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**Extreme Driving Fun On Any Terrain:  
The MINI John Cooper Works Countryman**  
**Woodcliff Lake, NJ – February 28, 2012...** MINI The MINI family is constantly expanding, and new additions have also been made to the range of John Cooper Works models available to customers. For the first time, MINI racing-inspired thrills can be experienced in combination with all-wheel drive. The global introduction of the MINI John Cooper Works will get under way in autumn 2012.

### Detailing Tips from the Pros by Tom Sparks of Precision Pointe Detailing

Is scratch removal different from "polishing?" YES! The two terms differ just as the types of scratches found on your vehicle's paint differ. Polishing removes "fine" scratches and also "ultra-fine" surface scratches called "swirl." Under light, "swirl" appear as very fine circular "spider web-like-scratches" which are occasioned by improper dust removal or less-than-adequate washing and drying techniques. "Fine scratches" are more linear and stand out from "swirl" although they may be found intermixed with "swirl." Both "light scratches" and "swirl" can be easily removed by mild polishing. How can you tell if your scratches are more than "light" and require a more aggressive technique? Very simply stated, if the scratch can be felt with your fingernail, you must apply "scratch removal techniques;" if they cannot, simple polishing is adequate. For deep scratches, which have penetrated the clear coat or the primer, we have additional solutions. In our next addition, we will discuss the Procedures for Removing Paint Swirl and Light Surface Scratches.

## Calendar of Events: April-June

### April

Every Saturday 7:00-9:00am, Cars and Coffee @ George Gee Porsche

10: Board Membership Meeting

13: Puget sound BMW CCA Car Control Clinic and HSDE track day

21-22: ASNW Autocross Deer Park airport (Missile Site Rd)

### May

Every Saturday, Cars and Coffee @ GG Porsche

8: Board Membership Meeting

11: Friday at the Track (FATT) Novice welcome

12: FATT w/ Adare Motorsports

18-19: Porsche club wine tour Tri-cities

19-20: Autocross Deer Park airport (Missile Site Rd)

26-27: Join the Rattlesnake chapter for an overnight in Leavenworth, WA

### June

Every Saturday, Cars and Coffee @ GG Porsche

1-3: Sovren Road Race / Car Corral

9-10: Nelson, BC overnigher

9-10: Autocross Deer Park airport (Missile Site Rd)

12: Board Membership Meeting

22-24: Join the Rattlesnake chapter touring Glacier National Park

23: Tech session@ European auto house

For a full schedule of IE BMW Events please visit our website: [www.iebmw.org](http://www.iebmw.org)



### Special points of interest:

- IEBMW Car of the Quarter
- April-June Schedule of Upcoming Events
- Detailing Tips from the Pros

## Annual Inland Empire BMW Club Banquet

The Annual Club Banquet was held on Friday the 17th of February at South Perry Pizza. Almost 20 members and their guests showed up for good times and excited talk about the upcoming season. Shown in the photo are Becky Woodbury, Scott Adare and Steve Cassell. Announcements were made informing members of the New Spokane Cars and Coffee Program and the Indoor Golf SCRP Simulator Trials. Additional information about these events can be found in related articles in this newsletter. Stay informed of additional upcoming events by checking our website at [www.iebmw.org](http://www.iebmw.org).



## Puget Sound Car Control Clinic

Here is a member testimonial for the car control clinics held by our sister group the Puget sound chapter BMW CCA. WE anticipate putting another group together, have the time of your life and learn just how good your car is. The next event is currently scheduled for April 13th, stay tuned to [www.iebmw.org](http://www.iebmw.org) for confirmation and contact information.

WOW! I was told it was going to be a "gas", but that was an understatement. And as the head instructor told us at the beginning of the Car Control Clinic (CCC) at Pacific Raceways in Kent, Washington, "this will be the most fun you can have legally", he was right. (Or as my significant other was told the first time she jumped out of an airplane, "this will be the most fun you can have with your pants on.")

The Puget Sound Chapter of BMW CCA put on this event and did an excellent job. I was afraid that the class would be too basic and that I wouldn't receive much benefit from it, but I soon found out that was a misconception.

The day started on a Friday at about 7:30 in the morning. Vehicles were starting to line up at the entrance to the raceway when I arrived. While waiting to get into the venue the drivers milled around, talking and admiring each others cars. There were approximately twenty-five cars signed up for the CCC and another forty signed up for the High-Performance Driving School that was taking place at the same time, so there was no shortage of beautiful vehicles to ogle.

The CCC was filled primarily with BMW's with an occasional Prius and late model Pontiac GTO thrown in. The drivers had varying abilities and experience but the class provided challenges and I'm sure that most benefitted.

The first event was a braking exercise with the purpose of familiarizing all of the drivers with their anti-lock braking system (ABS); you started from a stop, went as fast as possible in the allotted distance, the speed varied depending on the vehicle between maybe 40 and 60 MPH, then you hit the brakes as hard as you could until you came to a complete stop. After a couple of runs, we proceeded to a slalom course which you took as fast as possible while trying not to hit the orange cones.

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## Board of Directors



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## President's Corner



Welcome Springtime

As the days get longer, we find more reasons to venture past required driving into taking the long way home and weekend jaunts. I know that gas prices are going to be at record highs this driving season. My philosophy is to trim the essential driving, combining and delaying trips, in order to save a bit here and there. For what? To use that gas on a weekend trip or revisiting my favorite back road. Our group has several great plans in the works for the summer and hope you will come out and use some of that petrol on one of our projects. Whether it is for a breakfast meet or a weekend drive to Canada, we are ready to have fun and hope you join in. Check out our web site and the events calendar for the next project, several are "light driving" and more activity oriented such as junking, out on the prairie over labor day weekend.

The Billings MT folks may want to partake in an auto show? It's all there, just hook up and have a blast meeting some like minded new friends. So this is the kick off to the spring driving season, honk if your having fun-I am... see you soon.

Chris Brown, President

IE BMW CCA

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## Car Control Clinic: Continued....

This was followed by another braking exercise with a simulated pedestrian in your path as well as imaginary oncoming traffic, so you were able to meld the skills learned from both the slalom and the braking course... the big, bad GTO was really fast but didn't have the cornering prowess of the BMW's, and was soon dubbed the "baby killer"; lots of cones took a hit by that GTO.

Next was taking a spin around a cone in an area that had been heavily watered down by the track's large water truck. You circled the cone at a rather rapid speed, attempting to break traction so as to experience both under and over steering recoveries. Quite a few, i.e. most vehicles, spun out and the more you did it, the more fun you had! My E90 xDrive posed a bit of a problem due to excessive traction, but with the Dynamic Stability Control (DSC) turned off and plenty of throttle, I was able to break loose and do some donuts. We also did a course where we entered a turn at speed, braked hard, found your turn-in point, aimed for the apex of the turn, and accelerated out. The skills you hopefully learned here helped in the last exercise completed after lunch when we went around a small oval flat course at speed and attempted negotiating the two corners without losing control or hitting those damn cones.

Before the lunch break, the class was divided into two groups and we went out on Pacific Raceways track. This was a blast. The 2.25 mile track with 300 feet of elevation change was really fun. We went out single file in two groups and did four laps. While following an instructor's vehicle we went at a nice clip. I'm not sure I got up to that speed, but the driver of the M3 behind me said he was at 100 MPH on the straightaway. And though we weren't racing, the corners provided a little "pucker factor" as we were taking them at a bit more speed than one usually takes curves during normal everyday driving.

After the CCC concluded at around 2:00 we had the opportunity to individually ride the track in the cars of some seasoned racers and really experience how it's supposed to be done. They could really go on the straights, but it was most impressive to experience the speed at which the drivers could enter and negotiate those corners.

- Jack Brooks, Spokane

## Cars and Coffee Spokane

Spokane, WA joins the ranks of cities such as Las Vegas, NV, Irvine, CA and Dallas, TX as Cars and Coffee began with a big kick off on a chilly Saturday, February 18. More than 20 folks from several car clubs made it out for the first day of what is hoped to be a long running, car crazy, fun time. This event is hosted every Saturday morning from 7:30-9:00am by George Gee Porsche located at 21702 E George Gee Ave Liberty Lake WA. On the premier morning the guests hailed from clubs including BMW, Corvette, Mini Cooper, Mustang and Porsche. Lots of interesting talk and car stories were shared. We wish the group well as it grows in numbers and remember; we were there on the first day.



## Indoor Golf Race Simulators Tested by IEBMW CCA Members



Members of the Spokane BMW CCA were invited to try out the new driving simulators at Indoor Golf located at 19223 E. Appleway on Saturday, February 18th. Four members took turns on the 3 simulators and then raced in a head-to-head competition. Jay Greene won the "race" as the only car still rolling through the finish line, although Nicole Altese posted the fastest independent lap of the day. The simulators are available for use with advanced notice for \$30/hour, call Deb or Paul at 509-290-6695. A variety of cars are available to try, from Porsche Cup cars to F1, and a surprisingly accurate version of the new Spokane County Raceway Road Track, along with many others, is available to race on.

## Car of the Quarter: 1988 S3 Dinan 750iL, owned by Tom Sparks

Cars are inanimate, right? They don't search for their own owners ... or do they? Recently a 1988 BMW 750iL came searching for me. It must have perceived I wasn't the typical BMW owner. It knew its hidden talents would have to be "discovered" before any relationship could be possible. A year ago I met this particular 750iL for the first time. Not oblivious to the E32 750's notorious reputation for costly repairs, our first meeting was stiffly cordial. It sat perched in the corner of a spacious garage; I was given the task of applying a coat of Griot's Garage Best of Show Wax to its finish before going on to other vehicles in the customer's stable of exotics. I noticed the 23-year-old 750 was very clean. Remarkably, it had no drips underneath its hulking chassis. Its black paint was luxurious. Upon closer examination, the paint looked "thick" and had the appearance of black glass. I peeked into the interior. The leather seats looked new, brand new! Come to speak of it, the entire interior had been restored to a level superior to its appearance in the spring of 1988. Still it was an E32 750iL, "notorious" as they say for adding "zeros" to any repair bill. The pretty black hulk remained perched in the corner week after week, appearing almost lonely. Some months later during a conversation with my mechanic he mentioned he had serviced this particular 750iL on a few occasions. He made a vague reference to its M70 engine ... then he let it slip: Dinan Engineering had done some sort of modification to its engine. A whole new world of possibilities opened to my view. I knew Dinan products well. But I hadn't noticed any Dinan-badging on any engine component, had I? The engine looked completely stock; there were some "Dinan" insets in the hubs of the 17" wheels, but wheel hub insets are decorative. Did you say it has a "Dinan" motor?

At my next opportunity I asked the 750iL's owner about the "Dinan" reference. He replied, "Oh yeah, I met Steve Dinan in the early 90s. This was one of the first 750's he ever worked on. He had it at his shop for almost two years." Then, purposely to emphasize understatement, he added, "Yeah, it goes." I wondered if there wasn't a treasure trove of information lurking inside the Dinan M70 engine of which I would never know. The black car with the special paint was hiding something, or so I hoped.

My contact with the 750iL was only periodic for the next year, until one day when the owner asked, "You know, I'm thinking about selling the 750 and I thought of you. Would you be interested in buying it? I literally have over a hundred thousand in upgrades in the car; I also just recently put many thousands into its paint and leather interior. I would sell it at a huge loss, but it is a very special car for me. You seem like you would love the car as I have. Most of my life I have spent with this car. Would you consider it?" He provided a price-point where he could remain possession of his senses and still part with the car. I requested any receipts on the car and any Dinan work done on it. "I think I've got every receipt showing all the work I have ever had done to the 750." Here is where the fun began!

With a folder of receipts in my hand, I began to read. I couldn't believe what I was reading. As the puzzle pieces fell together a clear picture formed: the owner, in addition to properly maintaining the 750 over 23 years, had purchased and had installed EVERY single Dinan high performance component offered on the E32 750iL. Under the hood was a Dinan 540 HP 6.0 Liter, bored and stroked, V12. Completely unobtrusive, the ported and polished intakes and cam kit were unnoticeable. Engine and transmission chips, a shift kit, transmission cooler, 2400 rpm stall converter, free-flow exhaust, suspension kit, big brake kit, 17" racing wheels and tires were all carefully tucked inside or under the car but with barely a sign of their being present. I never before taken notice of just how wide the tires were until I got down low enough to correctly assess them. Is this a dream? A telephone discussion with Dinan technician Scott Leandres, was a walk down memory lane for him. He remembered this unique car and its owner. On the subject of high performance upgrades, Scott told assured me this 750iL was the only E32 750iL with a Dinan 6 Liter Stroker in existence.

I scurried about to cobble together the owner's asking price. The Dinan S3 750iL now has a new home.

