

dieZündkerze

BMW Car Club of America Sonora Chapter



The Tombstone Tour group mingles before driving into "The Town Too Tough to Die!" We had a pretty nice tour of the "Good Enough Mine" below the streets, enjoyed some of the re-enactments of the old west, had a pretty good lunch at Big Nose Kate's, etc., the Sunday of Memorial Day weekend (before it started getting really hot).

Our next event offers some relief from the desert heat: it's a drive up Mount Lemmon Highway to have brunch at The Iron Door Restaurant. Details are inside on pages 7 and 12.

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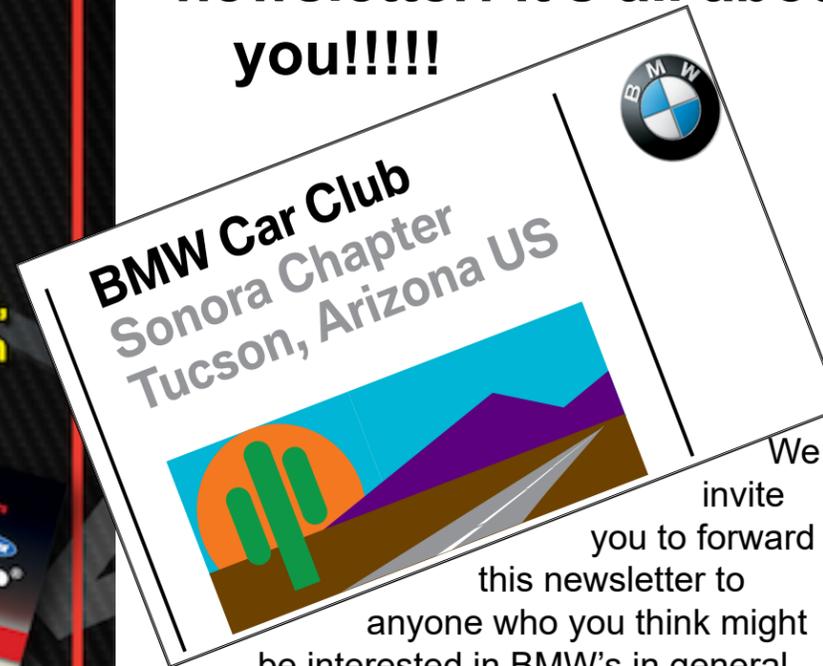
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WHAT'S NEW

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

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Editor: Quentin Peterson
Webmistress: Julia Olsen-Peterson

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.org

Summer is here and the peregrinations commence. How much can one pack into three months? Helping the kids move into their new digs in DC (they needed baby space), two trips to the Lake House, and then the biggest BMW events I have ever been part of. This latter set of events has been well chronicled in this and other publications and media outlets, so no need here to describe in detail.

What is worth noting, from my perspective, is my almost complete lack of experience in attending such events. While I have been to Pebble Beach (golf), Monterrey (on business) and cbc bdbdb (vacation), none of those visits was in conjunction with the automobile world. It's a good thing that I have a reliable vehicle (435i), friends along the way (San Diego) and the ultimate enhancement, fellow club members who have been to many Oktoberfests and such celebrations. This latter benefit manifests itself in the particular form of at least two of my fellow Board Members, Quentin Peterson and Mike Hornisher.

Quentin is our current Treasurer and Newsletter Editor and several times past Treasurer, as well as past President. Yes, he has been to Oktoberfests, National Club Meetings and various BMW themed extravaganzas. And, he has volunteered to coordinate the drive to the Coast with the dozen or so Members who will attend the various August events. When we are "there", he will corral us and advise us. His lovely other half, Julia (also Chapter Webmistress), will attend with him and keep him from spiralling into too much excitement.

Mike has been President so many terms, I need two hands worth of fingers to count them. Currently (and many years in the past) he is our Driving Events Coordinator. We can't wait to see what his assignments as an Official Volunteer at the races will be. Mary, his patient companion, will be along to back up whatever he determines is "legal".

With Quentin and Julia, Mike and Mary, the Sonora Chapter continues our legacy of supporting Good Bimmership through participation in local activities as well as the more exotic national events such as those in August. I would like to gently challenge the less active of our 250 Chapter Members to emulate the collegiality they and our many other active Members set by their collective example. Not the least of which is their willingness to assist the less experienced of us (like me) in navigating the Big Doings in August.

Charles Davis

President, Sonora Chapter

34TH ANNUAL SEDONA CAR SHOW



BMW 2002

Celebrating the 100th anniversary of BMW



1937BMW-328-Mille Miglia

AT THE SEDONA AIRPORT

Saturday, September 17, 2016 - 10:00 AM to 2:00 PM

HOURS:

Check in: 8:00 AM to 10:00 AM*
Show Hours: 10:00 AM to 2:00 PM
Voting: 10:00 AM to 1:00 PM

FEES:

Class A - L registration fee: \$25.00
Non-judged **display** (all years): \$20.00
Replicas, kit cars, homebuilts, etc. will be welcome in display class.

*Airport rules require us to lock the entry gate at 10:00 AM.

TROPHIES: Trophy presentation at 2:00 PM

FIRST & SECOND PLACE Awarded by participants' vote
PRESIDENTS' CHOICE..... Awarded by Sedona Car Club's past & present presidents
BEST OF SHOW..... Awarded by participants' vote
POLICE CHIEF'S CHOICE..... Awarded by the Police Chief of Sedona

CLASSES:

A 1900 to 1959 Stock Domestic Cars
B 1960 to 1991 Stock Domestic Cars
C Hot Rods & Modified Cars to 1955
D Hot Rods & Modified Cars 1956-1991
E Stock Trucks & 4x4s to 1991
F Modified Trucks & 4x4s to 1991
G Stock Foreign Cars to 1991
H Sport Cars to 1991
I Exotic Cars (All years)
J BMW to 1991
K Thunderbird to 1991
L Premier Class (2015 1st place winners)
Stock Cars:
No more than three visual Modifications.

Entries determined by the car show committee to be in the wrong class will be reassigned or be ineligible for trophies.

Limited to the first 110 cars.

Day of show registration is for DISPLAY only.

MAIL REGISTRATION FORM AND CHECK MADE OUT TO: Sedona Car Club, 230 Coronado Trail, Sedona AZ 86336
Must be postmarked by Saturday, Sept. 10, 2016 (No on-line registration available).

Please print legibly

Name: _____ Ph. _____

Address: _____ City, State: _____ Zip: _____

Class: _____ Make: _____ Model: _____ Year: _____

E-mail address: _____ Club Affiliation: _____

WAIVER: MUST BE SIGNED.

I certify the vehicle entered by me in this year's SCC Annual Car Show is licensed and insured as to financial responsibility within the state of my residence. I agree to indemnify and hold forever harmless the Sedona Airport and the Sedona Car Club, their officers, members, employees and volunteers, from any damages real or imagined, as well as any injury arising from participation in said event.

SIGNED: _____ DATE: _____

FOR INFORMATION CALL CAR SHOW CHAIRMAN, DAVID LOMBARDI, AT (928) 203-9007.

For additional applications and class descriptions visit our web site: WWW.SEDONACARCLUB.COM

Since 2009, my wife, Lynn, and I have tried to spend a few days in Scottsdale during auction week. In that time, we've managed to hit most of the major auction houses. Auction week is a wonderful time if you love cars in general, less so if your interest extends only to BMWs as you will see. In 2014, a new event was added to the auction week calendar, the Arizona Concours. We attended the initial event and thought it spectacular. Last years event was equally interesting and included a visit from Sir Stirling Moss. Celebrities this year included Lyn St. James, Tom Sneva, Arie Luyendyk, and Andrea Zagato. The Concours is held in the inner courtyard of the Frank Lloyd Wright designed Arizona Biltmore. The venue is intimate, the number of cars limited to 85-90, and there is a ceiling on the number of spectator tickets sold. Ticket prices are not cheap but less than Amelia Island and a real bargain compared to Pebble Beach. Then again, what wouldn't be. This is a premier event and only 120 miles from our doorstep. it's held on Sunday so I-10 traffic isn't too bad.

The Concours this year featured cars ranging from Alvis to several with coachwork from Zagato. Duesenberg was one of the featured manufacturers, and the 1935 Model SJ, commonly known as the Mormon Meteor, won best of show. Well deserved, it is a beast of a car. While there were many interesting vehicles on display, including several post-war European sports cars (M-Bs, Jags, Alfas, even a Talbot), alas no 507's. In fact, to my recollection, no BMW of any kind has been shown at this event. Sad.

On Monday we were off to the best known and largest of the Scottsdale auctions: Barrett-Jackson. We did B-J (all of it) a few years ago and vowed never again. Too many people whose interests seem to lie somewhere other than cars, too many cars of dubious provenance, and a little too much adult beverage too early in the day. Having said that, we ventured in to view the Salon Collection only. This is a group of 140 or so cars deemed by B-J to be the best (or perhaps most outrageous or both) of the crop. No argument from here. It was a very interesting and eclectic group of vehicles and worth the modest price of admission. Unfortunately, nary a single BMW to be found in this group. As it turned out, there were only 5 consigned for the entire auction, 2 of which were Isetta 300's. This is appanently not the place to come if you're looking for a good selection of pre-owned BMWs.

Tuesday took us to the Westin Kierland Resort and Spa for the Bonhams viewing. This was Bonhams third year in Scottsdale. There were about 150 cars offered for auction. The highest seller was a 2015

UPCOMING EVENTS

June 25, 2016 Mount Lemmon Tour to Iron Door Restaurant for brunch We will meet at 8:30 on the SE corner of Tanque Verde and Catalina Highway in the MacDonald's parking lot. Chapter contact: Chet Kingsbury at dingsboms@q.com Chet has also arranged free chair-lift tickets for all members.

July 14th - 2nd Thursday dinner Union Public House St. Phillip's Plaza contact: Fred Knotek (email blast will go out later)

July 23rd 9-11. European Auto Tech (3340 N. 1st Avenue, Tucson, 888-6575) tech inspections for free.

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

If you aren't getting email from us, send a message to Julia Olsen-Peterson webmistress@bmwccasonora.com

auction week in Scottsdale (continued)

McLaren P1 (the last U.S. market P1). It went for \$2,090,000. Chump change in today's inflated car market.

As for BMW, there were 3 examples at Bonhams: a stunning 2003 Z8 Alpina Roadster, a 1973 3.0 CSL Batmobile (basically a race car, wings and all) with believed to be accurate mileage of under 40,000 kms., and a 1980 M1 in orange. The M1 had an estimate of \$525,000-625,000 and did not sell. The CSL, which was involved in a scary errant golf ball incident not 20 feet from us (ball hit trunk lid, sounded like gunshot, minor dent, no paint damage), sold for \$341,000, at the high end of the estimate. The Z8 Alpina had everything you could want, but sadly included an automatic gearbox. If that makes me sound like a grumpy old man, it's true. I'm also grumpy old-school when it comes to properly fitted out sports cars. The new owner, undeterred, ponied up \$253,000 for this Z8.



Editor's note: The M1 and 3.0CSL photos are on the adjacent page 9.

On Wednesday, we were back to the Biltmore for the RMSotheby's viewing. There's much to be said for this auction house. They are the only major house to offer a free viewing, the venue is outstanding, and they consistently have an unbelievable collection of cars for auction. This year was no different. There were about 180 vehicles for viewing. The high seller here was a 1937 M-B 540K Special Roadster, coachwork by Sindelfingen, at \$9,900,000. Now, we're starting to talk some real money. In fact, that was just one of 17 million dollar sales at RM. RM also had 4 Bimmers for sale. They included a 1979 M1 in dark metallic blue with black leather interior which went for \$300,000, a 2002 Z8 with just 550 miles on the clock and a



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auction week In Scottsdale (continued)

proper row it yourself transmission for \$264,000, and a non-winged 1973 3.0 CSL at \$126,500. There was also a 1958 BMW 600 imported by Max Hoffman which sold for \$24,750. Gooding and Company hold their auction at Fashion Square in downtown Scottsdale. That was our Thursday date. Once again, about 120 cars for sale. Gooding is the most expensive viewing, and always has been. Perhaps designed to keep out the tire-kicking riff-raff, my wife and I fooled them again this year! The entrance tent contained but one car, a 1950 Ferrari 166MM/195 S Berlinetta Le Mans, and rightly so, as it sold for \$6,490,000. It was one of nine to top the 1 million mark over their 2 day auction. There was a single BMW M1 in orange with wing and a pre-auction estimate of \$575,000-650,000. It did not sell.

We did not visit Russo and Steele. We did a few years ago and found it to have all the charm of B-J on a reduced scale. They had 2 Bimmers to auction: an early 2000's 7 Series with some "M" accessories, and a 1991 850i in Bright Red over tan (my favorite) which fetched \$11,275.

For those of you who think the televised B-J and Mecum auctions are how it's done (and I do enjoy watching them), you owe it to yourself to hit a high end house in Scottsdale. It is a wholly different atmosphere. The auction process is deliberate, even thoughtful, dare one say, genteel. As an added bonus, you won't go deaf. For my money, Gooding's' auctioneer, Charlie Ross, is the most entertaining of them all.

There is an indication that sales in Scottsdale were down by about 15% as against last year, leading some to speculate that the collector market may be encountering a well deserved cooling off period. However, on February 5, 2016, a 1957 Ferrari 355 Sport Scaglietti was sold by Artcurial Motorcars in Paris for 34,075,200 million Euros (USD\$35.9 million). Although this was a record sale in terms of Euros, the 1962 Ferrari 250 GTO sold at the Bonhams Quail Lodge auction in 2014 remains the USD record holder at \$38.1. Apparently there's still boatloads of money out there. Auction week and the Arizona Concours make for an enjoyable week of cars, cars, cars! All you need is some time off, a bit of pocket money, and an understanding spouse. If you have any interest, either in the Arizona Concours or the auctions, feel free to contact me for more information at saylor6@cox.net.

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Sonora Chapter BMW CCA Mount Lemmon Tour to The Iron Door Restaurant for Breakfast Arriving 10am June 25, 2016

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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
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HERE'S HOW

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Our Chapter logo can be applied on articles of clothing (you supply) by August 1st, and be ready to wear proudly this year in Monterey, for \$15.

Email the Webmistress: webmistress@bmwccasonora.net

Way back in the dark ages, when the internet was relatively new, I broke my leg cleaning a swimming pool. I was laid up, unable to work. My computer tech brother suggested I get a computer and connect to the internet. Purchased an IBM 4 something DX and subscribed to AOL. I spent the days surfing and discovering sites with different types of information, really basic, but still entertaining. As the years went by more and more stuff became available. I used it for college research and when I began teaching, I used it in my classes.

One day when I was describing something in history I could see my students had blank glazes in their eyes. I tried to draw a picture of what I was describing but still to no avail. My classroom had a computer that was hooked up to the internet and an overhead projector. One of my students suggested I connect with *youtube.com* and find a video of what I was trying to convey. Lo and behold, I found a short video on just the subject. I began using the site more and more and found that it was a valuable teaching tool.

Now I am going to fast forward to the last few years and tell you how this resource has saved me hundreds of dollars that I would have spent on repairs that I could do myself. As some of you are aware, the Bentley manual is good for some things but lacking as an all inclusive answer for the DIY'er. It started with a simple brake fluid flush on my Z3. The Bentley manual said that this could only be done by a shop with a certain expensive of equipment or I would screw up the ABS system. I am an old SOP mechanic and it just didn't seem logical that a simple procedure with a pressure bleeder could do this. So I went on the internet to *youtube* and found a video describing the exact procedure. Nowhere did they say that it was going to mess with the ABS. So I proceeded with complete success. I used it again for several other repairs without a hitch.

I recently purchased a 328Xi Touring and went to perform an oil change. The factory manuals that came with the car did not have any information on the oil capacity. I guess BMW just wants you to take it to the dealership for a \$200.00 oil change, no dip stick so I just couldn't check the level as I added more oil. Again, *youtube* to the rescue, I found the correct capacity for my auto. No big secret, it still changed out just like the olden days. I didn't blowup my engine because I did it myself. Next, the cabin air filter. Nowhere in the manual did it show the procedure or location. *Youtube* had a step by step instruction video, easy.

Finally, just this week, I was rolling down the rear window and it went "ba-doying" and went to the bottom of the sill never to rise again. I called around and the price tag was just under \$700.00, yikes. I hopped on the internet and found a regulator for under \$70.00 that claimed it was better than the OEM unit because it had ball bearing rollers. I read the reviews and was convinced that it was true. I ordered the part and had it in two days. I still wasn't sure I wanted to tackle this job. Sure I did countless numbers of window regulators in my 2002 but that was back in the dark ages. These new fangled contraptions were intimidating. I might fry the computer or screw it up so badly that I would need to replace the right side of my car. *Youtube* to the rescue. I found several videos on the procedure of replacing the rear window regulator on an E90-1. Apparently this was common problem. I decide to tackle the job myself. The videos made it sound easy but I was still apprehensive, there ain't no such thing as an easy button. Well guess what? It was relatively easy and in less than 60 minutes the rear window was fully functional. **Yay youtube!** I saved over \$600.00 bucks and regained my old mechanical confidence again...

BACK PAGE

Die Zündkerze (translated the sparkplug),

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