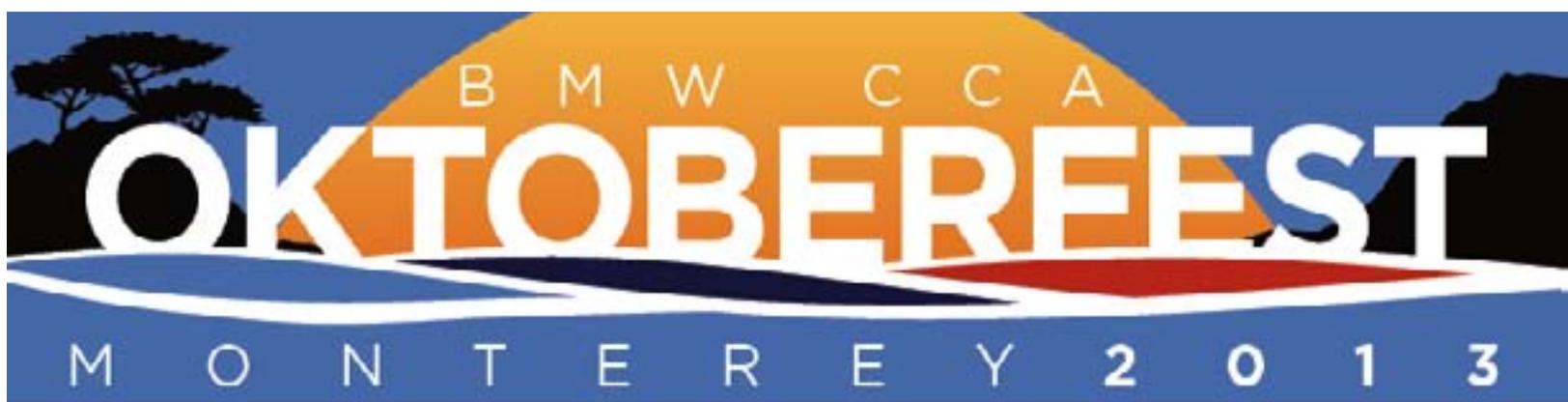


# dieZündkerze

BMW Car Club of America Sonora Chapter



It's here at last. You've always wanted to attend Monterey historic-car week, drive at Laguna Seca, and participate in Oktoberfest—so this will be **the** once-in-a-lifetime opportunity you've been waiting for! Oktoberfest 2013 will kick off in Monterey, immediately following the historic-car races at Laguna Seca. Starting Monday, August 19, our host hotel will be the Hyatt Regency in Monterey, California—and the track, of course, is the world-famous Mazda Raceway Laguna Seca. Yes, finally, you too will be able to drive the Corkscrew!

But Oktoberfest 2013 is not just for track rats: we'll truly have something for everyone! Monterey is known for incredible scenery, the Monterey Bay Aquarium, Fisherman's Wharf, and the nearby vineyards in Carmel Valley. As usual, there will be countless opportunities throughout the week to mingle with fellow enthusiasts (many times over some delicious German beer—thanks to our sponsor, Spaten), the Q-Tip crowd can let their colors shine in Tuesday's concours, you can flex your artistic muscle in the photo competition, and let's not forget about the driving schools, car control clinic, autocross, rallies, and test drives for all the gearheads. August 19-24, 2013!

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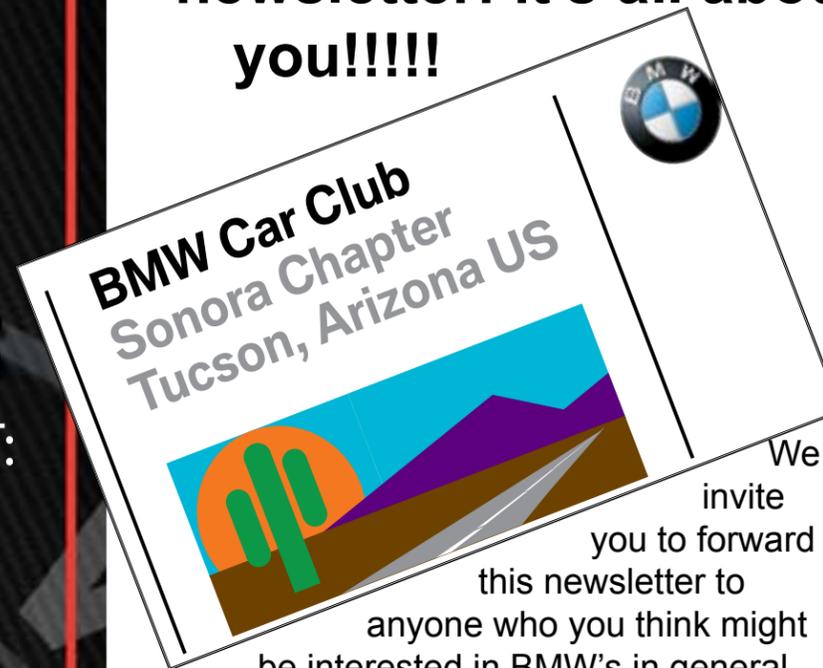
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**WHAT'S NEW**

**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](mailto: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.

Don't forget to LIKE our Facebook page - <http://www.facebook.com/SonoraBMWCCA>

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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...)

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

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If you would like to get email reminders of chapter activities, please notify us by sending a message to:  
[webmistress@bmwccasonora.com](mailto:webmistress@bmwccasonora.com)

Spring is here, and in my car world, it's time for some springtime cleaning. Some of you may know that 3 years ago I bought my 1989 E30 M3 from long-time member and past-president Mike Hornisher. I enjoyed the car for about 6 months and then started a full-on restoration. Over 2.5 years, this has taken several turns, but (much to my wife's happiness) I am making a lot of progress on the car. These past couple of years I've also rented a storage unit to store parts, and have filled 2 bedrooms in our home with new or refinished parts; let me say I have a **VERY** supportive and understanding wife. I had a large number of parts that needed powder coating and I had been trying to find a good powder coater around Tucson. A good friend of mine had used a large-scale powder coater here in town for some E30 M3 parts, and they turned out 'just okay', so I wanted to see if there were any better options. One late night I was surfing through Craigslist and found an ad for a local company called Elegant Iron, here in Tucson. I went to their Facebook and looked at some of their work. I liked what I saw and I went downtown to speak to them. I met the two owners, a husband and wife. Amanda Holbert

is the wife and she does all their powder coating. Her husband does all their custom fabrication and their CNC work as well. They showed me around; they are a wonderful couple and their work looked top-notch. I just now picked up all of my parts they did, and I was floored by how great it turned out! There was not one flaw on any part and the colors were amazing! I was very pleased that I was able to support a great local business, and their work has helped put me back on track with my long project. This brings me back to my spring cleaning remark earlier: with the help of Elegant Iron I have a renewed sense of purpose on my project and I feel I'm on track to its completion; it also has freed up a lot of room in my house, so that makes my wife very happy. I hope that this spring you can find purpose in any projects you may have and I hope that some include our treasured BMWs. Please check out our events calendar in this newsletter, our Facebook page and our Sonora Chapter website to see the many events we have planned throughout this Spring and Summer. I hope to see you all at one of our many upcoming events and so we can all go out and enjoy The Ultimate Driving Machine.....

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The BMW Car Club of America has set up a forum on the national site for each individual club. Ours is located at <http://www.bmwcca.org/node/2380>

At this time, there are some national events listed as well as national news. I am planning to move the blog there in the near future, and also you will find the newsletter archive there within the next couple months.

By starting with the main site <http://www.bmwcca.org/> you can see events for the whole country as well as news, forums, the Roundel, locate chapters around the country, and visit the Online Forum.

Newsletters will continue to be email blasted in color and linked to our local website: <http://bmwccasonora.org>

Blind Vision

Our own chapter member **Sonia Lloyd-Wallace** is

## SABRINA CONRAD, AUTHOR

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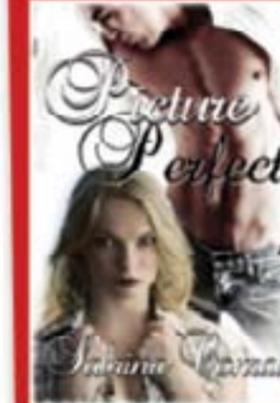


Keri launches an investigation when she discovers Lisa, her twin attached in ways only twins can comprehend, witnessed the murder of her fiancée and narrowly escaped certain death.

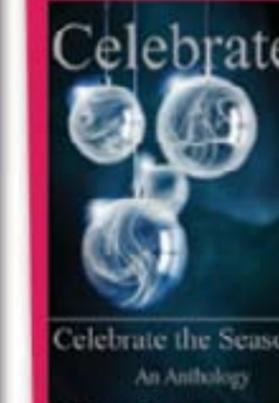
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Celebrate the Season features five of Solstice's very talented authors, including Sabrina Conrad, spinning holiday tales just for you. Celebrate the season with us.

## Get Away to Bisbee April 20<sup>th</sup> by Ross Lampert

I'll bet you'll be ready for a break by the time late April rolls around. Tax Day will be in the rear-view mirror, 90° temps will be back in Tucson, and it'll be time to get out and stretch your legs—and your Bimmer's too. Well, I've got just the thing. Come on down to Bisbee! We'll start with a scrumptious 11am lunch at the world-famous [Bisbee Breakfast Club](#). "World-famous?" Yes, indeed. The BBC was featured as one of Arizona's Top

25 Restaurants in *Arizona Highways* magazine a few years ago and if you didn't know, the magazine has subscribers around the world. The BBC's web site provides [visual directions](#) to its location at [75 Erie Street](#). After lunch you might want to visit the (also world-famous) [Shady Dell](#), a hotel like nothing you've ever seen. Eleven mid-20<sup>th</sup> century travel trailers, that have been lovingly restored and maintained form the "hotel," while Dot's Diner is a genuine 1950s 8-seat diner that was relocated to Bisbee from California (kitsch with class).

The Shady Dell is just around the corner from the BBC, at [1 Douglas Road](#).

When you head back up the hill to Old Bisbee, stop and take a gander at the Lavender Pit from the overlook, plus visit the memorial to Bisbee native Art Benko, who received a posthumous Legion of Merit medal for his actions as a B-24 top turret gunner during World War II. There's plenty to do in Old Bisbee itself:

- Stroll along Main Street and shop for antiques, art, killer-bee honey, fresh-ground coffee, and just absorb the atmosphere of this mining mecca turned funky artists' colony.
- Tour the [Bisbee Mining and Historical Museum](#), an affiliate of the Smithsonian, at 5 Copper Queen Plaza. Did you know that at one time Bisbee was the largest city between St. Louis and the West Coast? Copper was the reason.
- Hop on the mine trolley for a tour of the underground [Queen Mine](#). Bring warm clothes: it's 47° inside!
- Go for a guided walk to see the Hidden Treasures of Bisbee. Be sure to bring comfy walking shoes and some water for this one, and remember, you'll be at twice Tucson's altitude: you *will* notice the difference!
- Take one of the [Lavender Jeep tours](#). Other places have pink jeeps, Bisbee has lavender ones (of course) and there are several different tours you can take that last no more than two hours, short enough to give you time to explore on your own as well.
- Visit the (haunted) Copper Queen hotel and/or Brewery Gulch. Bisbee is home to several micro-breweries but the terrain will help you walk off your samples before you have to hit the road again.

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Feature Article: 1,150 words includes one picture, a page

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Article: 1,050 words or less w/pictures, about a page

Send submissions and story ideas to [webmistress@bmwccasonora.com](mailto:webmistress@bmwccasonora.com)



After a relaxing afternoon, we'll take a scenic drive across the San Pedro Valley to the newly rebuilt Ricardo's Restaurant in Hereford ([7196 S. Highway 92](#)) for dinner. The original Ricardo's was destroyed in the Monument Fire, but the food served up in the new building is still the same terrific quality that Ricardo's has been famous for for decades.

To get to the Bisbee Breakfast Club from Tucson, take I-10 east to exit 303 (Arizona Highway 80) into Benson. Follow Highway 80 through Benson, and south through St. David (watch out for speed traps!), Tombstone, and the Mule Pass tunnel. Pass Old Bisbee (on your left) and the Lavender Pit (on your right). At the very end of the mine, turn right onto Erie Street (there's a sign for the BBC and the Bisbee Food Co-op there) and park in the in-street parking lot. The BBC is just down the hill from the Co-op. Expect the drive to take two hours or so. If you want to gather up at Mike Hornisher's office in Midtown, plan on being there (2455 E. Speedway, the northwest corner of Speedway and Tucson Blvd.) by 8:45 to head on out at 9:00.

I'll make reservations at Ricardo's so I'd appreciate knowing who's coming. Give me a call at 520-378-3607 or shoot me an e-mail: [rblampert@cox.net](mailto:rblampert@cox.net).

Our next second Thursday dinner will be April 11 at the Nimbus on Tanque Verde's restaurant row. An email blast has probably already gone out, or will go out soon. Please rsvp to our event contact, Patti Thibaut 906-8116 [desertharp@earthlink.net](mailto:desertharp@earthlink.net)

Okay, so it's not on Cinco de Mayo, exactly... Let's just say we pride ourselves on being laid back in the 'Ole Pueblo' May 9- Cinco de Mayo celebration at Sir Veas

May 11- Cars and Coffee at AJ's parking lot North of Skyline in La Encantada – meet at 8am there our chapter contact for both of these events -Lenny Napier 342-8446 [lennynapier@hotmail.com](mailto:lennynapier@hotmail.com)

For the most recent updates to events, see the [online calendar](#)  
<http://www.bmwccasonora.com/calendar.html>

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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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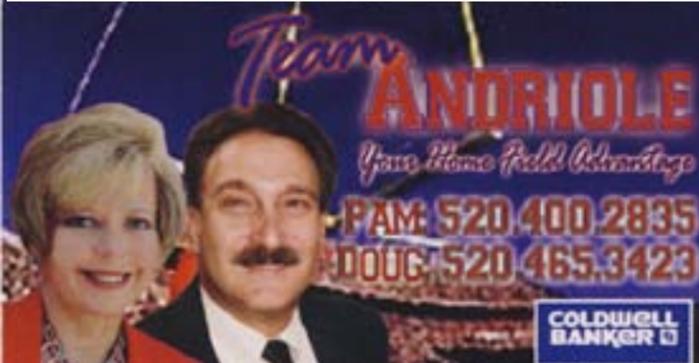


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# FEATURED MEMBER: CHET KINGSBURY III

## Forty One Years and Counting: The Continuing Saga of a BMW Gearhead

In March of 1969, members of the University Miami Sports Car Club again filled spots on the pit crew for Sebring. Unfortunately I was in a major funk during this race. My girlfriend and I had just broke up and to rub it in, she came to the race with another club member. No pics. I didn't really have any outstanding experiences, did say "hi" to Mark [Donahue]. I just did my job and drove back to Miami. The Lancia finished the race. The only thing that was even semi-interesting was that there were two BMW 2002's entered, and one finished, the other didn't. The rest of the academic year was not particularly inspiring as far as my association with BMWs. Charlie kept driving his 1602 and another club member bought a 2000CS. Funny looking car but there was something that was appealing about its design. I still would like to own one. In May, I drove my Porsche back to West Virginia just in time to help my mother pack up the family and move to Washington DC. The Porsche was ailing from terminal rust so I sold it to a guy who dropped the engine and tranny into a Myers Manx, what a screamer! My Mom was still driving the GTO which eventually burned a valve. Late 1970, time for a new car. She again referred to my expertise on selecting a new ride. "I really do not need all that power and I want something that gets better gas mileage." Guess what car came to mind. Down to our local dealership we go, VOB Datsun-BMW in Bethesda Maryland. There on the showroom floor was this cute little chamois-white 2002, first of the 1971s. The salesman didn't have to do a thing because I told my mom all about the car and its benefits. She liked the car but wanted to see others. Next to the Audi dealership. We took a test drive in a 100LS. The car was cheap and "tinny." The salesman was giving us the spiel about how the Audi was the finest car in its class. I said "no it's not" and the salesman then asked "well, what's better?" I said "BMW" and he promptly shut up and did not say another word. We went back to VOB and bought the white one. The service manager at VOB was a great help for a fledgling mechanic like me. Lothar Schuettler always answered my questions and even helped me fix problems for free. I've never known a service manager that would give his expertise without trying to get you to bring it in for service. Later after college, I went to work for Lothar at VOB. What a great learning experience. From 1971 to 1974, I was enrolled at the University of Maryland and joined the university sports car club. Every month they held an Autocross. I drove the 2002 and quickly started winning. In October 1971 I was driving around the beltway of DC and saw a lot of people autocrossing on a large parking lot. Most of the cars were BMW 2002s. I had to find out what was going on. I took the next exit and drove to the site. Wow I had never seen so many BMWs in one spot. I was greeted by Ric Cavallero and he told me that it was an event that was part of BMWCCA's Oktoberfest. He invited me to the party at a local hotel. I soon joined the club (member # 1188). From that point on I became an avid club member and continued autocrossing on the NCC-BMWCCA team. Within that year I had won several championship autocrosses and finished second in class for the year in the Metropolitan Washington Council of Sports Car Clubs Championship Autocross Series. I modified my mom's 2002 slightly: the standard yank, pull and plug of the EGR; added a 19mm swaybar to the front and Konis all around. I was ready for the next O'fest. That October, my family and entourage traveled to Virginia Beach for Oktoberfest '72. At the registration desk I informed them that I was there to win the autocross. I not only won my class but "blew the doors off" of everyone, taking Fastest Time of the Day! The course was tight and favored a loose set-up. One thing I noticed was that this particular 2002 was quicker than the

standard 2002. BMW builds to specs, plus or minus. This one must have been right on. I had a great time, meeting other BMW fanatics and talking cars, cars, cars. The only down side of the event was that I didn't win any door prizes. After all the tickets were drawn there was only one left in the jar, mine. Oh well, I had my first BMWCCA trophy and bragging rights. As far as racing, I participated in local SCCA events at Summit Point Raceway. Timing and Scoring and Flag and Communications. I ran into Charlie Richardson again, still driving his 1602, converted to a SCCA-spec racer. I later bought this car with Dave Toy, and had visions of racing locally. I think Dave still has this car and was preparing it for vintage racing. I also met Terry Luxford and volunteered to join his IMSA race team. For the next 4 years I was at every single IMSA race. IMSA was a fledgling race group and John and Peggy Bishop treated everyone like family. I met many racers that went on to fame and fortune. I loved participating in all aspects of SCCA and IMSA racing including the parties at the track. During one of the SCCA races at Summit Point, I met Paul Newman. At first, he was a real recluse. I guess he thought that he would be mobbed but he wasn't. After his first season with Bob Sharp he started to attend some of the after-race get-togethers and he was treated just like any other aficionado of the sport. In 1973, BMW Motorsport began competing in IMSA against the mighty Porsche teams and winning. At every track I met more and more club members. We had corrals and Bavarian cookouts. I finally learned to like Sauerkraut. Nothing beats Brat, kraut, and hot mustard. Accompanying me to most of the races were two associates from VOB, Klaus Rappensburger and Geoff Curli. With my knowledge of the social events at the tracks and Klaus' German, we made friends with the BMW Motorsport team. I made sure that they were present at all BMWCCA post race parties and cookouts.

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One of the best parts of being in this club is the many different people you get to meet at all of our different events. We try our best to please as many of our members as possible with our choice of events throughout the year, but please feel free to make suggestions to our board members so we can integrate some new ideas. In the meantime, we have put on some great events this year already, including our annual after-holiday party at the Hilton el Conquistador (which was a great success this year), the monthly dinners we are doing every 2<sup>nd</sup> Thursday of every month and the tech session at European Auto Tech, featuring BMW Master-Tech Bogi Stevens who is on Velocity TV's "All Girl's Garage".

This year's annual after-holiday party included the annual auctions, a game of "Guess this Car Part", a raffle, a full buffet-style dinner, and some great entertainment. The buffet dinner had many different delicious food choices and we had wonderful background music provided by a string quartet from the Tucson Junior Strings Program. We had lots of familiar faces and even a few new ones which is always great to see. We hope to see even more of our members at next year's banquet!

Another great recent event was our tech session hosted by European Auto Tech with Bogi Stevens from 180° Automotive in Phoenix. Bogi is a BMW master-tech and owns her own shop in Phoenix, all while appearing on the TV show "All Girl's Garage" on Velocity TV. She did a basic maintenance tech session which was mostly aimed at the women in our club. She showed us how to change a tire, check our oil and other car liquids, and how to jump start a car. Although this may have seemed a bit basic for some of the mechanically inclined men in attendance, the women seemed to really enjoy her style of teaching. She took volunteers from the crowd and had them take turns in the process of changing the tire, so it was a very hands-on experience. These are only some of the great events that we try to put on for our members throughout the year! We have many events coming up in the next few months, including a drive tour to Bisbee and summer night Kart Racing, so please check our calendar and your e-mails for event dates and times.

Best Regards! Ashley Napier

# Sonora Chapter 2012 Financials

# BOARD OF DIRECTORS

# MEMBERSHIP INFO

Assets	
Cash In Bank Accounts	8948.60
Inventory	1000.00
Equipment	0.00
Accounts Receivable	6923.82
Prepaid Expenses/Deposits	0.00
Other	0.00
<b>Total Assets</b>	<b>16872.42</b>

Liabilities & Equity	
Accounts Payable	8616.43
Other	0.00
Equity/Retained Earnings	9948.60
<b>Total Liabilities &amp; Equity</b>	<b>18565.03</b>

## Income Statement

Income	
Membership Dues	3388.82
Rebates from National	155.00
Advertising Revenue	1350.00
Driving School Fees	0.00
Autocross Fees	0.00
Other Event Fees	1692.00
Merchandise Sales	162.00
Interest	0.00
Misc./Other	176.00
<b>Total Income</b>	<b>6923.82</b>

## Expenses

Newsletter Costs	876.41
Postage	168.26
Insurance	155.00
Driving School Expenses	0.00
Autocross Expenses	0.00
Meeting Expenses	1050.36
Other Event Expenses	0.00
Telephone Expenses	0.00
Misc./Other	6366.40
<b>Total Expenses</b>	<b>8616.43</b>

Misc./Other Expenses	
Winterhaven Trolley Ride	250.00
Event Expenses Reimbursements	3978.66
SCCA Street Survival School Support	500.00
Raffle Prize Expenses Total	1098.28
AZ Corporation Commission Filing Fee	10.00
Software and Domain Name Registration	353.46
PO Box Rental	176.00

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chapter and all others nationwide

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website: [www.bmwccasonora.org](http://www.bmwccasonora.org)

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But wait, there's more...You can also sign up  
to receive the "Friends of BMW" booklet, listing  
members across the country who can assist you ...  
OMBUDSMAN advice to help with BMW DEALERS  
OR SUPPLIERS Valuable information coordinator  
to assist with insurance claims, purchase or sale...  
BMW Special Interest Groups (SIG) listed on the  
internet...

The newest upgrade is called Membership  
"Plus" Roadside Assistance and it pays for  
itself, as well as provides peace of mind!

NATIONAL MEMBERSHIP AUTOMATICALLY INCLUDES  
membership in the Sonora Chapter, and as a  
member, you receive every publication of this  
newsletter, which features local members,  
classifieds, car-related tech-tips & articles, as well  
as notice on local club events, including driving  
schools, autocross, car shows & club activities!

### HERE'S HOW

On the web the membership application is located  
on [bmwcca.org](http://bmwcca.org) and find the 'join' button or call  
their toll-free phone: ( 800 ) 878-9292  
... have your Visa/ Visa/MC ready...

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.

- |                              |                              |
|------------------------------|------------------------------|
| Torque wrench (10-75 ft-lbs) | M-engine valve tool          |
| 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               |
| lazer-pointer thermometer    | O <sub>2</sub> sensor tester |
| Thin 32mm box wrench         | 2.6mm x 50mmbolts            |
| Service interval reset tool  | Haynes & Chilton manuals     |

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WANT ADS

**FOR SALE:**1973 BMW 3.0s, four-door sedan. All original except seat upholstery. It's a well maintained & always garaged classic, looks and runs great and the AC blows cold! Only 97k miles, beige/red. Located in Sierra Vista. Asking \$12,900. For additional information, contact Bob Hazlett's widow at **(520)458-7410 or email pilotbob1@cox.net**

**FOR SALE:** Pair of OEM Kidney Grills for a 2006 325i asking \$20. Pair of OEM Tailights for a 2006 325i asking \$75. If interested, please call **Dave @ (360)649-0110 or email davem27@hotmail.com**

**For Sale:** 1999 528i sedan. Oxford Green Metallic/Tan leather. Automatic transmission, Sport and Premium packages. Multi Disc CD, 184,000 miles. Second owner. \$4,800 **Call Charles (520) 975-4259, or cwatson148@comcast.net**

**For Sale:** 2003 Bmw 330i sedan. black/saddle, auto-sport transmission, dual leather seats, Premium and Sport Packages, custom chrome wheels, all the options, new transmission, many new parts, all the repair records. 150k miles, want \$8,400. Seller will consider offers. **Call Chris (520) 429-2266 or email: arz.cm1@gmail.com**

This month I'm going to make a foray into uncharted computer territory: the computers found in my car and yours! Now, I'm no computer novice, but when it comes to cars I realized I didn't really know much about their electronics – and as for my mechanical abilities, well, let's just say I'm happy to be able to change out an inner tube on my 12-speed bike. So I took my fingers to a Google search or two, and found out that there are many more computers keeping my car running than I had imagined! I knew there was a computer in the engine – known as the ECU (engine control unit) or ECM (engine control module) but didn't realize that it would not only control fuel injectors and spark timing, but serve as an interface for other sensors (aka computers/microprocessors) all over the car. Basically the car has it's own computer network!

These are small sized computers, but they have the essential components of a computer: microprocessor, RAM, inputs and outputs. At a minimum the engine computer monitors oxygen, air pressure, air temperature, engine temperature and speed, throttle position, and more. Based on the information, it makes decisions about fuel in the engine, for example. When you turn on the car, the ECM goes through a startup sequence just like your laptop and the basic instructions involve how it is to control the engine and/or powertrain. There is another component in this small computer – a PROM (programmable read-only memory) that calibrates the ECM to manufacturer standards and can potentially be reprogrammed with updates to improve performance.

I have anti-lock brakes and there's a computer for that which is reading wheel speed and controlling the brakes. Keyless entry? Cruise control? Motorized seats and mirrors? There's a computer controller for each of these too.

I know when I take the car into the shop the first thing they do is get a readout from the engine computer, and when I took the Roadster out to get it's first emissions test, the tech just plugged in a cable interface under the dash and took a readout – no more sensor in the exhaust pipe for my car! There is an emissions control computer, too.

So, where does this leave me? Well, the programming languages used are typically C, C++ and assembly language and I could handle that! But mainly I'm glad that I don't have to think about this on a day-to-day basis. Just get me in my M Roadster and enjoying the drive!  
Want to know more?

- <http://auto.howstuffworks.com/under-the-hood/> ,
- <http://curiosity.discovery.com/question/computer-in-car> (they have some informative video clips),
- <http://auto.howstuffworks.com/under-the-hood/trends-innovations/question113.htm>,
- <http://www.underhoodservice.com/issue/article.aspx?contentid=39556>,
- <http://stackoverflow.com/questions/1044271/automobile-programming-languages>
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## Die Zündkerze (translated the sparkplug),

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## Die Zündkerze

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