

dieZündkerze

BMW Car Club of America Sonora Chapter



@JULIA OLSEN | TUCSON 2016

Lenny Napier carefully prepares his wife Ashley's car, while one of the BMW CCA Oktoberfest 2016 judges of the Concours takes note. The Napiers competed their car in our Concours "Super-Clean" category, at Folktale Winery near Carmel, California: and brought home a First Place trophy! More than a few trophies came home to Tucson, Arizona: The Napiers, Julia Olsen-Peterson, Fred Knotek, Kai Yu and Quentin Peterson got trophies at Oktoberfest 2016. And on the right, Kai Yu shows the rest of the pack the way down Laguna Seca Raceway's legendary 'CORKSCREW'. Kai Yu's excellent story inside details why you can learn more from driving in our BMW CCA High Performance Driving Events than the other guys' 'schools' (Starts on page 10)...

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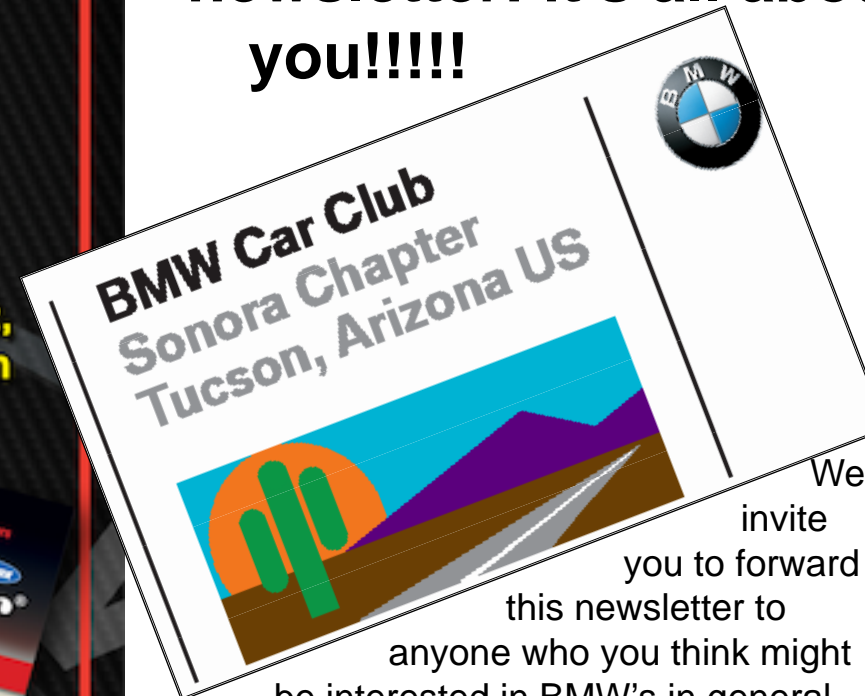
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WHAT'S NEW

Interactive format newsletter: it's all about you!!!!



We invite you to forward this newsletter to anyone who you think might be interested in BMW's in general, and our BMW CCA Sonora Chapter activity in particular.

Your contributions to the newsletter are invited and are welcome. Contact Quentin Peterson @ bimmermanusa@netscape.net to get published

You can take advantage of the interactive format by clicking on any page number/title in the "content" section to the right. In-text links are in red, and clicking linked advertisements will take you to their business website.

Join us on MEETUP for the latest!

<http://www.meetup.com/BMW-Car-Club-of-America-Sonora-Chapter/>

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Editor: Quentin Peterson

Webmistress: Julia Olsen-Peterson

The FINE PRINT: Information is correct at press time (as far as the discerning eye can tell...), but please also note out disclaimer on the back page, and there,

BMW Roadside Assistance, now currently ranked #1 by JD Power & Associates, is available to all BMW CCA members for an upgrade fee to membership - and it has lots of extras to make it worthwhile! For membership benefits see

<http://www.bmwcca.org/index>

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webmistress@bmwccasonora.org

President's Pages by Charles Davis

Before I launch into the notes from the last two weeks of August in Monterey, California (Pebble Beach Concours, The Quail, Mecum Auction, Legends of the Autobahn, Rolex Monterey MotorSports Reunion, Festorics, Oktoberfest and DorkFest)....

I want you all to know of a benefit that the Board has started for those of our membership who take the initiative to arrange one of our monthly dinners. Several months ago, we started a "tradition" of presenting the "Arranger" with a BMW-themed poster which we obtained from BMW CCA bigwigs. **Congratulations to Fred Knotek, Beth Ritterbusch and Kai Yu, who have received the first three of these prizes.**

Now, on to the lessons **(Plus and Minus)** I learned from the big doings on the west coast this year:

Minus: The earlier dates are outrageously expensive (think \$400/night for a Motel Six) for hotel accommodations (due to the relative wealth of attendees at these earlier events.)

Plus: you can find a nice motel under \$100 in King City, which is about an hour away. In retirement, my time is not worth \$300/hour.

Minus: Be aware that the "free" entry to Legends is free only if you don't want to park. Parking is \$20!

Plus: It's better, for the \$20, to enter your car for "display", like Kai did. Not only do you get to park, you avoid the almost hour-long line of spectator-driven cars, waiting to enter the parking lot.

Plus: When driving to the events, you may want to arrive a day or so early so you can do what Quentin, Julia, Fred and Debbi did. They drove into the downtown Carmel [melee] on the Thursday before to view many of the Pebble Beach Concours entries parked there, without needing to pay the:

Minus: \$375 ticket price to view all the cars at the Pebble Beach Concours du Elegance on Sunday.



Plus: The Elvis Presley "507" that took two years to restore. **Minus:** Elvis has left the building.



[Editor's note: The white "Elvis" 507 displayed next to a consecutive-VIN 507, that's owned by a lucky BMW CCA member. Photo credits: red 507 by Charles Davis, the rest of this page by Quentin Peterson]



President's Page by Charles Davis

Minus: The prepaid lunches at most of the events are not worth the money.

(I was even denied a third 4" BBQ "rib" for a lunch that I had paid \$35.)

Plus: Pack your own or get something from the resident food trucks.

Minus: More than a Rolex watch is needed to enter the two Rolex tents in the paddock area at Laguna Seca Racetrack. And the "guards" are wearing multi-thousand dollar suits.

Plus: [At least] I have the watch.

Plus: Be aware that at some of the dinner events, the setting (e.g. Holman Ranch) is so spectacular that, **Minus:** water is not available for free; it's \$3.00 a bottle.

Plus: Chapter Members like Melody and Kai arranging imaginative restaurant reservations on 'free' nights.

Minus: not being able to go to all the restaurants on their list.

[Photo credits: Holman Ranch reception on the right, taken by some anonymous & obliging fellow BMW CCA member on Julia Olsen-Peterson's i-phone. All others on this page have been provided by Charles Davis]



Plus: make sure you have (Monday nights only) dinner at the Cachagua General Store, about an hour out of Monterey. The long twisty road up the hill is made for your BMW. The store is a time-warp (out of the Sixties), reasonably priced and pretty darn good.

Minus: the ride down the hill at night requires a lead car with someone (like Greg Mondeau) whose eyesight is superb.



Plus: The prix fixe dinner at *Aubergine* in Carmel was wonderful... **Minus:** the wine pairing was more costly than the dinner and worth far less.

Minus: When parking for the evening in downtown Carmel you may need to use a paid parking lot.

Plus: if you leave the lot after about 9:00pm you may not have to pay. And, you may find a dozen brand new Aston Martins in the far corner of the parking garage (including a secret DB11 under cover).



continued on page 6

Plus: having Sonora Chapter members to travel with and to cheer on at the various driving and showing events.
Minus: wishing I had entered a few more of these events.

Plus: Great fun on the beach, sponsored by Pirelli.
Minus: Not sitting close enough to the firepits... (The Monterey Bay nights get chilly, even in the summer.)

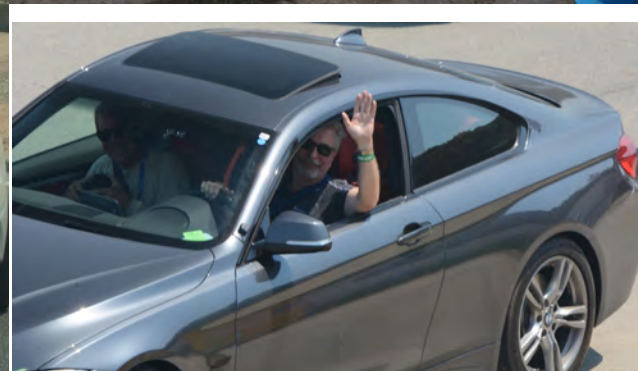


[Photo credits: this page's photos by Quentin Peterson, Julia Olsen-Peterson and Charles Davis]

Plus: Taking laps in new M3s & comparing Michelin's Pilot Sport AS 3+ tires with those of brand "X".
Minus: I can't think of one. Just sign up early for this event.

Plus: 2 hot "pro" laps in an M3 on Laguna Seca Raceway!
Minus: I was in the passenger seat.

Minus: the 850+ mile journey to and from Monterey
Plus: making the drive in a 435i M-Sport.



There are a lot more things to say about August's events, but Quentin has cut me off (no more room). So, consider traveling to car events in Monterey....
Chas

UPCOMING EVENTS

October 5th- 6pm, Regular Board Meeting at Fronimo's Greek Cafe, east of Country Club Road on Speedway

October 13th- 6pm, 2nd Thursday dinner. Greg Mondeau coordinates this one at Barrio Brewing Company on 18th Street. Look for a timely email blast update...

October 15th- The 10th Annual Tucson Classics Car Show on the soccer fields of The Gregory School. More information, entry form & website details are on page 8.

November 5th - The 10th Annual Tucson Cops&Rodders Car Show at Kino Sports Park. More information, entry form & website details are on page 9.

November 10th - 6pm, 2nd Thursday dinner. Charles will select a restaurant and coordinate this. Email blast too.

December 8th - 6pm, 2nd Thursday dinner. Lenny is going to coordinate this. Email blast will go out w/details.

For the most recent updates to events, see the [online calendar](http://bmwccassonora.org/events)
bmwccassonora.org/events

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We send a newsletter every 3 months, and send about 1-3 email announcement of chapter activities per month.

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BMW CCA HPDE at Laguna Seca by Kai Yu

I currently drive a 2013 M3. Some of you may have read my write-up detailing my European Delivery on the vehicle. <http://www.m3post.com/forums/showthread.php?t=905116>

The car has been driven on the Autobahn, in the Swiss Alps, and, as part of my bucket list, at the Nurburgring. My on track/High Performance Driving Event (HPDE) experiences are:

1. AAA Fontana Roval, California. My first-ever HPDE. I was assigned to the beginner's group. The class consisted of basic driving/track education, e.g., instructions on when to brake, when to accelerate, when to turn in, explanations of apex, etc. Then all this info was tied into the actual course for the day. Our first session was a lead/follow, meaning each driver follows behind an instructor for 1 lap and then rotates to the back of the pack. We went back in for more instruction after every session. But I never actually had an instructor in the car with me! The 3rd and 4th session we were allowed to pass on certain straights, with point-by passing.
2. Las Vegas Motor Speedway - Outside Road Course, Nevada. I was placed in the intermediate group by the organizers. Same company as the one I went through for AAA Fontana. I was a little nervous, it being my second HPDE, but I ended doing fine in the intermediate group. This time I had no class required or instructor in the car with me. Point-by passing, for all sessions, on certain straights.
3. Las Vegas Motor Speedway, Nevada. I drove a Ferrari 458 Italia around the track about 4 or 5 laps. Not a true HPDE day, but there were some in-classroom instructions, e.g., your typical braking, accelerating and turning lines advice. The in-class instructor takes a look at the classroom, probably mostly the group of guys I was with (for a bachelor party) and says that it's important to get a good night's sleep before going out on the track. But in Vegas that's hard to do, and he laughs. We were pretty tired and looked like we had a long night... Let's just leave it at that. What happens in Vegas, stays in Vegas. I got in the Ferrari, and the in car instructor didn't say much. He just let me drive. I got an occasional instruction from him to pass the car in front of me and that was about it. LOL.
4. The Green Hell - Nurburgring, Germany. This wasn't an HPDE event. I just paid for 4 laps on the ring and went out there. My only instruction was watching YouTube videos and practicing on a video game console. To prepare, I watched a lot of videos, read up on other people's experiences, and played Gran Turismo to try and memorize the track. Unfortunately, I didn't log in as much time as I wanted on Gran Turismo as I only got about 8 hours of seat time. I prepped myself mentally by not setting a time goal and not caring if I was the slowest on the track and everyone was passing me. I chose to not have an ego and think of myself as being a great driver. I decided to just to drive the Ring at a pace I was comfortable, as it was my first time. With only 2 track days under my belt (not counting 4 or 5 laps in a Ferrari) and no Autocrossing experience and no professional driver training, I knew I shouldn't be driving like a veteran race car driver, especially on the Ring. This was one of the best driving experiences of my life so far. You've gotta be on your toes. Elevation changes, weather changes, blind turns, blind crests, other vehicles on the track, other vehicles that have crashed on the track, etc. On every lap I drove, there was an accident on the track. That goes to show you that the Ring is no joke! https://youtu.be/Hpon-u6_ofo
[story continues on page11]

5. LA Racing - Irwindale, California. Stock car on a short track. Instruction was in a classroom. Instruction consisted of braking and acceleration points and driving lines. It was a fun experience, but lots of left turns... LOL. Not really a HPDE day again, but more of a driving experience. There was an instructor speaking to me the whole time through an ear piece. The instructors collectively coordinated the passes for all the cars on the track. I had to wait for my instructor's OK to pass. Sometimes I got a little impatient and started my passing before I got the OK... Couple of times he said I was going high, but I was actually anticipating the pass. Especially since I was getting really close to the car ahead of me, but they didn't want me to let off the gas and hadn't given me the OK to pass either. At the end of the session, I ended up lapping everyone at least twice. LOL. Not that it's a competition, but it showed me that I was able to pick it up quickly. <https://youtu.be/6uGxawR0QCA?t=1m35s>
6. Inde Motorsports Ranch - Wilcox, Arizona. I signed up for a HDPE event, run by a local Tucson guy who rents the track out for the day. Inde, being a membership track, is well-kept and it has nice facilities. I was placed in the lower intermediate group based on my experience and comfort level. There was a driver's meeting which went over the flags, and a description of how to run the track (driving lines, braking points, etc.). Other than that, well, there were no in-classroom instructions after each session, nor an instructor in the car with me. For my group, we had point-by passing on certain straights. Unfortunately, some people did not like to point people by and they held up the group at times. Also, people in the advanced group did offer to ride along with drivers or offered to have people ride along with them to learn the track. I was able to figure out the lines fairly quickly and my confidence built up gradually. On my second session, one of the Porsche club guys offered to have me follow him to see what lines he takes. I took him up on his offer since I'm always open to learn and improve. After a couple of laps he got off the track, and I continued my session. Overall, it was a great experience, at a really nice track. After four sessions I called it a day. The video shows my driving lines from the perspective of the car following behind me. Towards the end of the video you can see I was waiting for the red Porsche to give me the point-by, but it took him awhile. The corvette driver didn't sound too happy in the video. Hahaha! <https://youtu.be/eKqMXKflwck>
7. Chuckwalla Valley Raceway - Desert Center, California. I signed up for a HPDE through Extreme Speed. I placed myself in the lower intermediate group. Once again there was just a drivers meeting to go over the flags and track layout, but no classroom instructions or in-car instructor available. Since my friends and I were in the lower intermediate group, our first session was ran more like a fast parade lap. One of the cars led the pack and everyone followed. Unlike at AAA Fontana, they did not rotate each of us to behind the lead car. The rest of our sessions we were allowed to pass, with a point-by on certain straights. By session two here, I had a good feel for the track, and I was at the top of my group. By the 3rd and 4th session, I was consistently in the top 3 fastest times for my group, and I might have even placed first in one session. I don't remember exactly, since my main objective for these HPDE days isn't to see how I place, but to learn my car and become a better driver. And also to have fun out there. I was a little surprised at my placements since I don't see myself as that experienced on the track.
8. Arroyo Seco Raceway - Deming, New Mexico. I signed up through a guy from Tucson who knows the owner of the track. Although this was not a HPDE, I still enjoyed my time on the track and was able to improve my driving skills further. Our track day was run as an open track, since we had only about 20 cars running. We pitted on and off whenever we wanted. We regulated ourselves; we looked out for any safety issues like someone
[story continues on page12]

who went off or spun out. We passed when it was safe. At the end of the day, there were no injuries or crashed cars. It was raining on and off that day, and that made for a slick track. There were times when I was on the track alone, so I turned off all the driving aids and tested my car control abilities on a wet track. I'm glad to say that I didn't go off the track once. The M3 is definitely well-balanced and when the back slides out, it's not too difficult to get the car back in place.

9. Formula Yas 3000 - Yas Marina, Abu Dhabi, UAE. This was such an amazing experience. It probably ties for first with the Nurburgring. This was my first time driving a dedicated track car. And my first time driving a car with slicks. And my first time driving an open cockpit car. I could not stop smiling after my session was over. I opted to pay for full-coverage insurance, as it was something like \$50-\$100US and it was a zero liability/deductible policy. I figured I'm already here, I'll pay a little more so I don't have to hold back, and just push the car to the max. I'll see what I can do and see what the car can do. Later on I found out that a couple of my classmates did manage to spin out and go off-track a bit. Luckily no one crashed their cars. The experience started with a classroom session. They gave us a breakdown of the vehicle. They went over the basic driving techniques that are typically discussed at HPDE events. Finally they discussed how to navigate the course. Before going on track with the formula car, they had each driver take a street car on the track and follow an instructor. Based on how we drove, the staff placed us towards the front or the rear of the pack for the formula car driving portion. That way, slower drivers weren't holding up faster drivers. I had no idea how I would place. Turns out they put me right behind the lead instructor. We were told to keep a 5 car lengths' distance. Once I got on the track I forgot to do so. There were no earpieces for the instructors to talk to us. It was basically a lead/follow setup. The first two or three laps, I was on the instructor's tail, wanting him to go faster.

[story continues on the next page]





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go faster. By the 3rd or 4th lap he floored it on the back straight and I knew it was on! We proceeded to take all the turns much faster (and with full throttle on the back straight) from then on. The class was not allowed to pass the instructor. Passing of other drivers was by the lead of the instructor we were directly following. For a while, it was just me and one of the instructors, with no one else following even close to our speeds. The other 5 or 6 cars were being guided by one or two other instructors. It really felt like we were in a race, since the instructor I was following wasn't slowing down to make sure the rest of the class was keeping up. Towards the end of the session they brought us in the pits real quick and switched up the positions. They gave another driver a chance to follow the lead instructor. There were a few times I was tempted to pass him, but remember I wasn't allowed to pass. LOL. I found out later that the instructor races Radicals in the UK. This experience makes me want to get a dedicated track car such as a BAC Mono or Radical. Maybe...

https://youtu.be/4et_RS0ZpTQ?t=9m38s

[this story continues on page 14, and concludes on page 15]

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10. Chuckwalla Valley Raceway - Desert Center, California. I went with the same company as before. This time knowing the track a little better helped ease the nerves. I can definitely say I was able to drive with more confidence this time. Unfortunately, the day was plagued with delays, so my friend and I ended up staying for only two sessions. We decided to leave after a really bad accident happened just before our third session. A Honda S2000 had slid into a cement divider near pit lane at high speeds. The driver had to be taken to the hospital. With the track being closed down for at least an hour due to the accident and on top of the day running an hour behind already, we didn't feel like pushing our luck and decided to end the day. The accident was a reminder that even with safety precautions in place at the track, accidents can and will happen.

11. Arroyo Seco Raceway - Deming, New Mexico. I went through the same guy from Tucson. Once again it was open track and we all had a blast. Knowing the track better the second time around allowed me to have a little more fun, due to not having to worry as much about remembering the turns or learning the lines. Plus the event isn't ran as a HPDE, but just for car guys to get out on the track and have some fun.

<https://youtu.be/09D3WGYx8Ps>

12. Inde Motorsports Ranch - Wilcox, Arizona. I went with the same guy who coordinated my first track day at Inde. Same setup, with no classroom instructions or in-car instructors, but two things were different. The price went up, because they now had medical staff and an ambulance on duty. I actually felt a little bit safer having them there. And they placed me in the advanced intermediate run group. My run group still used point-by passing, whereas the advanced group passed wherever. To be honest, I was a little nervous stepping up one level from lower to upper intermediate. At the end of the day, though, I did fine. Not that group placement mattered to me; I just didn't want to be too slow in my run group and hold people up, waiting for a straight section to point them by. Any HPDE event will offer to move you to other run groups, depending on driving ability and comfort level. At the end of the day: I had had a blast and I was evermore confident on this track compared to my first time there, probably because I had more track experience under my belt. I was even complimented by another driver, who had followed my lines in the last session. He told me that he put down his best times for the day chasing after me. LOL.

13. Laguna Seca - Monterey, CA. I was very excited and nervous for this HPDE. I was told by a fellow CCA member, who is an instructor, not to scare my instructor at Laguna Seca. Hahaha! He had seen me drive at Inde my second time there. I was mostly nervous because Laguna Seca is such a famous track, and you hear a lot about that CORKSCREW! Plus, not ever having an instructor in the car with me before, I didn't know quite what to expect. The BMW CCA truly ran this as a HPDE event. My instructor was with me the whole day, riding inside my car and giving me directions through an ear piece. On top of the typical driver's meeting before going out on track, being in the intermediate group, we still had class after each session; unlike other companies that run so-called HPDE events. BMW CCA really wants to make sure the drivers are truly learning, whereas other organizations I've gone through are just about getting people on the track. Having an instructor was actually a little weird for me, because up to now, I've been pretty much been self-taught. After learning the basics in a classroom, I just went out there and drove and learned the lines at each track, by feel and practice. I could tell by the way the car reacted if I had taken a turn well or not. I was also able to feel the car giving me feedback, letting me know if I get on the throttle too early after a turn, or going into a turn too hot. *[concludes on the next page]*

But even with all that, I didn't know where I truly stood as a driver since I never had an instructor teaching me behind the wheel. Maybe I needed some coaching and maybe I had some bad habits. I seemed to do well in my run groups in the past, but that could mean little else than the M3 was doing most of the work for me. I do try to drive in a way so as to not use/activate the driver assists in the M3. I only turn down, or turn off the assists all the way, when there are very few cars on the track and after I've done half a day to a day at that track already.

I feel that having an instructor with me at Laguna Seca really helped me learn the lines quicker than if I were to learn them through repeated laps on my own. I definitely held myself back the first three sessions. Even though I probably learned the lines quicker with the instructor, I was taking my time and driving the course, basically one turn at a time. I could tell I was going much slower compared to my other track & HPDE days. I really wanted to learn as much as possible and digest what the instructor was saying and I was constantly thinking of perfecting what he was telling me instead of just integrating his instructions to my own driving capabilities and the capabilities of the car.

Our final session he asked me to tie-in all the turns, and just try to drive smooth laps. He gave little instruction the last session (aside from a few pointers here and there) and I basically just drove. I kept all his lessons in mind but I was also able to just allow my natural instincts to kick in. The result was smoother and faster lapping. My instructor seemed to have fun too. It was a great experience, being able to drive at Laguna Seca. I felt that this was one of the most technical tracks I've driven, right up there with the Nurburgring! The BMW CCA puts on a great and safe HPDE event. Thank you to all the volunteer instructors for their time.

<https://www.youtube.com/watch?v=vhdORTdTbww>

[Editor's note: be sure to click on the embedded links, watch each video, and don't forget to "like" Kai's films!]



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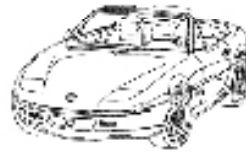
TOOLBOX

Old Pueblo Streets.....by Quentin Peterson

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Sonora Chapter Toolbox

Availability is subject to reserve: for more information, or if you have additional tool requests or donations, please call Mike Hornisher at 327-4981. For our club members, we have available an assortment of loaner tools, equipment and some factory repair manuals.

Air compressor & Schwaben Coolant Evacuation tool
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Torx drive set	micrometer
Allen drive set	Strut spring compressor
Metric-drive set	Parts catalog (CD-ROM)
Spark-plug socket	G-Analyst
oil-cartridge remover	Dwell/timing light
windshield trim applicator	tie-rod puller
laser-pointer thermometer	O ₂ sensor tester
fan clutch tools	2.6mm x 50mm bolts
Service interval reset tool	Haynes & Chilton manuals

This has been an interesting year, to say the least! When I decided our computers-in-cars-column, "Computer 42", had *run its course*, I had to find a suitable replacement. I didn't have to look too far though...

In the springtime of this year, I had noticed how the City of Tucson had really fallen behind repairing potholes, and it seemed logical that I might print some stories about the worst stretches of Tucson's roads. Every newsletter could have another column detailing yet another section of roadway that needs Tucson's Department of Transportation's immediate attention, exploring the slow (or even non-existent) response of 'The Ole Pueblo' and go on to decry how little we get back for the amount we pay. The column would practically write itself and reinforce one of the cruel ironies of life in our large urban area: the roads aren't always fast and are sometimes full of potholes. They really do take the fun out of driving an Ultimate Driving Machine...

When one of my front wheels showed a flat spot, I had Alloy Wheel Repair fix it. Since it had obviously happened while running Tucson's pothole gauntlet, sometime in the spring of 2016, I filed a claim against the city for my expenses. That claim was acknowledged with a nice letter from Risk Management, addressed to me and personally signed by a claims adjuster. The letter asserted that my claim "...does not meet the requirements outlined in Arizona Revised Statutes 12-821.01." And, as a result, they concluded that I "...have not properly filed a claim." The letter went on to assert: "We need the exact location and cross-street of the pothole that damaged your vehicle. We also need the date of loss of the incident." That is not the way I read the ARS 12-821.01, but I decided to get some professional advice before I filed a small-claims suit against the city. ***I am told (by someone who ought to know) that if I had filed the initial claim against the city with the exact date and location of said pothole, the City of Tucson would have indeed cut me a check for the repair expenses, but that without the specific location and date, such a 'small-claims' suit would be dismissed, even in another venue, like Justice of the Peace Court of Pima County.*** Even though the burden of proof (for civil claims) is 'more likely than not', the city has set a much higher burden of proof for agreeing to settle their pothole claims. Why? In the springtime of 2016, the City of Tucson was processing claims for wheels damaged by unrepaired potholes at the rate of ~12,000/year. ***Most of these filed claims fail to specify the information the city says that they need, and so the city doesn't (technically) deny the claim, but they don't pay it either, and go on to say it is improperly filed. The ARS 12-821.01 says that once the loss is sustained, there is only a short period of time to file, and so the 'meter runs out' on most of these claims, once they're both: a) initially sent back and then b) time runs out on the claim without it ever being seriously considered.*** All of this resulted from the City of Tucson being overwhelmed with pothole problems earlier this year. That didn't happen overnight, but the City of Tucson had to do something quickly...

Looking at the streets I drive now, I have to admit that the rate of filed claims/year must be shrinking. I was all set with a feature story every newsletter about a bad stretch of Tucson's streets, but what did they do to foil my plans? They starting fixing the streets! At least the potholes have been filled in, pretty much, on the problem streets. Most of the problem streets are the less-travelled ones, like Country Club Road and Tucson Boulevard, for example. They are simply rough rides, but (without being too kind to the City) most of the potholes have (at least) been filled. Grant Road between Oracle Road and Mountain Avenue really does need to be smoothed out, but the rest of it is a brand new and smooth surface. At the time I wrote this, the really 'smooth' streets seem to be the more heavily-travelled ones, and the ones really needing to be resurfaced aren't as congested. It's as if they want to reduce speeding w/o ticketing: there's always someone slower than you on the heavily-travelled roadways, who will be needing special consideration, and the roadways without moving 'obstructions' have less than smooth surfaces & that'll rattle any loose fillings you have (for now, at least).

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BACK PAGE

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