

# dieZündkerze

BMW Car Club of America Sonora Chapter



Although there were more than a few great-looking BMWs at our most recent guided tour of Tucson's own Franklin Auto Museum, this e30 has a story: Dave Becker purchased it from the original curator, Tom Hubbard. The museum tour is one of Tucson's hidden gems, it's worth a visit. Really fun history of automobiles & engines!

The Sonora Chapter Board meeting was held June 7 at Fronimo's restaurant. In the last two months we've had dinners at El Corral and North, an event at the Pima Air and Space Museum with the Roadrunner (Phoenix) Chapter, and an event at the Arizona-Sonora Desert Museum. And we've just had an up-close look at the Franklin Museum, followed by a nice lunch at Guadalajara Grill. All were great fun! Members attending the monthly dinners and lunch were treated to appetizers (paid by our chapter). Don't miss out, plan to attend one

of our dinners if you can. Our next one is July 13th at Feast. Details are inside on page 7.

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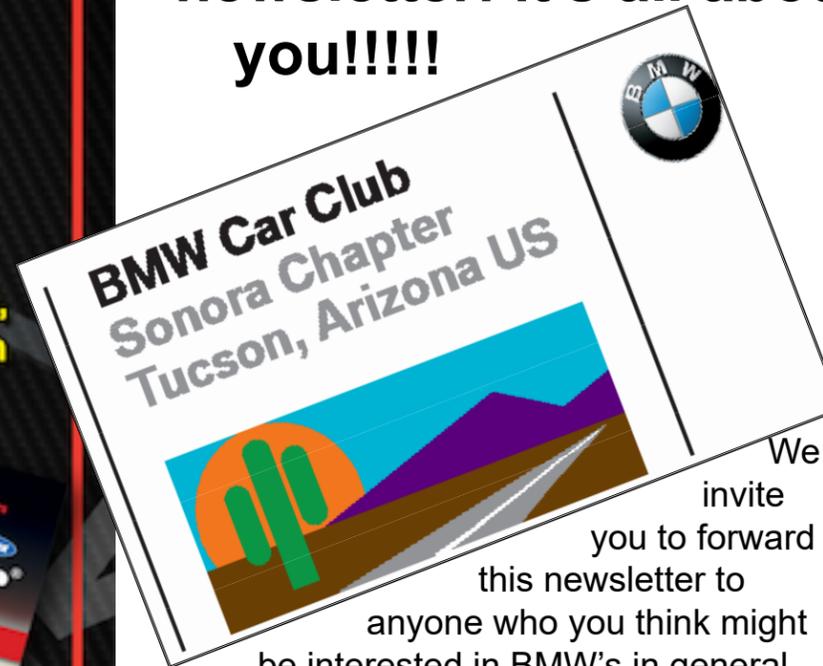
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**Interactive format newsletter: it's all about you!!!!**



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.

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

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# President's Pages by Charles Davis

The last time I installed a windshield myself was around 1964. It was a pretty flat piece of glass for a Renault Dauphine I had rolled. I found a replacement at a junkyard and, using soapy water and a piece of string, replaced the windshield in about fifteen minutes. Our BMWs require a bit more precision these days. And the process is likely to be expensive, unless you take advantage of a pretty neat peculiarity of Arizona insurance regulations.

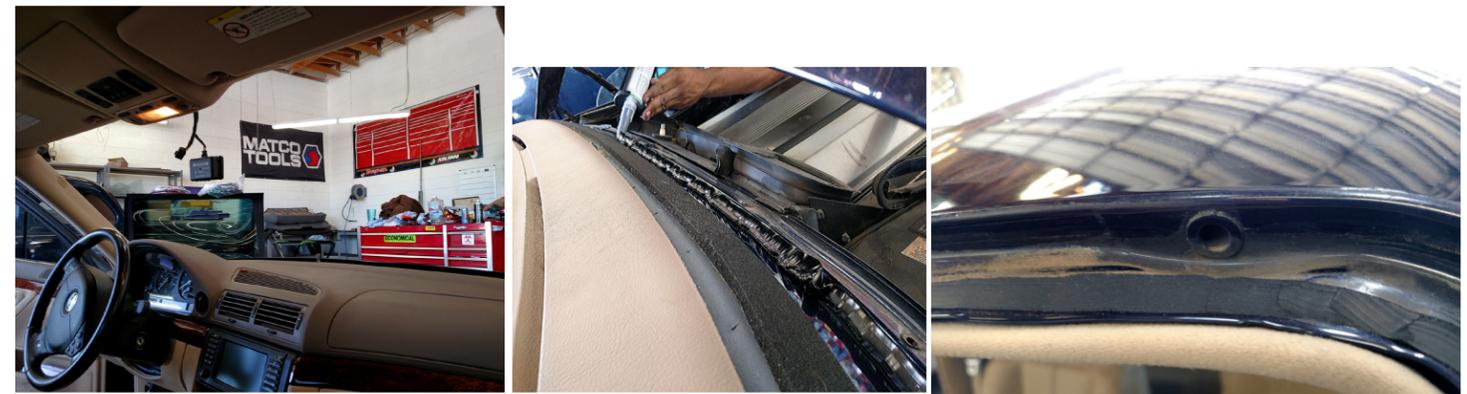
Arizona is the only state I know that allows for auto glass coverage with no deductible. For example, I carry Comprehensive policy coverage with \$250 deductible. The deductible applies to all non-collision damage **except** for damage to glass.

This coverage has been valuable to me, not because of vandalism or breaking and entering activities, but because of the common occurrence of windshield cracks caused by stones from vehicles ahead of me on the higher speed roadways, and for etching and abrasions from sand storms. Windshields are usually the most expensive piece of glass on my vehicles and windshields seem to last only three or four years because of likelihood the projectile damage. That makes this insurance coverage very useful. I usually keep my BMWs for many years, some for decades. Except for our newest models, I have had the windshield replaced twice in most of my cars during the course of my ownership. Recently, I had the windshield replaced on my E38 MSport. This is worth mentioning because insurance companies have become stricter regarding what brands and quality of glass they are willing to provide under the "no-deductible" policy.

(And, I have heard rumors that the insurance industry is now trying to alter the "no-deductible" aspect.)

Most companies use a middleman to schedule their windshield replacements and direct their policy holders to an installer. My insurance agent gave me the contact info for an approved middleman who told me that my policy will no longer pay for OEM or BMW-branded glass. They wanted me to pay \$750 out of pocket for this "upgrade". I sent them packing and called European Auto Tech to get their recommendation for an installer. Andy's American Glass, (just up the street from European Auto Tech), was where I went. Andy's American Glass had the info I needed to get OEM glass (but without the BMW logo), without an upcharge.

I decided to have the work done at the shop, rather than at my house, simply because I wanted to have all the facilities of Andy's available in case of any glitches. And I wanted to photograph the process for this President's Letter. As it turned out, there weren't any glitches. The glass, plastic trim and fasteners all fit perfectly. And the guys doing the installation were top notch. Luis (who enters glass installing competitions for fun) took the lead. As the photos show, the removal of the old glass and installation of the new was flawless. Andy's guys were pros.



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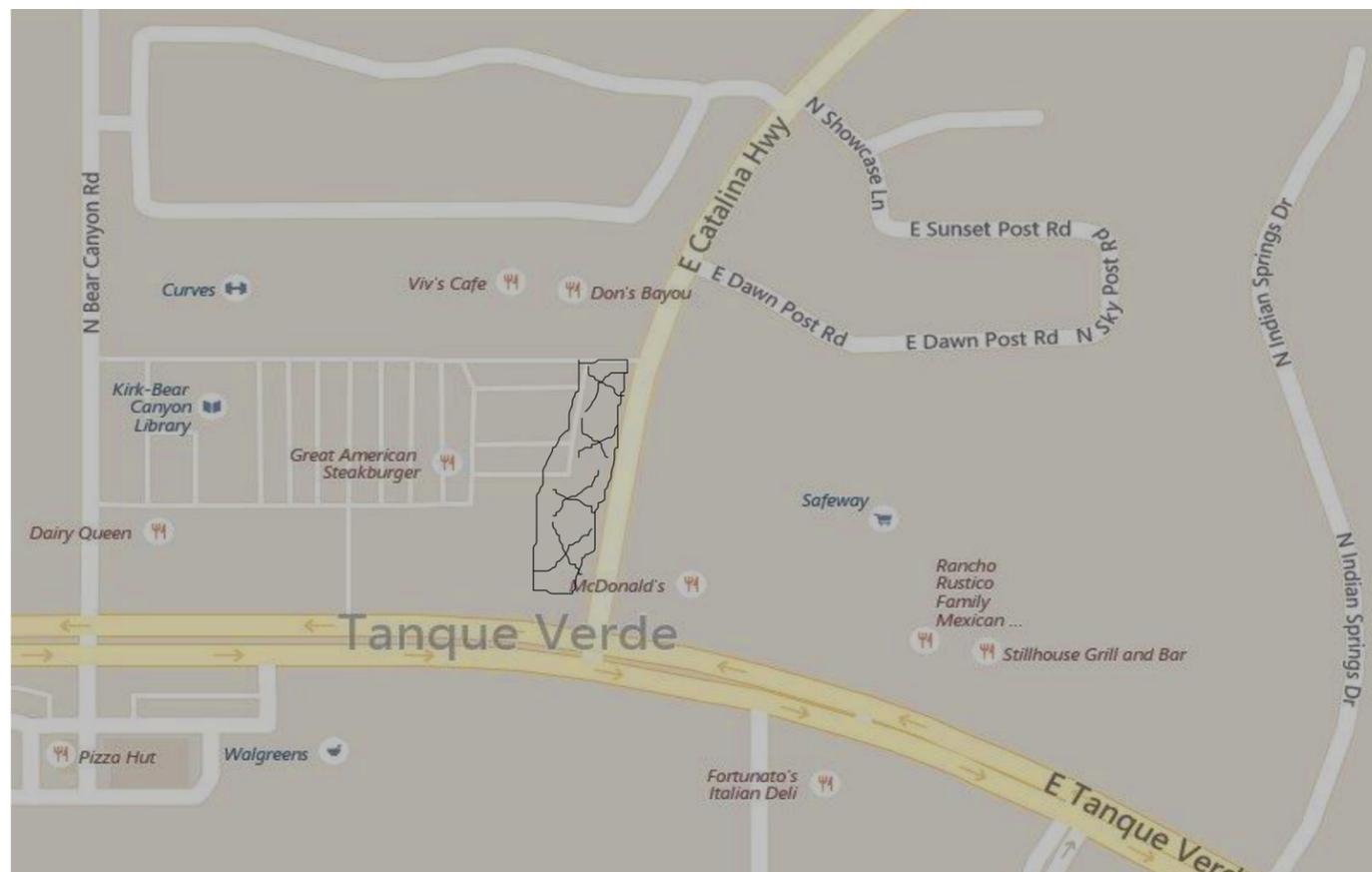
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## UPCOMING EVENTS

### July 13<sup>th</sup>: 2<sup>nd</sup> Thursday dinner at Feast:

We have reserved their meeting room for a sit-down dinner from their Chef's full menu (which changes monthly). Come join us at this Tucson gem! There are three large tables in the room, each with space for seven of your fellow BMW CCAers, and "overflow" dining spaces outside the room, for late arrivals... While you may be tempted to just show up at 7:30pm and join us, "Feast" really does need your *rsvp* ahead of time: email [bimmermanusa@netscape.net](mailto:bimmermanusa@netscape.net) or text Quentin Peterson @ (520)331-3778. You will get a confirmation of your reservation (email blasts soon). *rsvp* soon: our room 'caps' @21.

### July 22<sup>nd</sup> Picnic on Mount Lemmon:

Join the Roadrunner (Phoenix area) Chapter and other Sonora Chapter members for a catered Mount Lemmon picnic. Food, fixings, chilled sodas and water are on us! Just bring yourselves and claim some mid-summer relief from our heat. While several of us will stake out the spot of our adventure on the mountain, the main caravan of Sonora & Roadrunner Chapters' members will rendezvous ~10am in the valley below and travel up the hill together. Oughta be fun and welcome relief from our heat. A map with the rendezvous parking is on page 6: meet @ XXXX.

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We send a newsletter every 3 months, and send about 1-3 email announcements of chapter activities in a given month.

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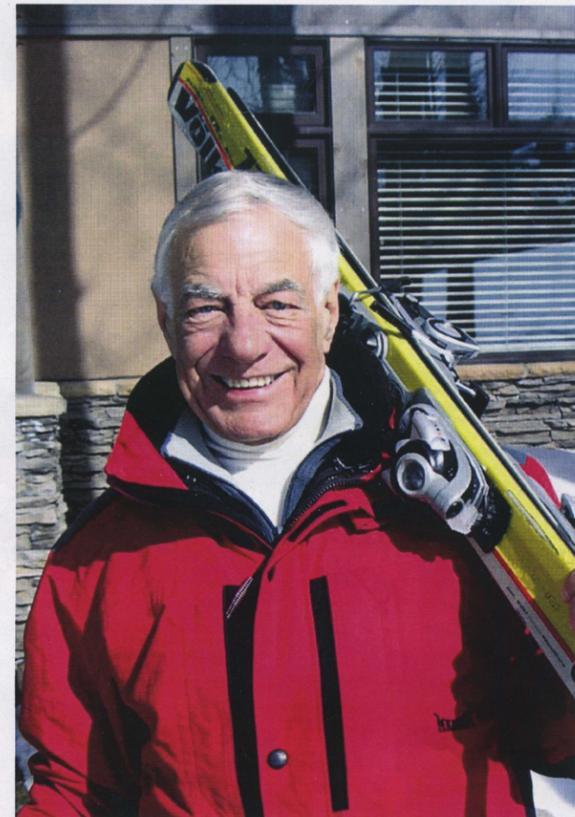
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"Jerry"



Our last three events were museum tours: Julia Olsen-Peterson took the Pima Air & Space Museum photos, and these Franklin Auto Museum photos were taken by Quentin Peterson.



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# Ol' Pueblo Streets by Quentin Peterson

Last issue I explained how transportation routes are changing around our Ol' Pueblo. Since then, I heard (from a few people) that there are still local routes that really need attention and haven't yet gotten it. I was able to verify that while returning home from our most recent road trip. But I can also tell you that both Arizona highways and the Interstate highways within our state are in their best shape ever!

If you travel to San Diego and back by any variety of routes I think that you'll see the roads are in great shape and, or else, are getting attention. As a side-note, desert travelling through Northern Arizona, Nevada and California has really advanced to keep pace with the vehicles developed over the last century. Watch the old black & white movie, "The Grapes of Wrath" and you'll see what I mean. The old jalopy that got the Joad family west to California (even without being overloaded) was never capable of pacing at the speeds we routinely travel now on our modern interstates. As a practical proof of that: find yourself a section of the 'Mother Road', Route 66. There are sections of it that are still maintained. We got off I-40 near Daggett, California on our road

trip, looking for lunch. When Daggett didn't exactly beckon to us and we decided to head to Barstow, California instead, a strip of the Historic Highway 66 was available. And while it was a well-maintained asphalt road, that bit of two-lane highway bobbed us up and down, making it difficult to keep our velocity much above 50mph. The shocks and springs were getting a real workout! After getting back on I-40, it became really plain to us: **Our Interstates are**



**designed for safely cruising, when the traffic allows, in modern vehicles, at speeds well over 55mph.**

But of course this assumes a lot as well: that the driver is paying sufficient attention to the road, that he or she has kept the car in good repair and the tires are up to the speed and temperatures. These are just some of the variables, and there are more. Suffice it to say that the faster you go, the shorter the time you have to react to something. But back to our local roads...

It was during the last few miles of our road trip, going home, that I found the roughest sections of the whole journey! Since Ina Road is not accessible from I-10, I took the Cortaro Farms Road exit, going East, looking for a link to Oracle Road. **Well, Cortaro Farms Road is simply a rough road and it's really in need of resurfacing.** After you get past the OMNI Resort, the road is pretty new and smooth. Most of the roads going North/South across it (i.e., La Cholla, La Canada, Oracle, 1st Avenue and Campbell Avenue) are in great shape. It's those roads between the borders of I-10, Shannon, Ina and Tangerine that probably (and I haven't checked

them out) need resurfacing. And Pima County does have Cortaro Farms Road on its list. Just like that rough section of Tucson's Grant Road between Stone Avenue and Mountain: while it's still in need of resurfacing, it is just now being readied to be resurfaced (while in the process of being widened). Pima County's Cortaro Farms Road is also going to be both resurfaced and widened. Eventually...

Last issue I said I'd talk about downtown Tucson, especially Stone Avenue. Did you know that before there was I-19, which goes to Nogales from Tucson, that the Old Nogales Highway ran from downtown Tucson to the border? That is kinda how Stone Avenue runs today, but it doesn't go all the way to Nogales anymore, just to Green Valley. And it isn't the two-way street all the way that it once was; once you are South of the railroad overpass at 6th St., (that section of Stone that floods into an Olympic-size pool with every downtown rainstorm) Stone Avenue is a one-way street, going South, until it intersects with 18th St. The 18th St. intersection with Stone Avenue and South 6th Avenue is a 'five-way' intersection, and Stone Avenue merges there into South 6th Avenue. It then continues as South 6th Avenue, and that eventually becomes South Nogales Highway. I know this pretty well because I used to commute to downtown Tucson. After the 1996 Bond package was voted in, most of Stone Avenue was upgraded, but there was a section just between 1st St. and E. Drachman St. that was left untended, and that really rattled my 'sport suspension', both going North and South. Then another Regional Transportation Bond package was needed and approved, but again, without any effect on this very section of Stone Avenue! By then, I was taking another route to work and home. It was only after I moved to a different workplace, and then eventually retired, and waited until 2017, that the City of Tucson, after yet another Bond package was approved, resurfaced the rough section between 1st St. and E. Drachman St. But the City of Tucson has planted trees into medians there, just like they did with Campbell Avenue between Grant and Ft. Lowell. So, it looks to me like the Stone Avenue 'master plan' is a 'clone' of the Campbell Avenue paradigm.

There are two reasons why I'm thinking that might work better on Stone Avenue: there's not as much business traffic on that section of Stone Avenue as on Campbell Avenue, and unlike the Campbell Avenue 'revitalization' project, The City of Tucson spent a fair amount of time asking interested people what they thought about their Stone Avenue plans. So the focus groups and overall discussions did 'smooth the way', & then the City of Tucson did what it wanted to do anyway...

Now all it will take for Stone Avenue to become as clogged as that business section of Campbell is for a business boom to occur on Stone Avenue. (I wonder what the chances of **that** happening are!) But given enough traffic, that section of Stone Avenue can prove to be just as bad as the Campbell Avenue grids.

(The conclusion to Ol' Pueblo Streets is on page 13)

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## OL' PUEBLO STREETS...

CONCLUSION

What is puzzling to me about the Campbell Avenue section is how slow and congested the traffic along that section is now. Was that intended? If so, why? Even though the road's surface is now smooth, I tend to look for another route elsewhere, unless I have **business** along Campbell Avenue, and I **have to** drive it. And I know the City of Tucson didn't consult any of the business owners along that stretch of Campbell before imposing their latest version of 'repairs'. **Here is what Mark Thompson, owner of Plaza Liquors, 2642 Campbell Avenue wrote for his "Mark's Plaza Notes" March, 2017:**

### Trees on Campbell Avenue a Flop

"Most people who know me know that I'm as big a tree hugger as you will find, but when trees are planted in the middle of the road for beautifying the street, I really do think it a bad idea for people and trees. So far, I have seen multiple trees crushed by wayward car drivers and know that there is damage that has been done to cars that we never see. Irrigation lines have been run over as well. The city recently put up reflectors on all the curbing at all the tree medians only to have another tree run over just days later. One tree is on the verge of death from natural causes but sitting in the middle of polluting cars all day and night can't be good for your respiratory system. If a tree manages to live a long life it just grows up to be a potential human life ending obstacle for cars to smash into. To me there is nothing beautiful about any of this. Campbell Avenue is not suited for this idea and is too narrow a street to do this with. Also, there are way too many merchant shops that drivers are desperately trying to turn left into but are cut short by these mini medium obstructions that also create traffic blockages on the main drags. Yes-It is a drag. This was all a nice try to help make our street look better but in the end created a huge waste of money and expensive upkeep and maintenance using non indigenous trees that are standing in the middle of a road choking on the air and trembling in anticipation of the next texting or drunk driver. Move the trees to somewhere else please."

Since our last issue, Grant Road widening (and hopefully resurfacing) between Park and Mountain Avenues has begun. Country Club Road is still being pinched to one lane in places, but the (intersecting) East Pima St. repairs are done and it is open, with some sidewalk repairs currently near Dodge.

**Couple of things: Do I really need to tell you not to drive through standing water during the monsoon rains? And Pima County has implemented a hands-free mobile phone law. This law requires all drivers to pull over to the side of the road to hold the cell-phone & call or text, i.e. no finger texting and no single-hand phone-holding (even at an intersection) is allowed. This requires anyone who is driving to conduct either a phone conversation or a text conversation with a bluetooth device and a phone caddy so that both hands are free, or else pull over to the side of the road. And that's probably a good habit to develop anyway...**



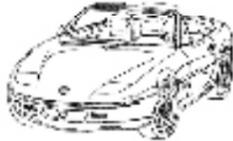
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The website of the BMW Car Club of America, Inc. is [www.bmwcca.org](http://www.bmwcca.org) and it has links to this chapter and all others nationwide

By the way, take a look at our chapter's website: [www.bmwccasonora.org](http://www.bmwccasonora.org)

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You will receive the monthly Roundel, a 120+page coffee-table magazine, published by BMW CCA, Inc.

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# BACK PAGE

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