

**BMW ACA
Puget Sound Region**

Zündfolge

September/October 1988



**Driving
Schools**

**IMSA Race
Recap**

**Restore
A 2002?**

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Cover:
*Ray's beautifully painted M3 on
the back stretch at Portland
International Raceway.*

Inhalt

Vol. 18, No. 7
September/October 1988

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Activities

Champagne Tasting!

Join us on Saturday, Nov. 5 at 7 p.m. for the club's first champagne tasting party, hosted by Bill & Janine Petersen. This will be a great opportunity to taste a variety of champagnes in different price ranges, as the holiday season begins. A selection of complementary hors d'oeuvres will be served.

The tasting will be conducted by Larry Springer of "The Grape Choice" in Kirkland. Plans call for us to taste 6 different champagnes: 2 French, 2 California, and 2 Northwest selections. Larry will be giving out discount cards good through the month of November for purchases at his shop. Any unopened bottles of bubbly will be given away at a drawing.

This event will require off-site parking, so we will be looking for someone with a van to help with transportation. Carpooling is also encouraged.

Cost for this event is \$15.00 per person and attendance is limited to 30 people. Your reservation is needed by October 21st; a map and driving directions will be mailed to participants shortly before the event.

Please make your checks payable to BMWACA, and mail to:

Janine Petersen
7206 NE 118th St.
Kirkland, WA 98034
Telephone (Eves.) 820-0814

Entertainment '89 Books

This year the club will again have a limited supply of Entertainment books for club members. These books contain discount coupons for restaurants, hotels, and entertainment.

The books should be available in mid-September. If interested, call Bob Paisley at 454-3486 to reserve a copy.

Calendar

- September 24** **Leavenworth Tour.** Our annual trek to Leavenworth will be the first weekend of the two-week Oktoberfest celebration. Details inside.
- October 1** **Driver's School.** Our last school of the year. See Dave Lightfoot's article for more details and registration form.
- October 4** **Board Meeting.** At Michael and Mary Lee Helton's home in Bellevue. All welcome, call them for driving directions if interested in attending (643-4729).
- October 22** **Art Auction.** Join BMW and SCCA members at the annual gala art auction. See details within.
- October 31** **Halloween - Boo!**
- November 5** **Champagne Tasting.** Join us at the Petersen's for a bubbly event. This will be a fantastic event and will fill fast. Register early.
- November 19** **Annual Banquet at Salty's Alki.**

Welcome New Members

Bryan Buchanan	
David & Heather Gerecke	'72 2002tii
Glenn Schultheis	'71 2002
Dave Anderson	'82 320i
Steve & Pam Zeasman	'87 735i
Larry Calkins	'88 325ix
Randy & Kay Patzer	'71 2002
Dale Bloomquist	'72 2002
David & Dawn Axene	
John Henderson	'88 325ix
Bill Proud	'81 323i
Dan Williams	'71 2002
John Grisebaum	'84 318i
Marques Abrams	'88 325ic
Mark Garland	'75 2002

Mark Nerheim	'74 2002tii
& Julie Sprinkle	'80 633csi
Michael Raved	'84 733i
Claus Meier	'88 325
Steven Elton	'77 530i
Michael Melby	'88 735i
Richard Mueller	
Danielle & Randy	
Robertson	'81 320i
Donald Arthur	'74 2002tii
Jose Doquilo	'78 320i
Gordon Wolte	'73 2002tii
Michael Shea	'78 320i

Membership now @ 825.

Sprechen Sie Bosch?

3
September 1988

Today's German cars have some of the world's most advanced electronics under the hood. Electronics created by Bosch.

Bosch designed and produced your car's electronic ignition, fuel injection, anti-lock braking systems and other electronic components. So it makes good sense to bring your BMW service to a service center trained and equipped by Bosch.

Luckily, it's not hard to decide on where to go. There's only one authorized Bosch service center in Seattle—Hermann's German Auto Service.

And at Hermann's, we not only know Bosch, we also know Bayerische Motoren Werke. So call Hermann. When it comes to fine cars, we speak fluent German.

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Pilchuck Tour

by Lucetta Lightfoot

Our group of nine cars left Marysville with sunny skies following our leader Dan Patzer in his sunny orange Touring. He lead us through some windy roads with lots of green trees. It took us 45 minutes to get to the Pilchuck School's gate. We found a dozen cars already waiting for the gate to open (and a 10th BMW member's car soon arrived). Once the gate opened our group followed the dozen cars before us on a long gravel road to the parking field. It was a very slow journey. Once we parked we headed straight to the Hot Shop. This is the most popular building to visit as you can watch demonstrations of glass blowing. I spent the most time here, watching molten glass be turned into beautiful works of art. I never realized what a team effort it takes to blow and shape glass. As you wandered through the school at your own pace you could visit artists and see different glass techniques in progress.

By noon some of us gathered together under the trees which offered shade for a picnic.

The real trek of the day started when we left the school. We were directed out by way of a logging road. It was a very primitive logging road. It made me wish for the gravel road we drove into the school on. I made it with the air dam still in one piece on the car. It will also be the only time I can say my car kept up with an M3. (I followed it out of the school, once on paved roads he was faster.)

For those who missed the school's open house, plan to go next summer when it will be open to the public. They only do this twice a year. Be sure you arrive before the gate opens. You'll be glad you did.

Ground Wire Fall Off

Recently our 1983 320iS experienced a problem that bears repeating to the membership.

Our car had been used all day as an instructor car at the Laguna Seca BMW School and as such had been operated under unusual conditions all day. That evening we experienced a slight problem in starting the car after filling up the tank with a major company's premium unleaded. Once we got moving, we had a rough running condition over 3000 RPM. It felt like injector fouling. On the way home the roughness extended to all RPM's and then car suddenly stopped running entirely! Attempts by the tow truck driver to "jump" the car's battery to restart it met with no success.

Towed to a safer location, close inspection showed that the ground wire on the alternator had fallen off!

Such a simple thing had brought the car to a halt! After a "field fix" was in place, the car continued home at speed without further problem.

Pat & Clint deWitt

Sacramento Valley Chapter
BMW CCA

BMW Briefs

Gasoline is a major determinant of how well your car will run. It is a blend of over 200 compounds. The oil companies blend gasoline to perform well under many circumstances.

The volatility of the gasoline has a very important influence on how your engine operates. Volatility is the tendency for the gas to vaporize. Too low a volatility can cause cold start problems. In addition, low volatility can cause fuel dilution of the crankcase oil. Too much volatility can produce hot driving problems due to vapor lock.

The oil companies vary the volatility of fuel depending on the season and the geographic location. They reduce volatility in the summer and increase it in winter. Alcohol, added to gasoline, tends to increase volatility. It is advis-

able to avoid fuel containing alcohol in the hot weather.

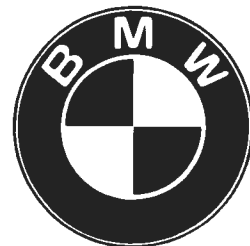
A second property affecting performance is anti-knock quality. Knocking can be caused by using low octane fuel or by improper cooling. A higher compression ratio can also contribute to knocking as compared to a lower compression engine.

Another important aspect of gasoline quality which affects proper functioning in fuel injected engines is deposit control. If there are not detergent additives present in the gasoline, deposits form throughout an engine's intake system.

This includes build-up on the injectors, intake ports and intake valves. Such deposits result in diminished engine effectiveness, rough idling, misfiring, hesitation during warm-up and increased exhaust pollutants.

Detergent additives differ among the gasolines available today. However, to be sure of having the detergent additives in your gasoline, I encourage BMW owners, especially those whose cars have fuel injection, to use name brand gasolines only.

Jack Abel
Stewart BMW CCA
Inland Empire



Bits and Pieces

European sources say that BMW has made an offer to buy Porsche, joining a list of others including VW, Ford (2.0 billion d-marks), and 2 unnamed Japanese car firms. Surprising that Daimler-Benz is not mentioned in this latest round of rumors ...

The 1989 replacement for the much-loved 6-series coupe has still not been officially named. Some wish to continue the 6-series badging, others, arguing that the new car will be far more expensive than the current model, push for an 8-series designation ... while we're on the subject of the new coupe, there have been increasing reports of consternation amongst BMW *volk* concerning the coupe's styling. It is felt by some that the car has too much U.S. muscle car flavor to appeal strongly to Europopuli, whom it is felt would prefer the more graceful forms of the Porsche 928 S4 and Mercedes 560 SEC ...

BMW engineers have developed a new electronic damping control system (EDC II). It features four variable rate Boge gas-pressure shocks, which can be set by the driver via a switch to comfort, normal, and sport modes. In contrast to some speed-dependent setups which adjust automatically based on speed only, EDC II's configuration takes into account other factors such as vehicle load, acceleration, brake pressure, steering angle, and throttle position. Road testers have commented very favorable on the system's capabilities, particularly when the going gets rough. — T.W.

NORTHWEST REGION SPORTS CAR CLUB OF AMERICA

cordially invites you and your guests
to attend an

ART EXHIBITION AND AUCTION

to be held at

THE MOUNTAINEERS BUILDING

300 3rd. Avenue W., Seattle

(Located on the west side of Queen Anne Hill
across the street from Ivar's Captain's Table restaurant)

SATURDAY, OCTOBER 22, 1988

Exhibition—7:00 p.m. Auction—8:00 p.m.

Refreshments:

Hors d'oeuvres and two complimentary drinks

Wine and soft drinks available

Donation: \$5.00 per person

Checks for art purchased payable to:

N.W. REGION, SCCA, INC.

It's Coming and You Should Be There!

Northwest Region SCCA's Third Annual Art Auction is a great opportunity to support your club while having fun! Mark your calendar for Saturday, October 22, 7:00 p.m. at The Mountaineers Club, 300 3rd Ave. W., Seattle (south side of Queen Anne Hill).

The entire five dollar admission goes directly into the BMWACA treasury. And it buys you a bidding sheet, a door prize ticket (three, count'em three pieces of art will be given away), two drinks (choice of wine or soft drinks) and fabulous hors d'oeuvres. That's putting a lot of mileage into a five dollar bill!

Art Auctions, Inc. of California, the largest benefit art auction gallery in the world (only the best you know), because of it's size can purchase fine art throughout the world at incredibly low prices. This makes for astoundingly low opening bids. Starting at \$35.00 and going up, you can get beautifully framed oils and watercolors, and signed and numbered graphics. There will be exciting art from young talents and masters like Picasso, Chagall, Miro, Dali, Neiman, Calder and

Kelly. There will be a piece of art for every taste and every purse. These make great gifts and Christmas is coming.

Don't want to buy? That's OK! Get some friends together and make and evening of it anyway. You can visit with your friends, support BMWACA, soak up some culture, enjoy some good eats and have something interesting to talk about the next week.

Watch for your invitation in the mail. It's coming! Be there or be square.



Stalls

by Thomas B. Nast

(Even Nast gets a vacation. The following is a reprint from January of 1985 — Ed)

In A Jam

JAM Industries is a *Zündfolge* advertiser which markets downdraft Weber carburetor kits for 2002's. The advantage of buying a kit is that you don't have to run around looking for hoses, clamps, brackets and an air cleaner to go with a 32/36 DGV carb which JAM assures has the right jetting. In addition, all stock emission controls can be preserved, and the kit is approved by the California Smog Patrol. The premium is about \$75 over the cost of the un-adorned Weber.

I recently installed a JAM kit on a straight-but-neglected 1976 49-state 2002, which still had all its smog gear. The mechanical installation was very straightforward. The linkage bracket included was perfect and solved one of the conversion's traditional irritations. Even a monkey could remove the old carb and put in the Weber.

JAM included the correct Weber adaptor for the choke's hot water circuit, and the water hosing installed easily. Although the choke works fabulously, I would personally convert to a manually operated choke if adding a Weber. This would involve buying a '68-71 1600/2002 steel lower steering column housing (\$1.00 at trailing junkyards), and a choke cable. Worth the effort.

The fuel hose goes on an 8mm nipple on one end and a 6mm nipple on the other, so it's a loose fit on one end and relies on a hose clamp for sealing. This is not a good practice and an adaptor with two sizes of hose should be part of the kit.

Now, I don't operate a tinsmithy and it was the air cleaner installation that threw me. You are directed to "Cut 3/8 inch from the bottom of the air cleaner downspout," without benefit of illustration or further explana-



tion. I wound up cutting the "downspout" with my Snap-On dikes and rolling the sheet metal around them like the top of a sardine can on its key. I would like to know how JAM expects the average guy to perform this little procedure cleanly. You also drill three "17/64" (6.5mm) holes into the air cleaner housing.

A custom aluminum casting fits over three carb studs (you remove the fourth) and the air cleaner mounts on top. Here is another problem: The air cleaner did not quite sit low enough. It is about 6mm too high. It does not allow the included (and necessary) washers to fit under the air cleaner retaining nuts, or the nuts themselves to fully seat even without washers. The airbox does not clear the insulation under the hood, and the hose to the air heater box is a tenuous fit as well. It appears as if the casting, which acts as a spacer, was not machined down sufficiently.

Emission controls were the final hurdle. Whilst the JAM instructions contemplate the retention of the controls, some 2002 owners do not. Hook-up instructions for vacuum hoses in de-smogged cars would be appropriate (especially by way of diagram), though anyone with an understanding of the theory behind desmogging will have no trouble picking his way through the hoses.

The installed kit dialed in easily and

ran as the original Solex should have, which is to say very well indeed.

In California, every few years a pointy-headed bureaucrat looks under the hood of your car (coning the air cleaner in the process) to see if all the "original" (and required retrofit) emission devices are in place. Regardless of how little schmutz you have in your auspuff, you fail if it doesn't look stock. The JAM kit is a nearly ideal solution for this market.

But here in the less regulated Northwest, the choice is not so clearcut. Emission controls are of only passing interest (most having passed away) and manual chokes are permitted. I would rather have a freer-flowing, better looking and better fitting Redline aircleaner than retain the massive stock one, as the JAM kit does. This kit is thus JAM's answer to a question much more asked in California than here. I don't know if JAM markets a 49-state version, with Redline air cleaner and manual choke, but I wouldn't buy anything less.

(After writing the above, I spoke with Tammi at JAM. She advised me that a manual choke set up, less the steel steering column housing, may be special ordered. She also indicated that JAM feels that retaining the stock air cleaner is preferable, claiming easier maintenance and better performance. Finally, she was unaware of clearance problems caused by the aluminum spacing adaptor, and said they would look into it.)





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Interview with Gunter Kramer, Chairman, BMWNA

What is the importance of the 7-series to BMW?

The new Seven sets the tone for BMW's upmarket sweep, and the redesigned Five furthers this elegantly aerodynamic and very sporty theme. The average price of our cars is increasing. And that's quite on purpose. In the future, we'll sell *fewer* 3-series models -and those we do sell will be more specialized versions like the convertible, the four-wheel-drive 325ix, and the M3.

Are you looking for a wealthier customer than in the past?

Of course. We're moving even further upscale. And we'll justify that with more technical features, better engineering, plus our legendary name and reputation. It would be a grave mistake for BMW to move any other way. It's already working. Our U.S. dealers report they're getting Mercedes and Jaguars as trade-ins.

Do you think there is room in the marketplace for the Japanese to offer \$25,000 to \$35,000 cars?

Yes. This segment is growing faster than the total luxury-performance-car market. But if they're looking for really *big* numbers, they'll be disappointed. The prospects are quite limited here.

Are you worried about the Lexus and Infiniti as competitors?

We're concerned, but we're not worried. We know they are aiming at our segment. And they'll do everything to establish a \$30,000 price tag. But, at this point, it's a big jump for Japanese manufacturers. Consider Toyota, with four million cars -the world's number three automaker. It will spend heavily to establish a new franchise and offer value for money. The specifications of the Lexus sedan will put it right in the 5-series range. But BMW, at 460,000 units, has the advantage of exclusivity. Toyota *can't* achieve that.

Can Japan ever develop cars to com-

BMWACA Puget Sound Region

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pete with your top-of-the-line BMW's? I'm impressed by the new Japanese cars. It's clear they're serious. But ask the Japanese carmakers if *their* top managers test cars at high speeds - as we do - before they sell them. I think you know the answer is no.

How do the new Fives and Sevens prepare BMW for the luxury-car wars of the 1990's?

Jaguar waited too long with its XJ6. The car was already old when it was

introduced. Mercedes is still years away from a V-12 and a major restyling. We're ahead of everyone now. And with our development timetable, we'll one-up them yet again with the next generation.

Ken Gross of Automobile interviewed Mr. Kramer at the launch of the new 5-series in Portugal this spring. Ed

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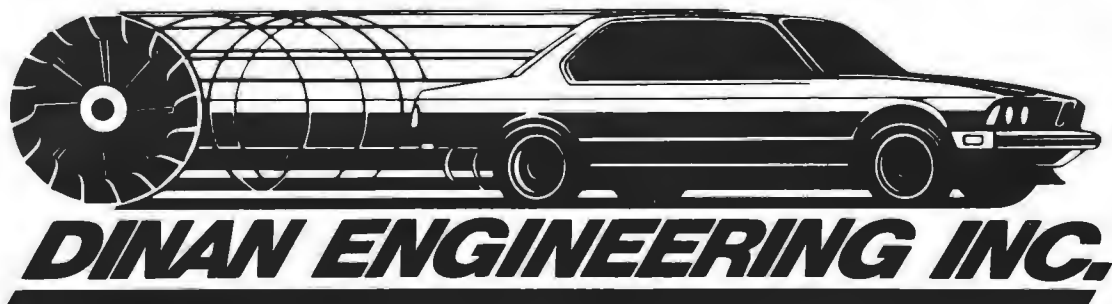
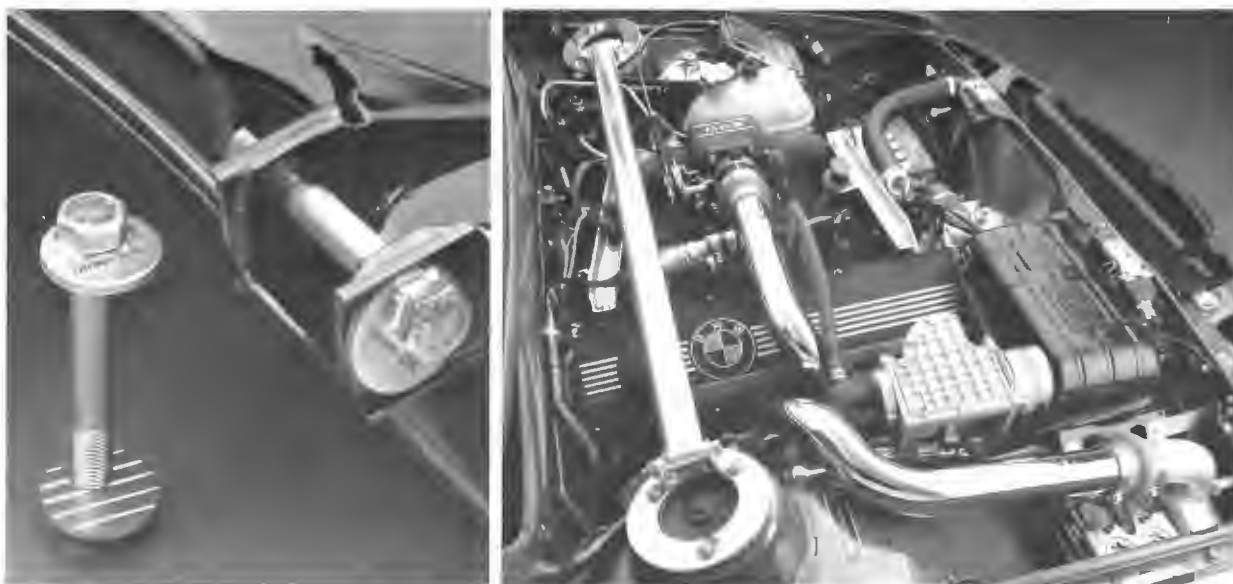
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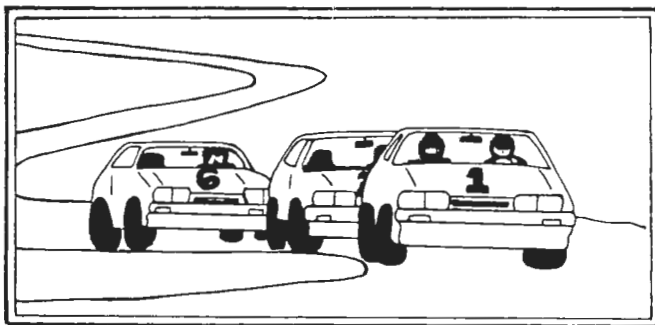


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October 1 & October 29 Club/Pro Driving Schools



We will hold our final driving school oriented towards the novice to intermediate driver on Saturday, October 1st. The club schools are designed to be high performance driving schools. The skills learned are usable in street driving and can be used as an introduction to more advanced competition driving. There have been cases where a guy in the club will send his wife to a club school "so she can get more comfortable with the car." While this is a valid reason to attend, sometimes the guy has never been to a club school because "I'm a good driver." Unless you've got racing experience, you can benefit from one of our schools. Plus, we give a discount to couples sharing a car.

The actual track time will be preceded by a mandatory ground school and tech inspection on Thursday, September 29th. This will be held at BMW Seattle. While your car is being inspected for safety, we will spend about an hour and a half discussing seating and steering wheel position, various types of braking, cornering, understeer and oversteer, heel and toe downshifting and . . . well, lots of other stuff. It's all part of being a more capable driver and getting the most out of the on track time. Arrive at BMW Seattle between 7:00 and 7:30. The service entrance is at 715 E. Pine st. The ground school will be held on the mezzanine level, above the showroom. The showroom is at 714 E. Pike St.

On Saturday, October 1st, the school will follow this schedule:

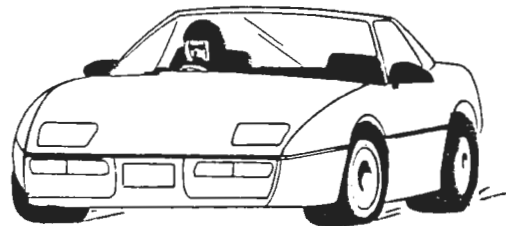
7:30- 8:00	Check in
8:15- 8:40	Drivers' Meeting
8:40- 9:00	Staging - proceed to first station
9:00- 9:40	Station A
9:45-10:25	Station B
10:30-11:10	Station C
11:15-11:55	Station D
11:55-12:20	Lunch Break
12:20-12:30	First corner workers out Instructor Meeting
12:30-12:55	Run Group 1
1:00- 1:25	Run Group 2
1:30- 1:55	Run Group 3
2:00- 2:25	Run Group 4
2:30- 2:55	Run Group 5
3:00- 3:25	Run Group 6
3:30- 3:55	Run Group 7
4:00- 4:25	Run Group 8
4:30- 5:00	Run Group 9

The four stations in the morning will be: **1) Wet skid pad.** On a wide portion of the track we will practice sliding and skid control. We will have a water truck to keep the track wet. It's a lot of fun and a good thing to know with winter coming on. **2) Slalom/Heel and Toe Downshifting.** A slalom allows the student to learn about transient response. Heel and toe downshifting is a useful skill. You may have never heard of it before but here's your chance to learn. **3) Handling Oval.** Here we'll form a small enclosed road course. You can practice a few simple

turns in quick succession. **4) Backside of the Track.** We'll practice the challenging backside of SIR prior to driving the full track. The backside includes the hairpins, the back straight and the chicane.

The school is limited to 36 students. There will be no more than three students per instructors. The instructors are experienced Club members. They will not push you. You do not have to drive fast! More important is good technique, smoothness and control. During the open track sessions, students will be either driving, riding as a passenger, working a corner or taking a break.

If you have any questions, call Lucetta or David Lightfoot at 282-2641. Remember, participation in this school qualifies you to take part in the Pro School on October 29th.



October 29th Pro Driving School

For the graduate of our Club driving schools who wants to further their skills, we are offering a special driving school on October 29th. As the special mailing you received a couple of weeks ago detailed, instruction will be provided by the ProFormance Advanced Driving School. All of the instructors have extensive racing experience. Chief Instructor Ross Bentley is a nine time champion.

ProFormance offers a series of courses similar to the Bob Bondurant School in California. Three years ago the club brought the Bondurant instructors to SIR for an exclusive BMW ACA school. While the Bondurant instructors were excellent, the school suffered somewhat due to dis-

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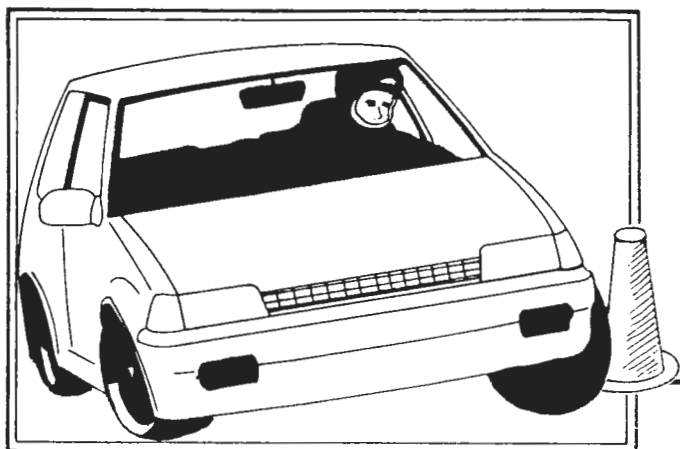
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PERFORMANCE ENHANCEMENTS





organization and poor utilization of time. These concerns have been discussed with the ProFormance people. The aim is for maximum utilization of the eight hours of track time and a level of sophistication in instruction warranted by students who have prior track experience. The Club will handle organization of the school.

The price of the school is \$150 (\$125 if you registered prior to September 20th), which is quite a bargain. Essentially the same school offered by ProFormance at their Westwood home costs \$350. Use the registration form in this issue to register. If full, we will be starting a waiting list for any spots that become available.

The night before the school, Friday the 28th, a ground school will be held at a yet to be determined location. This chalk talk by Ross Bentley will last about one and a half hours. On Saturday the following schedule will be followed:

7:30- 8:00 Check in
8:15- 8:40 Drivers' Meeting
8:40- 9:00 Staging, proceed to stations
9:00-11:00 Stations
11:00- 5:00 Open Track

The open track session will use a lead and follow drill to show the proper line. This will become looser and looser as the period progresses.

The instructors will each be assigned six students. They will continue to rotate among their students for the whole day.

The Pro Driving School is a very special opportunity for BMW club members and a great way for 36 lucky people to finish the driving season.

October 1, 1988 Driving School October 29, 1988 Pro Driving School REGISTRATION FORM

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but some other experience
Have attended club school
but not achieved Level 1
Level 1
Level 2

Driver 1

Driver 2

☐
☐
☐
☐
☐

Tuition:

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☐ \$ 60 One driver, one car
☐ \$ 90 Two drivers, sharing a car
☐ \$120 Two drivers, two cars

October 29th Pro School

☐ \$150 One driver, one car
☐ \$300 Two drivers, two cars

Make checks payable to BMW ACA

Send registration form and check to:

BMW ACA
P.O. Box 1259
Bellevue, WA 98009





A familiar sight at the start of showroom stock races. This mahem is on turn one during the first lap.

IMSA Races At Portland International Raceway

By Paul Touby

This years' IMSA races at Portland International Raceway were a two day event. The first day featured three races highlighted by the Firestone Firehawk race for Showroom Stock cars. The highlight of the second day was the main event, the Camel GT race with GTP and Camel Light cars.

The first day got off to an exciting start with a motorcycle jump by Robby Knevil. Robby Knevil is the son of Evil Knevil of motorcycle jumping fame, or motorcycle crashing infamy depending on your viewpoint. Robby was out to break his fathers record of jumping over 21 cars successfully by trying to jump 22 cars and landing safely. With some advice from his father, Robby proceeded to warm up his bike by doing some long wheely runs. On his attempt he got a good run at the takeoff ramp, hit the ramp squarely in the middle and went flying. While in midair he thrilled the crowd by removing his hands from the handle bars. He made a perfect landing on the landing ramp clearing all 22 cars with ease. The crowd, including a number of race drivers and pit crew, gave Robby a rousing standing ovation.

The first race of the day was a Firestone Firehawk City Challenge race. This is a race where all the cars are exactly the same, similar in concept to the IROC series. An added twist, however, is that there are teams in this race

representing different cities. So not only are the drivers going for the win in the race but they are also trying to place as highly as possible to score points for the team. The top teams at the end of the season will be rewarded with cash prizes. That little incentive keeps the racers that are not battling for the lead racing against other city teams racers to score points toward the team title.

The second race of the day was the International Touring Sedan race. The format for this race series is essentially the same as Showroom Stock. In this series, the cars are allowed a couple more modifications than in Showroom Stock, but they still run close to the same lap times as the Showroom Stock cars. The start of the race saw a good start from everybody in the field. They came roaring down the front straight three and four abreast and practically bumper to bumper. As they came into the first turn, one of the lead cars lost control and started to spin. This caused a wild eyed panic with the rest of the pack. Cars were going everywhere, on the inside of the track as well as the outside of the track. Other drivers slammed on their brakes causing still more cars to spin. Some tried to weave their way through the mess. After the dust had settled, the chaos at the first turn had inflicted enough damage on the two front row Mazdas that they

had to drop out. The three Acuras in the race preceded to take control and run away from the field. The only item of interest for the rest of the race was a lone Mercedes climbing through the field to eventually finish fourth. There was a BMW 325iS running in the race, but it was never in the hunt, and finished the race mid-pack.



This cowboy is our hero, Ray Korman. Ray continues to successfully race BMWs in spite of very limited factory support.

The final race of the day was the main event Firestone Firehawk Showroom stock race. Featured in this race was Ray Korman driving a BMW M3. In Showroom Stock racing the cars that race are pretty much as you would see them on the road. A few modifications are allowed such as different brake pads, shocks, and sway bars. The cars can run open exhaust and the engines are blueprinted (that is every component of an engine is hand worked or picked to meet exact factory specifications).

I went to the pits before the race to look over Korman's car. I was a bit

surprised by the bright and unusual paint job. For those of you that have seen the August 15 issue of *Autoweek*, you know what I am talking about. The paint job is by an artist who was commissioned by BMW to do Korman's car and another just like it that is on display in an art gallery. I had an opportunity to talk to Korman's co-driver for the race, Willie Lewis. In talking with Willie, he stated that he didn't think that the M3 had much of a chance of winning the race. He said that the Firebirds and Camaros just had too much tire and too much brake for him to be able to keep up in the corners and in braking. Also the M3 didn't have the top end speed to match the GM cars. Willie said the only hope for an M3 win would be if all the GM cars broke or crashed, and that wasn't too likely. The race itself was a three hour enduro and the rules stated that there had to be a driver change. Korman had qualified the M3 in eleventh position on the starting grid. There was another M3 in the race and it had qualified in the eighth starting spot.

At the start of the race both Korman and the other M3 lost a few positions to hard chargers at the first corner. Korman and later Lewis drove a good steady race and in doing so managed to bring the M3 home in fifth place. The other M3 was not so fortunate. It was off the pace the whole race, so much so that Korman's M3 was lapping it. To make matters even worse, late in the race the car was hit from behind by a Porsche 944 and spun off the track.

Talking with Ray Korman after the race shed some light on why the GM cars were so dominant in this race. First of all Korman didn't know about noise restrictions at PIR. After arriving at the track he had to quickly stick on a set of baffles to meet the noise restriction levels. This cut down on his top end power making it impossible to stay with the GM cars down the straight. Also, this season the Firebirds and Camaros had bigger brakes



Korman and the other M3 both exiting Portland's turn nine heading onto the main straight.

and tires than they did last year giving them the edge in cornering and braking performance. After last season, GM simply put the bigger brakes and tires on a bunch of cars and shipped them out to dealers to sell. In that way they were able to produce enough cars with the bigger brake and tire combo to qualify them for Showroom Stock racing. BMW, being a small company, just couldn't respond to the GM updates. (GM sells more Firebirds and Camaros than BMW sells cars in the US in one year.) The M3 also has a problem of oil usage. Running at constant high rpm's causes a lot of blow-by. This blow-by picks up oil vapor in the engine and blows it out the breather tube. Korman said that they couldn't solve the problem by simply adding more oil because the oil level is so close to the crankshaft that if they put in more than half a quart of oil extra, the crankshaft would hit the oil and cause it to foam creating even worse problems. So at each pit stop the crew has to add half a quart of oil to the engine to make up for the oil vapor lost during the race.

Another problem that they had to overcome was the brakes overheating. The stock rims just didn't allow enough air to circulate and cool properly. He found that the brakes were making so much heat that the rubber valve stem would start to melt. He had to switch

to metal valve stems to cure that problem.

Looking at Korman's car after the race revealed a large dent, about the size of a softball, just below the right C pillar. Also, all along the right rear quarter panel were scratch and scuff marks. Neither Korman nor Lewis could remember any incident that might have caused the damage, which goes to show you how hard they were concentrating on the race.

Next month I'll tell you about the second day of racing, some interesting sidelights to the races, and a little about Portland International Raceway itself.



The other M3 in the race suffered problems and finished back in the pack.

Vision In High Performance Driving

The first in a series of articles about tips for the High Performance Driver by Ross Bentley, Chief Instructor for the ProFormance Advanced Driving School, Inc.

First, let's define the 'High Performance driver'. This is not someone who races around the streets at high speed. This person is not necessarily a race car driver. Being a 'High Performance driver' means many things: always driving in control of your vehicle and the situations and conditions around you; always driving smoothly and with finesse; being confident and sympathetic; and always thinking about what you're doing behind the wheel.

Your mental attitude is extremely important in developing your driving skills. It is necessary to keep an open mind about driving. You should always feel there is something more to learn. The best 'High Performance drivers' are always the ones who are ready to learn something new every time they get behind the wheel.

Driving in control means being aware of everything and everyone around you, especially in congested areas. Not only should you be watching in front of you, but also knowing what is beside and behind you. Use your mirrors regularly. Being aware of the conditions behind and beside you may allow you to avoid potentially dangerous situations by anticipating or by reacting quickly.

Which leads us to vision; or should I say vision leads us.

If a rating figure could be placed on the various human systems required to drive a car, your eyes would have to rank number one. If you cannot see, you cannot drive. At least ninety percent of what takes place in our vehicle

is a result of what our eyes report to our brain. So, rule number one is: Never overdrive your vision!

One of the first steps in refining your driving skills is learning to look further ahead. Although your hands and arms steer the car, your eyes tell you what to do. Your eyes actually lead your physical movement. Therefore, focus your eyes where you want to go, not where you don't want to go or where you are! If there is an object on the road you want to avoid, such as a rock or man-hole cover, don't look at it — if you do, you'll hit it. Focus your eyes just to the right or left of it and the car will automatically go there.

As you drive, sit up and keep your head in a normal position. When you

turn, move your head from side to side, but do not lean, or tip it. Your brain is used to receiving information from your eyes in the normal position. If this is changed, you are mentally fooling your brain. Curbs, pedestrians or other cars are not actually where you perceive them to be, and can often end up under your car.

And finally, do not concentrate on any one particular object in front of you. Look well ahead, and watch for anything coming into your overall field of vision. Pay attention all the time. And don't just look further ahead, think farther ahead.

In future issues we will deal with everything from shifting basics to skid control and the ideal cornering line. I look forward to (vision, remember!) assisting you in refining your driving skills.

*Ross Bentley,
Chief Instructor, ProFormance
Advanced Driving School, Inc.*

Tech Tip Compendium

This club's tech tip compendium is turning into a real bestseller. Who says no one works on their own cars any more? After many years of not offering the compendium, we have printed and sold two runs of ten copies. We have more orders and are about to print ten more copies. To reserve your copy send \$25 to the club post office box, attention Lucetta Lightfoot. If you will need your compendium mailed to you, call Lucetta at 206-282-2641 to get the cost and to make arrangements.

The compendium is a collection of tech tips gathered from BMW club newsletters around the country which have been organized and indexed. It's about 460 pages long and the biggest publication anywhere of such tips. For the do-it-yourselfer, it's a treasure trove.

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So You Want To Restore A 2002?

by Carl Constam

There has always been a mystique about owning a BMW. There are a variety of factors such as prestige, performance, exclusivity and looks. Unfortunately, for us poor mortal souls, the differential between either the Canadian or U.S. dollar and the Deutchmarke is such that the thought of owning a new BMW remains just that, a thought.

As with many others, I was looking for a second car as we had out grown being a single vehicle household. Searching for a used car can be an extremely frustrating experience given what is available either through the local used car lots or privately through the local papers. I had also considered buying a new car such as a bottom line Hyundai or Honda, but in all honesty, where can you actually find a new car for dealer list.

I had always had a desire for a 2002 stemming back to my teenage years in Toronto. I had been quite competitive with one of the car clubs at that time participating in rallies at all levels, driving skill tests and marshalling at the track at Mosport north of Toronto. I remember dragging a 2002 down Yonge Street one summer Saturday, and having my doors blown off. One of my best friends had a 2002tii that he had brought back from Europe.

I had been pouring through a local publication known as the "Auto Trader" for several weeks when suddenly, there it was — a 1971 2002. I immediately called and made arrangements to see the car, and it was love at first sight. In retrospect, it is amazing how love can blind you when it comes down to buying a car. We struck a deal and when I told my wife the good news, she chastised me for beginning to take us down the road to "Yuppidium."

I thought that I was all set. I had the service records for the car back through

to 1980 and I felt that I had finally acquired the car of my dreams that was in good condition. The work orders had indicated that the drive line including the transmission and rear end had been completely rebuilt six months prior to my purchase. As I later found it, this was only the beginning.

I took delivery of the car on April 21, 1987 and by May 6, I was already in the shop. I had stopped to pick up some parts from a wrecked 2002 when upon returning to the car, it would not start. There was nothing but the radio, not even a click from the started motor. I remember seeing work orders for the starter and I immediately started to panic. A call to the local C.A.A. (or A.A.A.) outlet produced a tow truck. We push started the car, and off I ran to the garage expecting my first large repair order.

Fortunately, I was lucky in that the lead from the battery to the starter motor had come loose and it was a fairly simple matter to correct. I asked the mechanic if he would check out the brakes as a matter of course to see what life was left. It was just as well as the rear brake cylinders were seized and I had no rear brakes.

In June, I had to make a business trip across western Canada. If you ever have to do any travelling in this part of the world, you quickly discover that connections to smaller centres by the Canadian air carriers is a joke. I figured I would lose at least two days in airports waiting for connections. The car seemed to be running reasonably well, so off I went.

One of the great driving experiences across the North American Prairies is summer. Long summer days when the sun comes up at 4:00 a.m. and does not truly set until after midnight. Along with this comes a little bit of heat. I had to drive between Saskatoon and Regina Saskatchewan, a distance of ap-

proximately 180 miles in 33 Celsius temperatures with no air conditioning. By the time I arrived in Regina, the car literally told me no more and I parked it until the next morning.

A word of warning. If you plan to travel across Manitoba, do not use or hide your radar detector. I found out the hard way that while owning a radar detector in Manitoba is legal, operating one in your vehicle is not. It was seized on the spot together with a \$60.00 fine. All subsequent attempts to have it returned through the courts failed, and I was out one Passport radar detector which I had borrowed from my brother-in-law.

Then to add insult to injury, I was 60 miles from home around dusk when I went to turn on my headlights and all I got was darkness. I had been on the road for over 12 hours at that point and I decided that I wasn't going to stop for the night because of no lights. On went the fog lights, and I continued home. Back to the garage, and more repairs for bad electrical grounds.

On July 31, 1987, we had what was to become known as "Black Friday" when a tornado ripped across the eastern portion of Edmonton leaving 27 people dead and billions of dollars in property damage. The hail was so intense that I ended up with over \$1,300.00 damage to my car, and \$1,700.00 hail damage to my wife's car.

Well you must have heard of the expression that timing is everything, well it is. I had been contemplating having all of the rust taken out of the car and mother nature so graciously offered her assistance in advancing the timing of the repairs. I stripped as much chrome and non essentials off the car as I could, and sent it in to the local body shop. To clear up the rust around the rear wheel arches, rather than replace the whole quarter panel, I was able to buy new arches and have the old ones cut out. During this process, it was determined that the rocker panel on the passenger side was completely rotted away, and this was

replaced as well.

Through no fault of my own, I had had occasion to use this body shop on several other occasions. Honestly, the accidents were not my fault. Anyway, they were extremely good to me and \$1,000.00 later together with the insurance money, the car was looking extremely good.

Prior to the trip to the body shop, my mechanic had warned me about this bizarre carburetor that was on the car. The carburetor was a Weber manufactured under license by Holley. It had an automatic choke that just plain fell off one day. I was also warned that these particular carburetors tend to cause fires when they get old. So that was replaced.

Then just when I thought everything was going great, the muffler fell off. It must be Murphy's law of warranties in effect when you check back in your service records to discover that the warranty on your muffler expired ten days ago.

Winter was arriving and I changed over to the four radial snows that also came with the car. Suddenly, the beastly decided that it had developed a sudden affection for the ditch (and I had only thought that it was a strong cross wind). So back to the shop for another estimate. Would you believe the tie rods, ball joints and the steering box were shot. And to top it off, the brake pedal had developed an urge to stay on the floor when applied.

You know that everyone wears off the polish on the heel of their right shoe from driving, while I was wearing the polish off the top of my shoe from having to pull the brake pedal off the floor whenever it was used. Then to add further insult to injury, the gas tank decided to spring a leak.

While this was all being repaired, the car was sent to the alignment shop for the front end. When it was put on the rack, they could not set the front end up. According to my records, the car had been in an accident in late 1979 or early 1980. The owner at that time

apparently did not have the car straightened properly at that time. I was lucky this time. The alignment shop only charged \$75.00 to align and straighten the car.

Then, Mr. Murphy reared his ugly head once again. It was a balmy -20 Celsius one lovely winter day when I went to adjust the heat, and suddenly there was none. Let me assure you that there is nothing quite like a trip across town with no heat. It seems that the heater valve seized shut and the heater control cable broke together.

My mechanic was able to pry the heater valve wide open but then he gave me the good news. While you can see the heater core from the engine compartment, to service it you must tear most of the interior of the car apart to access it. By now, I had finally been able to come up with an appropriate name for my beastly — "The Sponge."

Well, what the heck, it might as well be fixed too. As it turned out, the heater core had been in the car since new and the heater fan motor was also original.

Well, I think that I am now closer to completion than when I started. Considering I have spent almost as much on repairs as I did for the car, I still think that I am ahead of the game. After all, what else can you drive for \$7,000.00 these days, have fun driving and get all sorts of compliments.

There is an old adage that goes along with all 2002's — You're never finished restoring. Let me think, what needs fixing next?

P.S. I must express my appreciation to Al at Aero Import Motors in Edmonton for all of his help and expertise without which "The Sponge" would not be on the road today.



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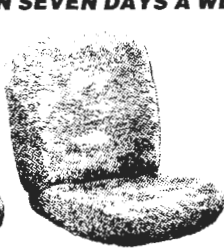
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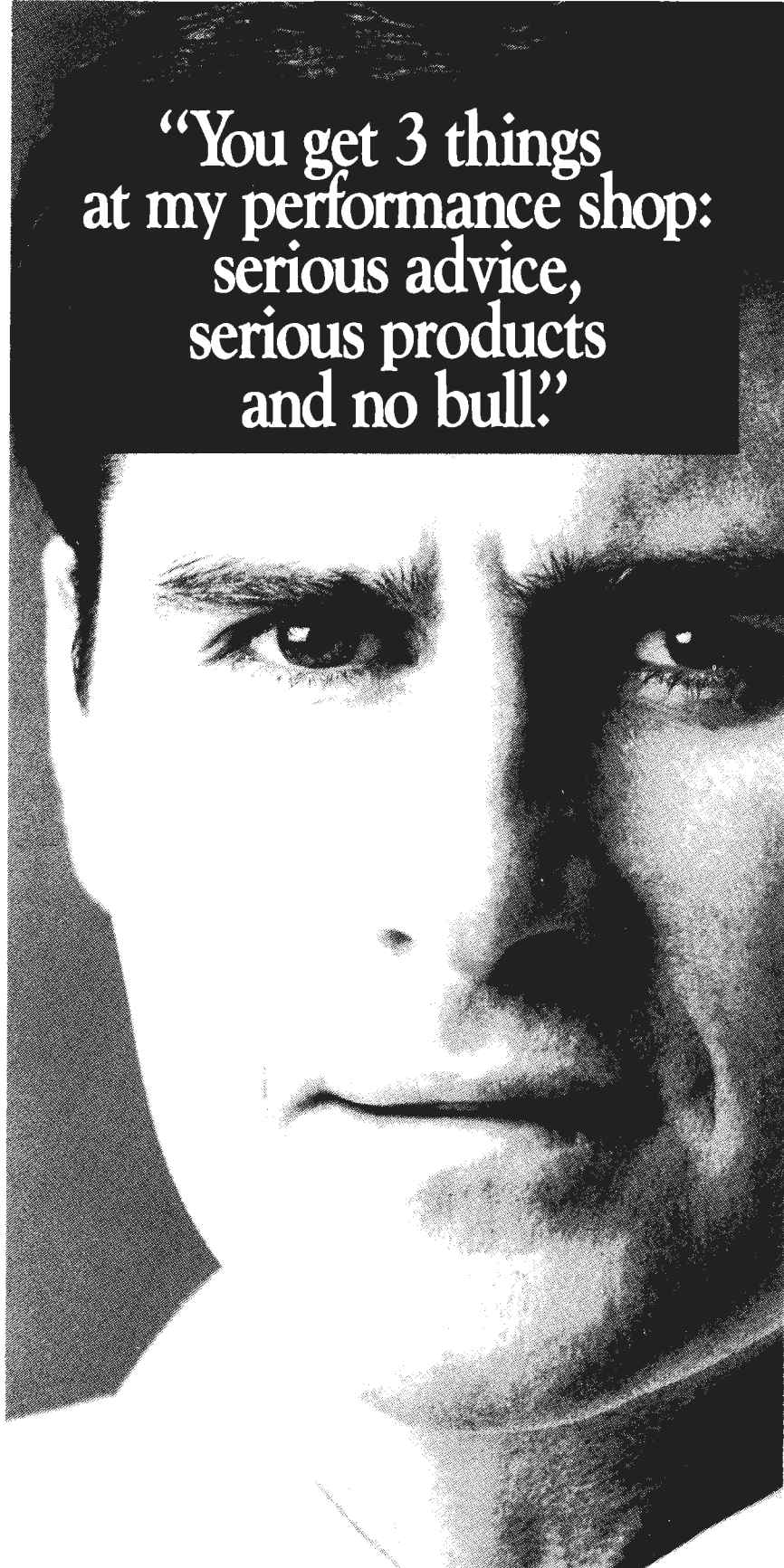
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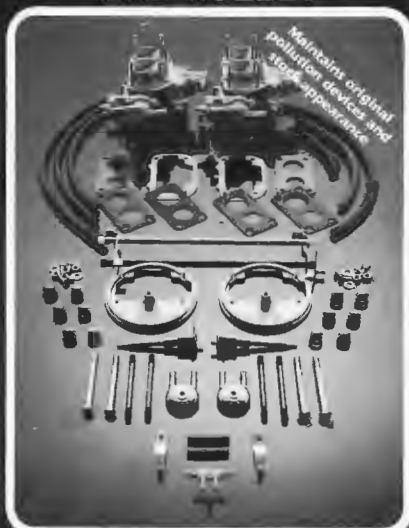
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Autumn Leaf Festival Tour '88

After a year's absence, the Club's annual fall tour to Leavenworth returns. This year's tour will be informal and casual. If you go, you'll be able to enjoy the company of other BMW fanatics plus have the whole day to do whatever strikes your fancy.

A little background on Leavenworth. The town is a former logging community located on the East Slope of the Central Cascades. When the forestry economy turned sour, the enterprising locals decided to remake the town as a year-round tourist and vacation destination. It was decided that to have the biggest impact, the town needed a theme. Given the town's setting the large number of residents of German descent, the Bavarian Village theme the town now sports was a natural choice.

While Leavenworth wasn't the first town to turn from an economy based on resource exploitation toward one based on tourism, it certainly has been one of the most successful. The town now holds three major festivals during the year, each spanning two successive weekends. In addition, the area is a prime jumping-off point for a wide variety of outdoor activities such as

hiking, cross-country skiing, and river rafting.

Back to those festivals mentioned earlier. They are held in the spring, fall, and winter. The fall festival which we will be attending is known as the Autumn Leaf Festival or Oktoberfest and is generally held the last weekend of September and the first weekend of October. Our visit is to be the first of these two weekends, September 24-25. Festival activities include a parade, live music, art displays, and plenty of food.

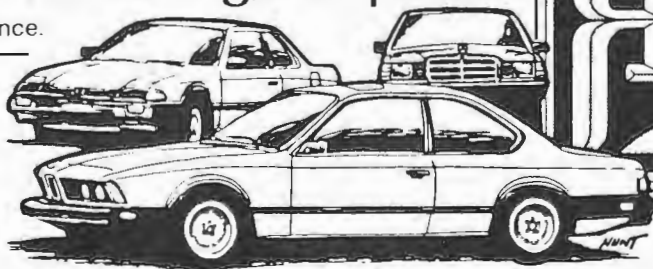
In past years Club members have participated in the parade. However, the organizers were so confused one year that the parade took much longer than it should have. The result was some hot engines and a lot of unnecessary clutch wear. After that the club dropped official participation, but Club members have participated on their own in the last couple of years and have reported no problems. We have heard unconfirmed rumors that this situation has improved, but let the potential participant beware. Should anyone wish to be part of this, give me a call at 283-1056 before Sept. 10th and we'll see what can be set up.

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In addition to the festival itself, shopping is one of the prime reasons people visit Leavenworth. For such a small town, it has quite a variety of interesting stores. There are several import shops featuring European goods that you might wish to visit. Clocks, crystal, china, jewelry and antiques are prominently featured. The main streets through the commercial area of town are closed to vehicle traffic during festival weekends — a good thing, since the sidewalks are filled to overflowing. It can get a bit hectic and crowded, but never to the extent it mars enjoyment. Bring a good pair of walking shoes, grab an ice cream cone and a sausage (or both — your stomach won't holler until later) and enjoy the sights and sounds.

The trip to Leavenworth itself can be one of the most beautiful drives in the state. The scenery, particularly in the Stevens Pass area, is absolutely breathtaking. With any luck, the hill-sides will be awash in color and the air will have that crispness indicating fall has arrived. And one final thought: if you wake up Saturday morning to an apparently awful gray day, look upon the tour as chance to escape the West Side grayness for some East Side sunshine. On more occasions than not, the gray miraculously disappears once one crests the pass and heads down the East Slope.

We will meet at the new Monroe Safeway (north side of Highway 2) at 8:45 A.M. Saturday morning. From there we will head east on Highway 2 across Stevens Pass. A ways east of the we will detour via State Routes 207 and 209 through the Chumstick Valley. This will bring us into town via a slightly longer, but more scenic route. Parking is on-street and within reasonable walking distance of the center of town.

If there is sufficient interest, we may be able to arrange an informal gathering for dinner. Also, it should be mentioned that in the past many have made

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a complete weekend of the tour by spending Saturday night in Wenatchee and detouring back to Seattle Sunday via Blewett Pass. For those who really want to make a day of it Sunday, a trip over the North Cascades Highway would certainly be a fun alternative. It makes for a long day, but is definitely worth the effort.

If you have any questions about the tour, call Tom Williams at 283-1056. See you September 24!

Tom Williams

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FOR SALE: Clean '79 320i, sunroof, air, Kenwood 838, low miles, excellent condition, Koni shocks, lowered, \$6,400, 824-8159 Jerry.

FOR SALE: '73 3.0CS, 88,000 original miles, leather, power, sunroof, silver (polaris) with blue interior, excellent condition, new tires and wheels, 841-2747 Paul Johnson.

FOR SALE: '73 3.0 cs, like new, new engine, new trans., fully loaded, all leather, \$18,500. Eves 641-3051, days 622-5822, ask for Cameron.

FOR SALE: 1968 1602-Euro Model, rebuilt 320 motor, gearbox, etc. Mechanically perfect, new interior, sunroof — A very clean collectible bimmer w/round taillights! \$4,000 — Dusty — 759-4999

FOR SALE: '85 318i, metallic blue, 5-speed, AM-FM cassette, AC, 1-owner, 68k highway miles, \$11,000 OBO, 572-8054.

FOR SALE: 318i parts. Exhaust catalytic converter new, \$350; muffler tailpipe new, \$175; alternator \$150; tail light lens \$30; misc. Chris (206) 226-9478, lv. message.

FOR SALE: 82 Buick Skylark. 100 K, new trans., new shocks, 4D, 4 cyl., velour interior, nice car \$1,850.00 or best offer. Chris (206) 226-9478, lv. message.

WANTED TO BUY: Clean 2800 cs or 3.0 cs. I'm ready to buy; if it's nice, let's talk. (206) 683-4264.

FOR SALE OR TRADE: 325e parts. Bilstein lowering kit (less shocks); 4 MRW Low Profile wheels in perfect condition; Pirelli P7 tires with approximately 4-5 thousand miles left. All for \$700 OBO or trade for same stock parts. 329-6244.

FOR SALE: 71 2800 CSA. Deltron aqua metallic paint, new Michelins, Webers, rotary a/c, heavy duty coding system. Call 448-1148, leave message.

FOR SALE: Bavaria with 135,000 miles. Engine rebuilt, new head. Tranny and rear end rebuilt. New air conditioning. Repainted May '87. Call Dr. Maurice Skeith 682-4760. Asking \$4500.

FOR SALE: '76 2002. Rebuilt motor, rust-free southern car. A/C, AM/FM Cass., reupholstered, otherwise box stock daily driver \$4200. 1200 sq. ft. of parts — wheels, motors, trannys, heads, carbs, manifolds, rear ends, interiors, gas tanks & "stuff". Bill Proud 824-8242 eves.

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FOR SALE: '86 GTi, get ready now for racing next season, fully prepared for SCCA Showroom Stock C, excellent condition, spares available, \$7,500/negotiable, 454-3486

How To Clean Automobile Glass

Buy a finger-pusher spray dispenser of glass cleaner. Remove the top, and pour out the contents. Remove the top, and pour out the contents. (Less expensive approach — capture an about-to-be-thrown-away laundry room fingerpusher spray dispenser.

Fill the dispenser 1/3 full with white vinegar (no, not the good wine vinegar you've been saving for the Italian dinner), and top off the container with water. If you don't want your glass to get cancer, use distilled water. Take the dispenser and the morning paper, torn into page-sized pieces, to the car.

Unless the car has just been washed, hose it down and carefully sponge off the outside glass. NEVER try to clean glass that hasn't first been cleaned of any abrasive particles, as the result will be scratches on the glass. Then:

1. Spray a section of the glass completely with the vinegar/water mixture, then wipe with a page of newspaper. It will probably take two applications to completely clean the section. When the paper becomes damp, replace with a new piece.

2. Do outside glass first, then work on the inside glass. You might be surprised to find that the inside glass is really dirtier, especially if smokers have been in the car. Extra work will be required on the inside of the rear glass if it has heater elements, as crud tends to build up on them.

3. If it is a bright, sunny day (the best time to do this job) at completion a careful inspection will indicate some missed spots at the edges and/or the corners. Some will be on the outside, some on the inside. Do it correctly — go back and get those tiny places which need attention. At the finish, you'll be proud of your BMW.

*Harmon Fischer
Bayou Chapter,
BMW CCA*

CLUB DISCOUNTS

The following businesses extend price discounts to BMWACA Puget Sound Region members. This is by far the most extensive discount list offered to any regional automobile club in the country. Anyone who owns or drives a BMW will

save many times the \$25 annual membership by patronizing these businesses.

Members should show your membership cards before your purchase transaction. Some discounts may not apply on credit card sales.

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10% on parts and service (714 E. Pike St., Seattle, 328-8787 - sales, 328-2300 - service, 328-7788 - parts).

15% on parts and service (1201 S. 1st St., Yakima 1-509-453-9171).

10% on parts (75th and Bridgeport Way, Tacoma, 473-3212).

20% on parts and service, open Saturdays (21619 F Highway 99, Lynnwood, 778-6844).

25% (or more on larger orders) discount on parts and accessories (6717 Roosevelt Way N.E., Seattle, 524-5151).

20% discount on parts and accessories (1325 E. Madison Street, Seattle, 322-4366).

10% discount on parts and accessories (5002 S. Washington Street, Tacoma, 475-9421).

Wholesale prices on Halon fire extinguishers (3013-3rd Avenue North, Seattle, 284-1721).

10% discount to club members (6806 East Greenlake Way North, Seattle, 525-6806).

20% discount on Prima Flow exhaust systems in stock, 15% discount on special orders (410 Sunset Blvd. N., Renton, 226-5955).

15% discount on stereos, alarms, detectors (16724 Aurora Ave. N., Seattle, 542-2139; 13620 1st Ave. S., Seattle, 244-1662).

Featuring Yokohama A008 & A001R, 10% discount (11011 Pacific Hwy. South, Seattle, 763-2819).

10% discount on single bottles and 15% discount on mixed cases of wine (108 Denny Way, Seattle, 284-8306).

10% discount on Weber carburetor replacement kits (POB 2570, Monterey, CA, 1-800-431-3533).

10% discount to club members (2001 Western Ave., Suite 440, Seattle, 441-4039).

15% discount on all repair work (9145 Willows Road, Redmond, 883-2073).

20% discount on all parts and labor, members must pick up a group discount card from a board member (18 locations, call 682-3784).

10% discount, 16 locations, oil analysis available (regional office, 527-5200).

15% discount on deductible for club members (9125 Willows Road, Redmond, 883-8556).

10-40% on Parts & Service, Free set-back of Service Interval Lights, 3 miles N.W. of Mill Creek (14102 3rd Place West, Everett, 743-2002).

10% discount on Alpina as well as routine maintenance parts and accessories, free technical advice (1812 Reliance Parkway, Suite A, Bedford, Texas, 1-800-ALPINA-1).

10% discount on all body repair and painting services (1508 - 128th Pl. N.E., Bellevue, 453-2898).

15% discount on parts only (12408 S.E. 38th, Bellevue, 644-7770).

Complimentary consultation to BMWACA members (605 First Ave., Mutual Life Bldg., Suite 505, Seattle, 292-8483).

15% discount off list price on all seat covers, 7 locations (Seattle store, 13721 Lake City Way NE, 367-8383).

15% on labor, 10% on parts, 80 N.E. Gilman Blvd., Issaquah, 391-CARS.

10% on all services. All cloth system, no top brush, no finish damage (4111 N.E. 4th St., Renton Highlands, 255-4111).

The Parting Shot

Your Club Needs You

by David Lightfoot

Club membership is enjoyed to different degrees by all of us. Many members stay in the club just for the magazine and the discounts. Others enjoy participating in an occasional event. Still others take part in almost everything. Like many things, those that put the most into it, get the most enjoyment out of the club. If you would like to contribute, we'd love to have your help. I know you're busy already. We've got things you can do in your discretionary time, things at home; one time jobs and on-going jobs.

What's the pay? The satisfaction of a job well done. The opportunity to meet and work with an interesting group of people. The chance to be part of one of the best car clubs in the country. Here's some of the places we could use help.

Magazine Articles

Ever wanted to be a writer? It's fun. We need writers to promote club events, to write technical articles and to write about anything else related to bimmers. Tech articles can be a one time experience to a monthly column, or anything in between. Want to be a cub reporter covering BMW racing? Send your contributions (typed, double-spaced) to the club post office box. You'll be famous. Sort of.

Other Magazine Duties

Have you noticed that your once prompt and punctual *Zündfolge* has been a bit erratic this year? Yes, we could use some help with putting together and distributing the monthly magazine. We could also use people with expertise in proofreading, graphic design and layout.

Board Positions

Next year's Board of Directors need filling and we could use some new blood. Some of the old hands will remain but fresh ideas are welcome. Ideally, the Board would be expanded so that more people are involved but

each person's job doesn't require an inordinate amount of time. That way it's fun for all.

If you are interested in a Board position, call any Board member to find out what's involved. We're a friendly bunch. Have you just been waiting to be asked? Well, we're asking.

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