

dieZündkerze

BMW Car Club of America Sonora Chapter



Karen Lake shows off her new half-pair of boots at our chapter's post-Holiday dinner held again this year at the Hilton El Conquistador resort. Karen said she simply got under her horse. Ouch!!! She and her husband Arvey still made it to the event. More photos of the dinner are inside this newsletter, on page 6. Karen and Arvey also drove to Monterey, California last year for the 44th annual Oktoberfest, in August. This year's Oktoberfest is going to be, well, in June. And it oughta be another good one. BMW Car Club of America registration is scheduled to start February 12th. And if you have a classic BMW, a vintage BMW, and are feeling lucky, the open road from Colorado Springs, Colorado to Beaver Creek, Colorado, the week before Oktoberfest 2014, is beckoning. Details on that are inside on page 5...



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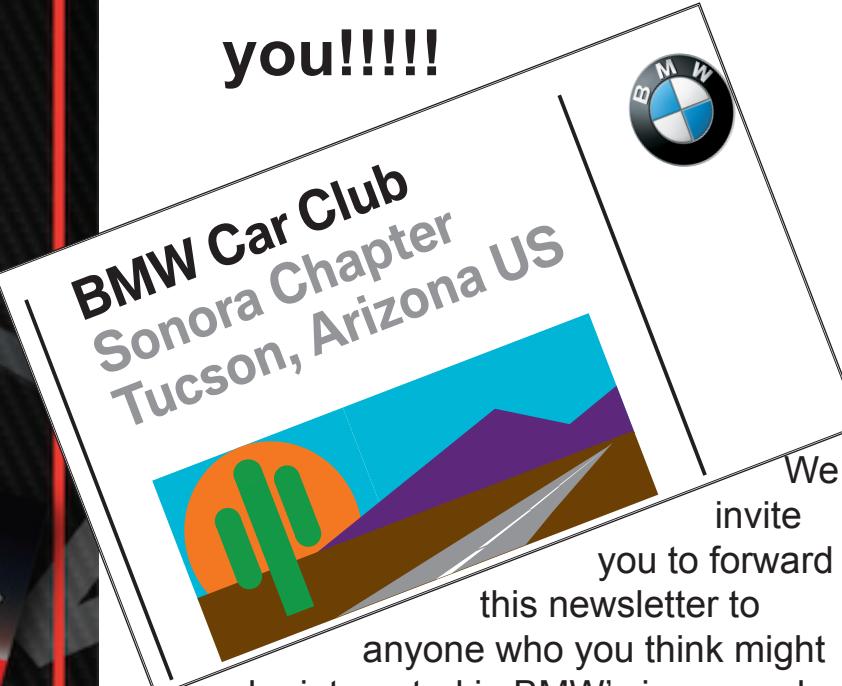
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WHAT'S NEW

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...)

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>

Your BMW CCA membership entitles you to discounts with car rentals with Avis & Hertz
 AVIS 800-831-2847 Code: AWD#L358190

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PRESIDENT'S PAGE

Welcome to the New Year and as always, a time of new beginnings to look forward to and a time to remember the year that has passed. The New Year has brought a lot of exciting news and models from BMW and I am very excited to see what some of these new models will mean for our beloved mark. The past year saw great events on both our local chapter level and from National as well. 2014 will be another year for fans of the Roundel to get out and enjoy a varied selection of events with their wonderful BMW machines.

2014 brings with it the all new i3 and i8 electric cars along with the M3 and first ever M4, 228i and M235i. These changes represent the updated vision that BMW has embarked upon and shows the blueprint for future BMW models. The i3 and i8 will be the first cars in their markets to make extensive use of carbon fiber and take a large step forward into the electric car market. With BMW changing their numbering system to having odd-numbered cars be the 4 door models and the even-numbered cars be the 2 door coupes, this brings the end of an icon in the M3 coupe, and gives rise to the M4 coupe and now, the M3 4-door sedan. This number system has also brought forth the first BMW model with a "2" since the iconic 2002. By late spring or early summer, dealers will have the 228i and M235i coupes next to the above mentioned models on their lots. I spent some time talking to the General Manager of BMW Tucson about the costly changes that the dealership will have to make for them to be allowed to sell the new i-series cars and I was also guaranteed that they will have versions of every model, from the i3 and i8 to the M3, M4, 228i, and M235i. The club hopes to arrange an event at the dealership, where the new models will be introduced and their new technologies can be shown off to our membership.

This year will also bring Oktoberfest to the west coast region in Beaver Creek, Colorado, the 2nd week of June. In all my years with the club, I don't remember them ever having back-to-back western US events, and I am very happy to see National paying more attention to us in the Pacific Zone Region. 2015 will also see Oktoberfest on our side of the country, as it will be held in Austin, Texas with track days at Circuit of The Americas! I was lucky enough to attend the US Grand Prix there in 2012 and the track is beautiful! I hope you will make time and plans to attend both these events and help show BMW CCA National that our chapters are just as strong out west as they are back east.

I have enjoyed my time as President of your chapter and look forward to the year ahead and the great local events that our Board works so hard to put together. Remember if you haven't been to an event or haven't been to one in awhile, make a point to come out and share in what makes our club so great, the friendship and family we create in our passion for "The Ultimate Driving Machine"

Lenny Napier, President

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Head-Start to Oktoberfest 2014



For more information, including the Club Holiday flyer and registration form, please go to www.bmwvcca.org and click on Future Events or contact Goetz E. Pfafflin at goetzpfaflin@msn.com or (303) 300-9946.

Ten years after its incorporation in Colorado, and five years after its first "Club Holiday" in its home state, the BMW V&CCA returns to the Colorado Rocky Mountain region for a one-week tour of some of its most spectacular byways.

The Colorado Club Holiday will start in Colorado Springs on June 10 and end in Beaver Creek on June 16—the opening day for the 45th Annual Oktoberfest. The 1,000-mile tour includes a ride up Pikes Peak, stop-overs in Crested Butte, Durango, Telluride, and Gateway—and visits to the Mesa Verde National Park, as well as to Colorado Monument National Park.

Participation in this 2014 Colorado Club Holiday is open to members of the BMW CCA, and it will be limited to a maximum of 30 teams, based on a first-come-first-served basis. Registration closes on March 15, 2014.

RECENT EVENTS

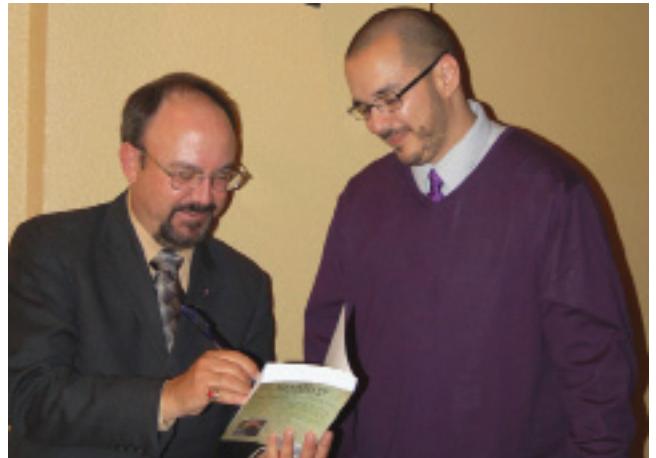


The Hilton El Conquistador was again the venue for the Sonora Chapter's annual post-holiday dinner. While not as well-attended as in years past, the dinner was superb, and it was fun to be there to mingle with our friends of the BMW brand.

Among the auction items available for silent bids



were a night's stay at the Hilton El Conquistador, a 'case' of assorted wines, each selected and donated by one of our Board's members, and an autographed copy of Ross Lampert's new book, "The Eternity Plague", a science-fiction yarn that promises to keep you up at night, well past your bedtime!



In the photo at left, Lenny Napier, our Chapter's President, receives his signed copy from the author. We are so fortunate to be living here in Southern Arizona this time of year! While most of our country is struggling to keep warm, several local members had other activities set to go on that same night! Prime time in Tucson!

WE WANT YOU TO WRITE FOR DIE ZÜNDKERZE

Featured Member: 250 words, about a quarter page

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

Tutorial: 650 words w/small picture, about a half-page

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

Send submissions and story ideas to webmistress@bmwccasonora.com



UPCOMING EVENTS

February 13th 2nd Tuesday Dinner @ "1702" a pizza by the slice & craft beer pub. 1702 E Speedway, 6:30pm. You need to rsvp to Julia Olsen-Peterson, ArizonaNorse@gmail.com or else call: (520)241-6205

March 13th 2nd Thursday Dinner "Le Rendezvous" a French countryside restaurant @ the SW corner of Alvernon & Ft. Lowell, 6:30pm. rsvp Charles Davis, asmaradezn@comcast.net or else call: (520)488-2030

March 14th-16th BMW CCA Chapters' Conference in Dallas. Our President, Lenny Napier, and our Treasurer, Charles Davis will represent our chapter.

March 28th Tentatively planned: wait day and a half...

April 10th 2nd Thursday Dinner "Gee's Garden Restaurant"- 1145 N. Alvernon Way, 6:30pm. Just show up, there will be plenty of room...

April 26th Road Trip to Tombstone, because we live in Arizona! We will depart from Mike Hornisher's office parking lot (NW corner of Tucson & Speedway, Tucson), promptly at 9am, have a nice lunch after arriving, and tour the backroads, perhaps to Sonoita.

May 8th 2nd Thursday Dinner "Topopos" - Golf Links & Harrison, 6:30pm. rsvp to Patti Thibaut

May 10th Autocross at Central Arizona College with the Porsche Club of America Southern Arizona Region

June 7th Mt. Lemmon Picnic

June 10th-16th Vintage BMW tour to Oktoberfest 2014 in Beaver Creek, Colorado... see details on page 5

June 12th 2nd Thursday Dinner "Mama Louisa's" on Craycroft, 6:30pm. rsvp to Bob Kundert

June 16th- 20th Oktoberfest, Beaver Creek, Colorado

July 10th 2nd Thursday Dinner - TBD

August 9th Arizona Sonora Desert Museum evening tour (admission is just \$5, and we typically meet and have dinner together after a docent show just for us).

September 11th 2nd Thursday Dinner "Fuddruckers"

September 20th Porsche Club of America Southern Arizona Region Autocross at Central Arizona College

September 28th New models' premiere BMW Tucson

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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San Diego Chapter [Click Here](#)

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For all you track addicts that have been to a San Diego Chapter School, you know what to expect. There will be plenty of track time, great instructing, fun driving, and spending the weekend with like-minded gearheads. It is also the best desert weather time of year to run your car!

Register Now: [Register Now](#)

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\$100 Off For First-Timers! If you have never driven on a racetrack before but have always wanted to, we are offering \$100 OFF the regular school price. If you have been contemplating the idea of coming out with your brand new, or new to you, BMW, now is the time! Your in-car instructor will teach you to explore the limits of your abilities in a safe environment. Classroom sessions will provide lessons that you will practice out on the track. As always, we will be grouping participants according to their level of skill and experience.

Registration Fee We have managed to keep our cost to you for this year at only \$475. If you sign up on [MotorsportsReg](#) prior to March 7, your Early-Bird price will only be \$425. If you decide to opt out of our traditional Saturday night banquet/raffle, your pre-March 7 registration cost would only be \$400! The best part is you will still experience same quality instruction and safe driving environment you have grown accustomed to from our Chapter.

Special Host Hotel Room Rate This year, our headquarters will once again, be at the Royal Plaza Inn. It is a casual 35-40 minute drive west of the track. It will be a great time to catch up with friends you can carpool back with, or you can use the time to dream about the fantastic buffet or what you will win in the raffle. Maybe it will be those Toyo Tires or some other BMW goodies from BMW Escondido? Your cost per night at the hotel with our special rate is \$89.00 per night. The nice thing about this hotel is that there is a private Pool Room that can accommodate us on Saturday night. This means that we will not have to drive anywhere once we get back to our hotel.

Our Sponsors Once again, I would like to extend my warmest thanks to both of our long terms sponsors, BMW of Escondido and Toyo Tires.

Updates Please keep your eyes peeled for MotorsportsReg updates and any new information regarding this event on our [chapter website](#).

Please feel free to e-mail me at
apexandre@ymail.com
or call me at 858-342-5605.

See you there!

Andre Pantic
BMW CCA San Diego Driving Events Coordinator



2600 MILES ALONE WITH THE E46

by Charles Davis



The 2002 325Ci with 164,000 miles on it is parked on the south side of West 86th Street. After four years of touch parking in Manhattan (see photo), the E46 is coming home to Tucson. It's a Tuesday. "Alternate-side-of-the-street parking rules" say that the car must vacate by 0830hrs. And the meter-maid is there at 0834hrs writing \$115 parking tickets to all who remain. Towing to the West Side Highway impound would cost another \$186, so I'm out of there at 0835hrs.

I've been advised that driving down Ninth Avenue to the Lincoln Tunnel and crossing into New Jersey is about an hour of aggravation, so (counterintuitively) I head north on the West Side Highway to cross the GWB in order to drive south.

Fortified with Ethiopian food from Zoma (Harlem) the night before and my EZ-Pass, I make short work of the multiple toll stops on the pleasant drive through New Jersey, Delaware and Maryland. The DC Beltway is already starting to stack by the time I reach the northwest corner of it and I arrive in Fairfax by noon. A light Day One is complete. Dinner at Arties includes a great corn/clam chowder and crab risotto fritters [see photo].



The next three days are about 660 miles each (because I can't do 15 hour-days in a bucket seat any more). The Shenandoah Valley is still beautiful and the weather is perfect as I pass the many military schools and battle sites in western Virginia. Ominously, though the 18-wheeler traffic is steadily increasing. By the time I cross into Tennessee, I'm surrounded. All the way to Mt. Juliet, where I spend the night.

Morning finds me in a thousand car traffic jam and rain. Just as bad, there was no waffle maker at the hotel breakfast. Google maps gets me around the jam, and I head into a very large storm in the mountains. The trucks are now on three sides of me at 70 mph. It's like driving through a car wash for the next four hours. The weather clears. As I approach Memphis, I notice that the Civil War is not over for everybody [see photo].



The story continues on page 10

2600 MILES, CON'T.

CONTINUED FROM PAGE 9

I finally figure out that between FedEx and Walmart, every truck in the universe eventually passes through the Tennessee and Arkansas roads I have chosen for this trip. I am thanking my lucky stars as I finally cross into Texas, where the traffic thins and the sun is out. I arrive at Rockwall, where my high-school buddy puts me up for the night.

An early start gets me around the Dallas Ft. Worth rush hour. After skirting the charming Hill Country, I head into the West Texas void. This is the most desolate chunk of real estate and the only thing that makes it bearable is the outstanding chopped beef BBQ I get at Pappy's in the small town of Monahans. This country is so sparsely populated that high school football is played with six on a side. Marfa is home to some interesting artists and several lights on Friday nights.

I approach El Paso at dusk and the homes of three million souls of Juarez light up the western sky. The hilltop hotel is near Carino's Italian where I have twelve-layer green chile chicken lasagna [see photo].

In the morning, the waffle maker is working, so I get an early start to Tucson. The New Mexico high desert has its charm although the Continental Divide at 4500 feet elevation seems anti-climactic. When the scenery changes to "more beautiful", I know I'm entering Arizona and the Tucson Foothills are almost in sight. Annie, the miniature long-haired dachshund meets me at the door and I am home.

Oh, the E46 got 28mpg and used not a drop of oil. Average speed not publishable.



HOW BMW 'MADE' THE SHELBY COBRA

by Michael Hornisher

The Shelby Cobra is perhaps the most iconic American car. But for a small English car company, World War II and BMW engineers, the Cobra might never have been built. Let me explain.

AC Cars, Ltd., Thames-Ditton, England, built a small sports car called the Ace. The Ace had a Bristol Aeroplane Company engine in it. The Bristol engine was a BMW engine, all the rights to which were obtained by Bristol as part of Germany's war reparations. After about ten years of production, Bristol stopped making the engines for the Ace. AC Cars, Ltd. then had an Ace rolling chassis, but no motors to put in them.

In stepped Carroll Shelby. Shelby, as an American racer, was familiar with the Ace. The Ace, like most English sports cars of the time, was underpowered. Shelby was looking to build a car of his own. Snubbed by General Motors on any use of their 327cid engine (destined for the Corvette), Shelby turned to Ford for a motor. Quickly putting two and two together, Shelby approached AC Cars, Ltd., for the Ace chassis and body to put the newly-found Ford motor into. In early 1962 Ford sent two motors to AC Cars, Ltd., who modified their chassis to fit the new Ford V8 motors. Stripped of the motor and transmission, the car was sent to Los Angeles, California. There an upgraded engine (XHP- 260cid) was installed by the Dean Moon Speed shop. In April, 1962 the car was painted a bright yellow and sent to the New York Auto Show. After the car show, this same Cobra car was then given to several car magazine editors for testing and write-ups. Between editors, the car was repainted, so that each magazine's readership would think that there were plenty of cars, should anyone want to buy one! The original list price was \$5995...

This first Cobra CSX2000 was last painted a light blue metallic, and it was driven by Carroll Shelby until his death in 2012. It now resides in the Shelby American Museum in Las Vegas, Nevada.



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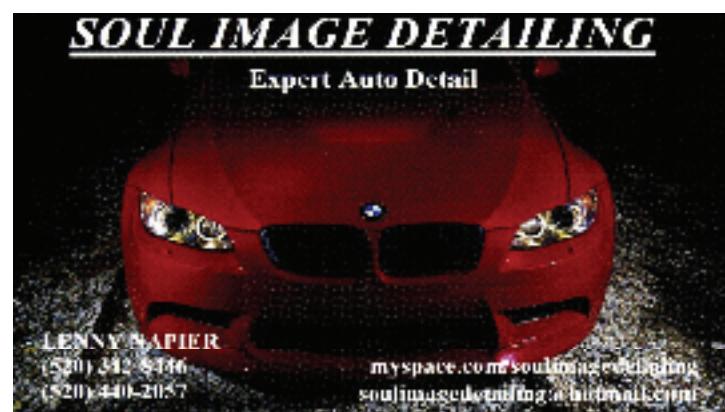
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BMW Car Club of America, Inc. is
www.bmwcca.org and it has links to this
chapter and all others nationwide

By the way, take a look at our chapter's
website: www.bmwccasonora.org

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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

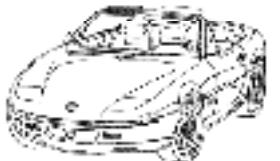
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e39 M5 Air filters Mahle LX 408 & Fram CA7246
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Transmission filter 4H22 for \$5
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Also: original tools for e23,e30,e32 & e34
Charles Davis (520)488-2030

TOOLBOX

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 ₂ sensor tester
fan clutch tools	2.6mm x 50mm bolts
Service interval reset tool	Haynes & Chilton manuals



COMPUTER 42

My article this month is a bit of a personal journey based on my combined interests of BMW's and computers, and my desire to become more knowledgeable and skillful in understanding and utilizing the best of both. In the past couple of columns, I've looked into apps that will inform you (me) more about the health and wellbeing of our autos. But I am anything but a linear thinker. In fact, my thought processes frequently take turns and look rather like, well, neurons (or maybe spaghetti). In my last post, I talked about a device and app called Automatic. What piqued my current exploration is a speed vs. fuel efficiency graph on Automatic's blog. I'm somewhat disappointed in this app, so far, as the company certainly could be providing more features. This led me to naively wonder, can I find accurate data for my car (Z4 M Roadster) and how to find the best performance for my engine (including fuel efficiency under different conditions), and so my journey began.

This started with some 'Google-ing' on 'Fuel Efficiency'. This brought up some not-so-interesting links on fuel economy (nothing new there). But as I followed links, I located an interesting article from the open-source journal, Energies. And it was a recent article (2013), titled "Analytic Modeling of Vehicle Fuel Consumption". Really an interesting article, in fact. But alas, this kind of modeling requires Mat Lab (I can get it, free) and a fair understanding of calculus. And there's an open-source "Advanced Vehicle Simulator" for MatLab. And more data than I have on hand. Unfortunately, since I've already procrastinated enough on this article that will have to wait.

But, the above article referenced something called "Brake Specific Fuel Consumption Maps" which somehow grabbed my attention. And the discussion of estimating fuel consumption clearly explained that a vehicle's energy expenditure (on a flat road) is energy for overcoming air resistance, energy for overcoming road resistance, and energy for overcoming resistance of inertial acceleration. This is probably something many engineers think about on a daily basis, but it was a good reminder for me. And the visual representation of how a car consumes fuel at various rpm and torques that clearly show the optimum ratios for the most efficient operating points was inspiring!

But given my time limitations, I moved on to looking for maps of specific fuel consumption for BMW's. My BMW. Any BMW. Unfortunately I was unable to locate any. However, I did find out what might be a rather subtle difference in terminology - that specific fuel consumption is an engineering term describing fuel efficiency of an engine design that measures the amount of fuel needed to provide one horsepower for one hour. And Brake Specific Fuel Consumption is measured after all parasitic losses, and is directly proportional to engine volume.

Finally, as I was looking for data to potentially map or at least graph the fuel consumption of my car under different rpm/gears I did learn a LOT of technical details about my car! Unfortunately none of this seems to be consolidated in any one location, and even worse, the best way to obtain the needed information may well be a lot of experimental testing (or a dyno). That'll give me my BSFC map. Who knew that the term "brake" refers to an external brake, eg, a dynamometer. And I am glad to know I am not the only driver out here that's grappled with this question.

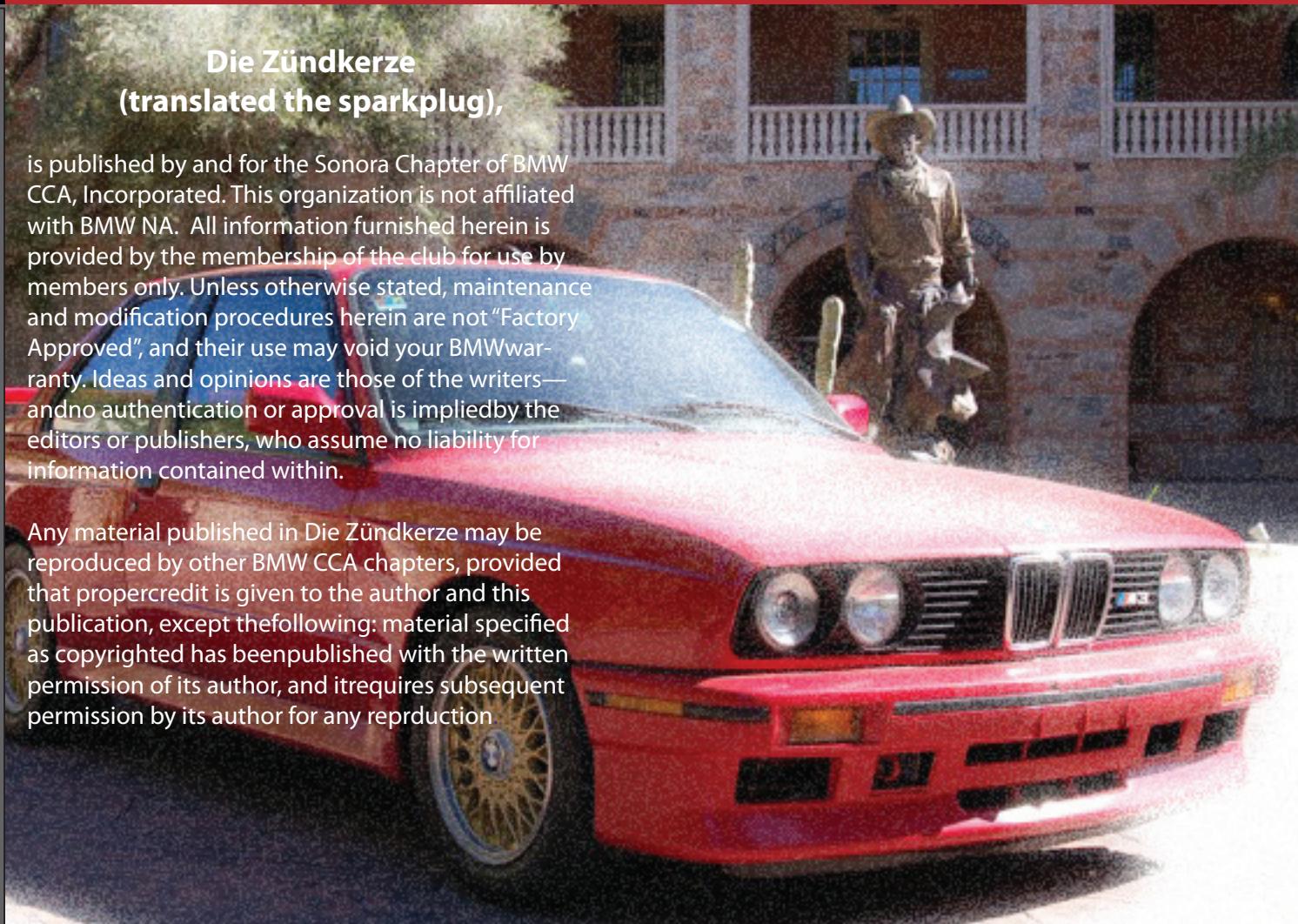
---Julia Olsen-Peterson

BACK PAGE

Die Zündkerze (translated the sparkplug),

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