

dieZündkerze

BMW Car Club of America Sonora Chapter



The Road to the 44th Annual BMW CCA Oktoberfest begins now! Make your plans to attend a weeklong celebration of all things BMW August 19th - 24th next year! Get your car ready and join your fellow clubmembers at one of the finest locations West of the Rockies!

In the meantime, we are proud to offer the 6th Annual Cops & Rodders Car Show November 3rd in the Hi Corbett Parking lot, the Street Survival course at Marana Airport, November 7th, and also our picnic in the park November 17th. Details for each of these are inside this newsletter.



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We invite you to forward this newsletter to colleagues and friends who may be interested in BMW's in general, and the BMW CCA Sonora Chapter in particular.

We also invite your contributions to the newsletter. Contact Quentin Peterson (bimmermanusa@netscape.net) about how you can get involved.

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.

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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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PRESIDENT'S PAGE

Welcome to a great Southern Arizona fall season! I guess it must be fall here in Arizona. You have to love these 90 degree days in October... I just see it as better weather than summer and more opportunities to go out and enjoy our great BMWs and spending time with our favorite club friends.

As fall brings a slight change to our weather, it also brings a chance for us to reflect on the past year within the club and evaluate the great events and some of the things that could use a little more work. We have seen our events continue to attract members new and old; some who have not been out to an event before or haven't been to one in a long time. I want to thank all the board members that have worked very hard to try to bring you a diverse list of events that can appeal to all types of individuals. I have enjoyed being able to represent all of you as your President this past year and a half and have made the decision to run for one more term in order to finish what I started. I would like to be able to see through some of the changes that I had set into place when I took over as President and make sure that the chapter is in great hands when I get to drive off into the sunset.... That being said, I would like call out to all of our members that may have at one time or another considered running for a board

position. We would appreciate new faces and ideas for our club. This club is only as good as what we put into it and this is your chance to help influence the future of the club you are a member of. Being on the board can be a small role, such as a member-at-large, to get your feet wet in the Chapter's leadership, or any of the main Board positions (President, Vice President, Secretary and Treasurer); it is a very rewarding experience.

As I write this, BMW just won the Manufacturer's title, team title, and driver's title in the German DTM series (their first year back after over 20 years). It was 25 years ago that BMW M3's domination in the DTM helped it become an icon and cemented the foundation that BMW has built on today. It is much greater an achievement, that 20 years later, in their first year back, the BMW M3 can once again reign supreme over Mercedes and Audi.

Please take a look at our calendar for our upcoming events... I hope that all of our members can take advantage of the great events we have coming between now and the end of the year, and remember to keep your right foot down and the shiny side up!!! **Lenny Napier President**

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, news, forums, 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>

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OKTOBERFEST 2013 ... QUENTIN PETERSON

Monterey, California is not that far away from Tucson. I know that for various reasons, for some of us, it might as well be on another continent. Getting there is indeed part of the fun, for me at least, and it does require some advance planning, attention to detail and sometimes, just plain good luck for an uber-memorable trip out and back. The drive is challenging and interesting, and once you've arrived, it's exciting to be someplace that can aptly be described as a 'bucket list' location. When combined with BMW CCA Oktoberfest events, as it will be next year, there's really no good reason I can think of to resist the call of the left coast. I suppose you could just hop in the car and go, come August, 2013. That would leave a fair amount to chance, and I think it's better to make preparations well in advance, going down the details and preparatory tasks, and so managing a big job by several little bits. It's much better, I think, to arrive rested and relaxed, and then you are better able to bask in the fun stuff that our car club is known for at these events. ***The road to Monterey, California, for the 44th Annual BMW CCA Oktoberfest begins now, and it will culminate in a week-long series of events:*** High-Performance Driving on the Laguna Seca Raceway, Auto-crossing, a few Gymkhanas, Road Rallies (the fun, sight-seeing variety, as well as the timed-but-not-tame variety, both through wonderful countryside roads), Clean Car Contests and a Concours de Legance. There will be lots to see, do and attend, as if simply being there wasn't enough already! The food will be great, the people there will understand your passion for BMW, and this car club has locked in great hotel rates in downtown Monterey the week of Monday, August 19th through Saturday, August 24th, 2013. That will be the very week before next year's Monterey Historics at Laguna Seca Raceway, with all the car shows and auctions that the week-long festivities has to offer.

It is rumored that BMW corporate had considered being the featured marque this year, but that they decided instead to wait for their 100th anniversary in a few more years. But think of all the possibilities: you could drive out and enjoy the scenic coastal highway over several days, and then stay a week in Monterey, all the while enjoying your great car, and with folks from around the nation who share your passion and are just as excited to be in Monterey, California!

Is piloting a performance vehicle on Laguna Seca Raceway part of your 'bucket list'? Get yourself one of those High-Performance Driving Event insurance policies *(or else just take your chances) for your track time, prepare the car between now and then, and then go explore (legally) the limits of your car's potential, as well as your own, on one of the world's premiere motor circuits. Convertibles without roll-bars won't be allowed, but they will be permitted on the autocrossing circuit.

The autocross is a closed, pylon-guided course that features an electric-eye at the start and another at the end. Complete the course in better time than anyone else in your car's class and you will take home a trophy that will be awarded at the Oktoberfest Banquet. Both of these track events require an up-to-date helmet*.

Another fun event is the Gymkhana. It's timed on a pylon-course, and a passenger is required to get out occasionally and to complete an amusement park style task. The driver/passenger team tries to outdo the other teams. Each team uses the same car to even the odds.

There's also rallying: no doubt the nearby roads will be featured in a free-spirited, get-some-pics-and-maybe-brunch/lunch-while-we're-at-it style drive. You can bet Oktoberfest 2013 will also feature more challenging sorts of rallying. One version distributes a set of directions and simply grades how well the driver/passenger team finds certain markers on the route. Filling in the blanks on the directions sheet verifies that the route was followed and the little details to it were picked up.

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The most serious rallying teams get a workout in a Timed Speed Distance (TSD) Rally. You could call them afflicted with a desire to be on-time. Each leg of a rally gives you a direction to take, an average speed to maintain on that leg, and the distance to travel before the next leg, that has its own direction, speed and distance. Clues are vital to this competition, and if you get lost, as a last-resort, there's a sealed destination packet to tear open. Checkpoints are set-up at various locations to record how early or late each team arrives. Teams typically start out at 2-minute intervals, and the checkpoints can re-set the intervals. The team that arrives closest to the correct time wins. And there are different classes, rated by how well-equipped a car is for the event. A car with no on-board computer requires the navigator to keep track of time and turns, and the driver keeps a look at the road, speed and distance. They are not like a car that has a stopwatch and an average mph, both that can be reset and also scrolled between functions while they each run separately. But both of these classes are primitive when compared to the teams who come equipped with odometer-verified tires and rallying computers. Their big challenges are avoiding wrong turns, traps (tricks built into the rallying directions) and miscommunication between driver and navigator. The trick to it is to balance attention between the road markers, the mileage and average speed while heeding the leg-by-leg directions. Fun!

There will be cars provided by BMWNA to test-drive. There will probably be some designated charity fund-raiser and there will be social events, providing opportunities to mingle with old friends and maybe make new ones.

Even if all you want to do is drive out there, stay in the nice hotel, sight-see and return, it's a really good idea to have the car ready for the journey. Crossing the desert from Tucson in August, even at night, is something you want to do with a well-maintained, air-conditioned car with a water-tight cooling system. It's not fun to nervously survey the water-temperature gauge's creep towards the red-zone. I've never been

(Continued on page 11)

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(continued from page 9)

down that road on the stretch outside of Yuma, and I don't intend to. So get the coolant, water pump, belts, hoses, thermostat and fan clutch up to speed. Pressure-test that system and verify there aren't weak, leaking links to it. That's peace of mind, you'll sleep better for sure. And each glance at the water-temp gauge will reassure you that the cooling system is solid, even if it's 110 degrees (F) in Gila Bend!

You know, there are BMW owners who have models of the make from a time when air-conditioning wasn't high on the manufacturer's list of options, or else it just wasn't available. This company has pulled itself out of the ashes of World War II, and it first had to bring a marketable automobile to the European continent before trying its luck in North America. So there are examples here in the desert Southwest, of a historically-significant, classic BMW featuring air-conditioning systems that were designed for the Alps in Summertime. This event is all about the cars, and seeing examples of BMW through the years, from the different time periods, at least for me, demonstrates how the company has been ahead of other car manufacturers. Part of the story of this car company is that during their post-war struggle, BMW had to address their weaknesses while building on their strengths. If you were to bring an early model BMW with only a rudimentary A/C system or even one that has no air-conditioning, it would definitely be welcome at this event. Once you got on the Pacific coastline, driving your gem would be no problem, even in August. It's probably best to trailer the car out and back, if it's your intention to bring it. You probably wouldn't need to put it on a trailer it all the way, either. Just avoid the desert (even at night in August), and you will be smilin' all up and down the coast. Once you're more than a few miles inland, however, it can still get wickedly-warm sometimes, during the daytime, so bear that possibility in mind.

Getting across the desert isn't the only obstacle to get to Monterey. You know, we are really spoiled here in Southern Arizona. Even though the traffic does now get congested at times, there isn't much clogging of the Interstate arteries unless some rollover has occurred or everyone is going to the Monster Truck Mash in Downtown Phoenix. Those aren't typical, but once you've gotten across the desert, it's a reality that the traffic will play a role in your cruise up the coast. ***Choosing your time of day and even the day of the week really makes a difference in how traffic flows, and it can make all the difference in whether you arrive in a relaxed frame of mind or not! Life is too short to plod along.***

Most of us have smart phones, and I find that using three applications to guide me really shaves time (and aggravation) off getting there. The first one I go to is a direction application, and I'm using it look at alternate routes before I go, and review the different ways I'm able to go, so that by the time I'm in the driver's seat I have a really good picture of the turns to make and markers to find. If you've never been in the territory, this is a pretty good way to learn it and review ahead of time, so things aren't coming too fast, and you don't miss the turns, while you're in the driver's seat. Even if you have a navigator, it's a great habit to learn the routes and plan the drive ahead. The second one is a traffic application: I use it mainly to monitor roads: green for flowing freely, orange for slowly flowing, and red for really not moving. I use these ahead of time to plan when to drive, because it predicts what the traffic on a particular route is going to be like at a particular time and particular day of the week. Want to get from Los Angeles to say Santa Barbara late Saturday morning to mid-afternoon? Typically, so does everyone else. (cont. page 12)

Believe me, until you've lumbered along out there on an Interstate designed for much faster speeds, you don't realize how good we have it (most of the time). It also affects estimated time of arrival. Planning ahead with a traffic application can save you gridlock ordeals if you check the route first, and then travel at a less-congested time or else take an alternate route. And like I said, you can pretty reliably predict the amount of congestion each road will present. Simply set the day and time of day, and it will show routes with green, orange or red, based on the average of previously-mapped traffic patterns. So the advantage comes with preparation. ***If you don't use the traffic predictor to plot your route, you too can enjoy being packed in like sardines. on a six-lane interstate, lumbering along languidly.*** These are very handy applications for getting around our town too, avoiding construction, accidents or slow patches that are going on. I check the route ahead while I'm parked at a traffic light, and if I see a really slow patch, drive around it. Sometimes the longer way around is quicker. The third mapping application I use talks through turns to a destination that you set from a present location. Since I've already looked over the entire route, this system's main use, for me, is during the last few miles of the trip, when the turns can be more frequent and complex. As I get closer, I'm switching from the traffic application to the turn-by-turn, and I already have a pretty good idea of what the congestion is like ahead, and I can look for alternatives if it's bad, or if it's really bad, simply park the car and wait it out. If you plan ahead, reviewing the routes and traffic, you get more familiar with the directions, and so for me, the step-by-step won't come into play until I'm really close to the destination. This combination works great to keep it right, so that the last few turns aren't missed, and the congestion, if any, is missed.



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906-8116 vicepres@bmwccasonora.com

Secretary – Greg Mondeau
850-5371 grmondeau@yahoo.com

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331-3778 bimmermanusa@netscape.net

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331-3778 bimmermanusa@netscape.net

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Driving School Contact– Mike Hornisher
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Andy Ingerson



TOOLBOX

Sonora Chapter Toolbox

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Service interval reset tool	Haynes & Chilton manuals

COMPUTER 42: Quentin Peterson

This quarter I thought I'd give my wife a break from her regular computer column and share something that I learned this year by plotting the routes to Monterey and back. While I was able to get my 4G phone to do some of the planning, my laptop has a bigger screen and the graphics are much friendlier. Even Apple now (I have something else) is trying to cut Google out of their revenue stream, and their BRAND NEWest substitute application has been acknowledged by the new CEO as not being as good as Google Earth, and also it's sometimes downright wrong! It's really a good idea to plan the route ahead of time while in a comfortable environment, rather than just before getting ready to drive somewhere. I now check the traffic situation before I hop in the car or while stopped at a light, but it's because I want to take the least-congested route, out of several alternatives I know or have already mapped. **But even with the laptop, on Google Earth, I found that the computer program is going to plot the shortest route.**

Every time. It has to choose among lots of different routes, and simply operates on the criteria that you're wanting to get there in as few miles as possible, and that's also the easiest criteria to use for the systems. Most of the time, that's going to be dead-on. But it really does help to know this ahead of time, because, well...

This year on the way to Monterey, California, I wanted to camp on Palomar Mountain State Park, www.parks.ca.gov rather than go through San Diego or take I-10 via Phoenix through LA. It was a fun drive up the mountain and down, through Julian, California. From Yuma, Arizona, the distance to the Japatul Valley Road, California, exit #40, to Descanso is 135 miles. From there on California Highway 79, Julian is another 23 miles. But notice that if you simply ask Google Earth, Bing or most any other GPS-type mapping system to give the route to Julian from Yuma, Arizona, or to Palomar Mountain State Park for that matter, you will be routed through the Brawley, California truckstop, exit 118B, North through California Highway 111, around the west side of Salton Sea, to Julian. **That is certainly one way to get there.** The reason I can say that most mapping systems do this is that unless you specify otherwise (under settings, I guess), they will map the shortest possible route, among all possible routes between two locations. **Is that really the route you want to take? Maybe, maybe not.** Remember, this is not just a route you've mapped out on the computer. This is going to be a real-life road trip, and once you take a particular turn, especially in less-congested, wide-open spaces, you may regret that choice. The difference between the Brawley, California route, off Exit 118B to Julian, California, from Yuma and that of the Exit 40 Descanso, CA turnoff is 11.2 miles, and so the computer gives the Brawley route (parameters of a Yuma start and a Julian endpoint). The way to get around that is to plot segments of a route that you know you will want to take for a leg of a trip, in this case from Yuma to the Descanso, California/Japatul Valley Road Exit 40 off I-8. Even with Google Earth, on a laptop, and not just a smartphone, you can start mapping legs and extending them by dragging, but try to extend the segment past a certain point along California Highway 79 to Julian by dragging the route marker, and the computer will take over and plot the shorter way to get to Julian from Yuma, that is, through California Highway 111, *et cetera*. That's simply how the system works. It's really essential then, to prepare ahead of the trip, study the available options, and then decide which route to take before getting behind the wheel. You really don't want to be fiddling with your phone while you are putting significant miles per hour/feet per second behind you: that's a real ticket to disaster, and even if your travel companion wants to navigate, it's really best to have more than one option ready and understood clearly between the two of you, especially when the traffic becomes congested. Until next time...

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