, vigorously massage the tire dressing into the rubber. It may take you a minute or longer per side to thoroughly rub the dressing into the rubber. The rubber is penetrated approximately 1/32" with this product; its application is semi-permanent and will last a LONG TIME. Use a rag to vigorously rub off any excess tire dressing. After the excess is removed, the tire will be dry to the touch and will not come off on your hands or clothing, nor will it "fling" off for ANY REASON. This product will never attract dust or turn brown. Normal dust accumulation will accrue to the tire while driving, but will wash off with soap and water just like dust on your paint. You can always "freshen up the tire" with additional tire dressing if you wish, but one good application will last through many rain storms! Griot's Garage Long Lasting Tire Dressing is designed to return a tire to its new-tire look, with a beautiful matte finish. Do I sound like a salesman? Sorry!

Step 9: While the wheel(s) is removed from the vehicle, set it aside to allow the paint sealant additional time to cure. Wheel well cleaning is next.

Step 10: Use a strong water stream, a rag (for difficult to reach areas) and a stiff nylon brush, dipped in a grease cutting detergent, to remove all dirt and grime from the wheel well area. Avoid spraying a strong stream of water on the brake calipers. Rinse all surfaces clean.

Step 11: Use a soft nylon paint brush (IMPORTANT), dipped in a grease-cutting detergent, to remove all grease from the brake calipers, rotors and brake components. The soft brush will prevent scratching painted calipers. Notice any wires in the vicinity of the brakes and take care to avoid damaging them. Rinse clean. This is also a good time to touch-up the paint on your brake calipers if they are already painted (use compressed air to quickly dry the calipers, first!).

Step 12: Spray Griot's Garage Undercarriage Spray (Griot's Garage Product #11138) on all wheel well surfaces and black suspension parts to darken/blacken them. Avoid spraying this product onto brake components if possible (no permanent harm done if you do). Although this product is not permanent and does not last as long as Long Lasting Tire Dressing, it returns the wheel well to "like new" appearance. Undercarriage Spray can be reapplied after each vehicle washing and is recommended if your wheel wells are exposed to normal view (such as with a high or lifted vehicle). A small detail that really gets noticed!

Step 13: Use 0000 steel wool to remove all corrosion from lug nuts/bolts, particularly if the lug nuts/bolts are chromed. Be careful not to use 0, 00, or 000 steel wool; these will all scratch chrome.

Step 14: Use a wire brush or stiff steel wool to remove rust from the hubs. Apply a rust-inhibiting grease to the threads on the hub bolts/bolt holes and hub (onto which the inside of your wheel will rest), then install the completed tire and wheel and tighten the lug nuts firmly. Remove the jack stand, lower the vehicle, then torque the lug nuts/bolts to their specified torque (usually 90-125 ft/pounds). NOW, AT LAST, use a soft cloth to polish up the appearance of the outside of the wheels and remove the haze from the paint sealant.

Step 15: Repeat the process for each wheel.

The entire process should take approximately 50 minutes per wheel and will be WELL WORTH THE TIME! Your wheels are now sealed and will provide good protection for approximately 6 months. I detail my wheels twice a year, once just before putting them away from the winter. If you clean and seal your summer wheels for winter storage, leave the paint sealant haze on both sides of the wheel. Do the same for your winter wheels in the spring.

NEXT ... Vehicle washing and claying!

Tom Sparks—Precision Pointe (208) 691-9694

The Inland Empire's car spotlight for Spring.

Jay finds a new ride and friend.

In my quest to replace the M roadster I drove a lot of Biemmers (mostly e46 and e36's). for the longest time I thought I wanted an e46, but every time I drove one I kept comparing it to the tossable nimble feeling of the e36. After a couple of months of searching for my new Biemmer, I found this little gem of an M3 via craigslist. Her name is Trinity (I named after the bad-ass chick in the movie the matrix).

She is a 1995 M3 5 speed coupe with 165000 miles, in cosmos black (black with silver metal-flake, absolutely beautiful). The car has standard OBD1, 3.0L in-line 6 with the quicker steering rack, and no traction control. The only up-grades she has are a stainless-steel cat-back aftermarket exhaust system, ground control suspension with koni shocks. The interior is black on black. Future up-grade plans include, a UUC short-shift kit, cold air-box, and shark chip.

All the best,

Jay



The Ultimate
Driving Machine

BMW Car Club
of America
Inland Empire Chapter

