

dieZündkerze

BMW Car Club of America Sonora Chapter



Here's some photos of the new 1M making its way up the Mt. Lemmon Highway last month. Photo credits go to Otis Blank, photographer extraordinaire. See more at otisblank.com





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**Interactive format news-
letter**



The digital newsletter allows you to read this newsletter version just like a paper magazine, and the html format allows for a small file-size with full color. THE PAPER VERSION IS LARGELY DISCONTINUED.

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

<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
HERTZ 800-654-3131
code: CPD-ID#289425

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

Welcome to summer, everyone's favorite time of year here in Arizona. As it heats up, it gives us time to reflect on our club and the great automobiles that unite us all. This month we are treated to a look at our longest standing chapter member, Chet Kingsbury. He is a great member, has a wealth of knowledge and he is a testament to the club as lifelong enjoyment. This also gives me a chance to reflect on my own journey and time in the club and the time I have spent as your President. What unites us is a passion for "The Ultimate Driving Machine" but what keeps us here are the friendships and bonds that are created through the club. The club has been a part of my entire life, and it always will be, so take a second or two to reflect on your own journey and remember the reasons why you are a BMW CCA member.

For anyone who hasn't been out to one of our many events, please take the time to come out to just one and you'll see exactly what I'm talking about. Our varied events offer a great chance to enjoy your car, meet your fellow club members and possibly make a friend or two. Also, if you haven't been to an event for a while, come on out as well, no time is better than now. The board and I try our

best to put together different events throughout the year that appeal to our driving enthusiasts, families and social butterflies. If you have an idea for an event, just let me or any board member know and we will find a way to make it happen.

In the first quarter of the year we had several great events that saw a good turnout with longtime members and new ones alike. I want to thank John Ranney and his amazing staff at European AutoTech for hosting a great tech session and Jay, the General Manager of Macayo's Restaurant, where we hosted our Cinco de Mayo social. Coming up this summer, we will be going to see the Titan Missile Museum, a social event at Noble Hops, Cars n' Coffee in July, an evening karting event at P1 kart and we have been invited to an evening Autocross event held by the local Porsche Club of America chapter. As you can see there is something for everyone in the next couple of months, so please keep an eye on our club's website, facebook, newsletter and your e-mails for details on these and other events. Until next time, and enjoy your "Ultimate Driving Machine".

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 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>

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Blind Vision



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Sabrina's books available on Amazon.com

Our own chapter member Sonia Lloyd-Wallace is

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Black Rose



Unaware of her family legacy, Sarah Griffith inherited a family estate in Savannah, Georgia. From the moment she arrived at Magnolia Estate, Sarah felt a connection to the...

Picture Perfect



When recently divorced Jeri Thompson emerges from her daring, topless swim on a deserted beach, the last thing she expects to find is a famous painter waiting ...

Celebrate the Season



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.

Our good friend Paul Herrick has retired from the local BMW dealership after flying off his handlebars in mid-April. He was hospitalized for awhile in Intensive Care after surgery, and he is now rehabilitating his knee, but he looks and sounds great. He knows the road to recovery will take awhile, but this guy will do what it takes to play the hand he's dealt. Some days are better than others, but he's looking forward to the time when he can once again walk on his own.

While Paul was riding his BMW motorbike North on Campbell, a learner's permit driver with her Mother as passenger made an abrupt turn in front of Paul as he entered the intersection at Glenn. It all happened too fast, and it was lights out for Paul. He was quickly transported to nearby University Medical Center, where the laparoscopic surgeon spent 8 hours repairing his broken pelvis and putting the pieces of his knee back in shape. .

This is a fitting time to announce that our chapter has plans to partner with BMW CCA Foundation in mid-September and offer a Street Survival course for the Tucson area teen-age drivers. Lenny and Mark Hall are working on this event, and it will be for our teenagers, whether or not they are BMW CCA members.

It's pretty sure that this course won't be held at the Police Academy. Their accident avoidance course was once considered a possible location for our Street Survival School until one of the Police Academy driver instructors got his hands on a local dealership's high-performance Ford GT's keys and proceeded to exceed his performance level, plowing into several collector Mustangs that were parked nearby. Fortunately, nobody was hurt, but the top brass at Tucson Police Dept. probably aren't likely to allow any kind of outside instruction on their academy track for the foreseeable future, and are just as likely to keep a tighter lid on their own driving instructors, out there by the Federal and State prisons, just south of I-10.

Make plans for our Oktoberfest next year, in Monterrey, an easy ride for us. The hotel rates are going to be great, and Laguna Seca is the driving school venue. That's August, 2013, a week before the Historics!!!!

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



We have a number of events already scheduled or being planned. Please check the website for more details.

August 10th: Go-Karting at night. Details will be email blasted and linked on the chapter website calendar. This is the Mussleman Honda track near the Pima County Fairgrounds. For more information: <http://www.p1kartcircuit.com>

August sometime: Tentatively planned: a women's tech session in Phoenix's 180 automotive. The owner is host of "All Girls Garage" TV show. Find out more about her: <http://180auto.com> Details will be email blasted and on the chapter website calendar.

September: Street Survival School. Details will be email blasted and on the chapter website calendar.

Late September: Dyno testing at ES. Details will be email blasted and on the chapter website calendar.

Saturday, October 13th: The 6th annual Tucson Classic Car Show, on St. Gregory Preparatory School's Soccer Field. Enter your car or just come to look! There is a \$5 entrance fee for spectators, including a raffle ticket for a Corvette. The event's proceeds directly benefit The Reading Seed Children Literacy Program through the Tucson Rotary Club. Our class would be either Foreign/Sport pre-1980, and/or Foreign/Sport from 1980. 1st place in each class wins \$100! register your car at: <http://www.tucsonclassicscarshow.com>

Saturday November 3rd: The 6th annual Tucson Cops & Rodders Car Show in Hi Corbett Field parking lot (admission is free). BMW has 1st, 2nd and 3rd place trophies. Registration for this event benefits the Tucson Police Foundation, providing bullet-proof vests, Tazers and benefits to survivors of fallen officers in years past. No prize money, but it's fun! register your car at <http://www.copsandrodderstucson.org>

Saturday, November 17th: La Madera Picnic. The Chapter contact for this event is Beth Ritterbusch (520)795-5667 or email her at ritterbb@email.arizona.edu We reserved a ramada, and serve up burgers, brats and cold drinks. Condiments are also provided. Everyone brings a side-dish or a dessert to share, and although there are picnic tables, it's a good idea to bring a lawn chair.

CALENDAR AT A GLANCE

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

August 10th: Go-Karting at night
contact [Lenny Napier](mailto:LennyNapier@hotmial.com) for details
342-8446 lennynapier@hotmail.com

August sometime: Women's Tech Session
contact [Lenny Napier](mailto:LennyNapier@hotmial.com) for details
342-8446 lennynapier@hotmail.com

Saturday, October 13th: Tucson Classic Car Show
St. Gregory Preparatory School Soccer Field.
<http://www.tucsonclassicscarshow.com>

Saturday November 3rd: Tucson Cops & Rodders
Car Show in Hi Corbett Field parking lot
<http://www.copsandrodderstucson.org>

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FEATURED MEMBER

40 Years and Counting: Birth of a BMW Gearhead

By Chet Kingsbury

When I was 14, I spent the summer in a small mining community on the coast of Peru. My dad owned an old lime green VW Bug called "Muy-Muy." He threw me the keys and said "there's the desert, don't hit anything." Soon I was driving Muy-Muy all over San Juan.

At the age of 15, I got my learner's permit. My mom was a professor at WVU in Morgantown, West Virginia and she drove a Rambler Classic with a push button automatic. Not exactly the kind of car a teenager dreamed of. This was the 1960s and muscle cars dominated every teen's aspirations. Although this car was not a "babe-magnet", it did have some advantages, which I am not going to go into. Late one night in 1967, I took a group of friends for a joy ride to Marilla skating rink to spin doughnuts on the ice. What a blast! Round and round we went until the car stopped going. The engine would rev but we stood still. We pushed the Rambler off the ice and I called my mom. "Something's wrong with the car. I push the buttons but it won't go." Mom got a friend to come and pick us up and she had the Rambler towed to the garage. The next day our mechanic, Ace Turner (what a great name) called and said that the differential was blown. My mom said it was time for a new car.

I was already a bonafide car freak; I had subscriptions to all the top car mags.

"What do you think I should buy?"

"Mom, there's this cute Pontiac called a GTO."

So we went to the dealer and picked out a beautiful blue metallic with a black vinyl top. My mom had owned many weird cars with manual transmissions, but she just couldn't handle the stiff clutch of the Goat. We got a Hurst Select Shift instead. I could still get rubber in all three gears which I demonstrated to all my friends. After 7000 miles I had burned the rear tires down to the cords.

"OMG! there's something wrong with the car!"

And so my mom took it down to Ace. Up on the rack it went, rear tires off.

"Dr. Kingsbury," Ace said, "I think I've discovered the problem."

So my mother accompanied Ace into the shop to take a look. The rear wheel wells looked like some type of unknown spider had weaved a web of rubber and asphalt and coated both. My mom asked Ace what caused such a thing and he said "have you ever heard the term 'peeling out'?"

I had to pay for two new tires and was banned from driving the GTO. I was a pedestrian. This didn't last long. My mom said that it was time I got my own car. I was ecstatic. Back down to the dealer we went. They had just taken in a cute ragtop, a 1964 Corvair Spyder. I proudly drove it around for a couple of months but (I'm not kidding) spun it out about 10 times. It was a good runner, but I felt that sooner or later the quirky handling was going to do damage to my body. So I decided to look for something different, like a European sports car. I drove down to Pittsburgh to a car lot on Saw Mill Run Blvd. that specialized in this type of vehicle. I drove in with my Corvair and \$500.00 in my pocket. I had a really good part time job at WVU Engineering school running a fluidized bed reactor that burned bricks of stuff from the sewage treatment plant (that's another story). The first car that caught my eye was an Austin Healy 3000.

The salesman said: "Your car and \$2000". Oh well, not in my immediate future.

Next was a Jaguar XK150. "Your car and \$1000" (At least I am getting closer).

And then I saw it, a 1958 1600 Super Porsche!

"Your car and \$500." It was mine. I was the only person in our county, maybe even in West Virginia, to own one. It was great, and I could write another whole new article about my exploits in that vehicle; perhaps later on, I will.

In the fall of 68, I attended the University of Miami. I drove my Porsche down from W.Va. and soon joined the University of Miami Sports Car Club. It was here that I first got my introduction to BMW. Of course, since I owned a Porsche that was all I could talk about, Porsche, Porsche, über alles. Our club was sponsored by a man that owned Port of Entry Motors and raced cars. His pit crew was staffed with members from the club so I signed on. He had gotten a deal with Lancia to run two cars in the 24 hours of Daytona; a Flavia Zagato and a Fulvia HF. I was on the Fulvia crew. I rode up to Daytona with two other club members. Charlie Richardson owned this funny little car called a BMW 1600. It was square and not very visually appealing. Earlier I had helped Charlie swap out his one barrel for a set of 40 DCOE Webers, headers and an Ansa exhaust. All three of us traveled up the Sunshine State Parkway at about 100mph. Man, this little shoebox ran and I was comfortable in the back seat. Leo, the other guy, had pulled his seat up to accommodate my long legs and I was impressed. **Charlie, thanks for the ride and the beginning of a 44 year love that has not abated!** We made it to Daytona Raceway, home of the Continental 24 Hours, in Charlie's 1600 in about three hours. My first big race. I had been to only one other race, that one at the Cumberland Maryland Airport, a SCCA track. So this was so incredibly exciting for me not only to be at a race of this stature, but also on a pit crew, There were all kinds of cars from Alfa to Zink, Porsche, Ferrari, Lola and Ford GT. Charlie pointed to a mustard colored car: a Chevron B8GT and he said it had a BMW engine, the same basic engine as his car. The Fulvia qualified in the back amongst the MGs, Austin Heals and Triumphs. But 24 hours is a long time, so we were all psyched to finish and possibly win. Who knows? (continued on page 11)

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(continued from page 9)

During my breaks before the race I went around to the different garages and took pictures of all the exotic cars there. The Penske Garage was closed and had paper covering the windows; secret, secret. I couldn't put on Ektachrome their beautiful Lola T70; James Garner let me in, Porsche let me in, Dickey Smothers let me in but Penske, NOOO, Das ist Verboten!!! Later that afternoon I was at the snack bar playing pinball and in walks Mark Donahue, Penske's driver. He started to play on the machine next to mine and we struck up a conversation. He said he liked to relax and tune his reflexes by playing pinball. He asked what I was doing at Daytona, and I told him I was a student at the University of Miami and on the pit crew for Lancia. I also mentioned that I was a photographer (exaggerated a little bit) and had taken photos of all the cars except the Penske Lola. He asked if I would like to see it.

"Are you kidding?"

"Nope."

"Come with me." A few minutes later, I was in the closed garage taking pictures and in walks Roger. He talks to a few people on his crew and he looks up and sees me.

"What are you doing? Get out!"

Mark turns to him and says, "It's OK; he's a friend of mine." Penske says a few things that I didn't catch and goes on about his business, all the while keeping an eye on me. I took a few more pictures, thanked Mark and exited discretely. WOW!

As the race was about to begin, I saw Mark in the pits and wished him best fortune and then went about taking more pics. The cars were on the grid and I placed myself at the fence near where the cars were coming out of the inner course (sorry about that one) and about to take to the big bank. I got some awesome photos of the start of the 24 hours. Soon after the start, I was told by a track official that I couldn't stand on the bank and I went back to the pits. So, for the next 24 hours I was awake. My crew assignment was to keep track of all the other cars in our class and give updated info about our position so that Charlie could inform our drivers by pit sign where they were. We made it about 6 hours into the race when we experienced our first mechanical failure. Into the pits and out again. Shortly after, another; alternator this time. We did not have a spare. Leo remembered seeing a Fulvia parked in the paddock and went to retrieve its alternator.

"Leo, you just can't take someone's parts without asking."

"It's Ok, they'll understand."

Next we bent a tierod. Again back to the car for the part. Next it was the radiator, you guessed it. We were still running. Early Sunday morning a guy comes into our pit area and informs the pitboss that he owns the Fulvia in the paddock. Leo put a note under the windshield wiper informing him what we had done. I thought; here come the fireworks. **But no, he was excited and he told us that we could retrieve any part necessary to keep our car in the race!** The boss told him he could have a free major service for the use of his parts. He was from Miami so it worked out great; he even had the parts engraved that they ran in the Daytona Continental before we reinstalled them after the race. Now that's a race fan.

We finished with a few more parts from his car, fourth in class. We finished! I stayed around to pack up. Charlie and Leo left earlier so I caught a ride back to Miami with another club member, Marty.

Marty drove a BRG Austin Mini Cooper S with a yellow top and minilites. Both of us were exhausted after being awake for more than 24 hours, but we got on the road. Did you know that lack of sleep can cause hallucinations? Every car that passed us sounded like a Ferrari. I saw a disabled car on the parkway and I could have sworn that there was a pit crew all over it. Marty turned to me and said that he was really tired and could I drive. I said yes, and promptly fell asleep. Next thing I knew we were driving down the median collecting cattails. Marty pulled back on the road and we hit the next HoJos for a lot of coffee. We finally make it back to the University for some much needed sleep. But I had caught the BMW itch!



Some of Chet Kingsbury's photos of the Penske garage, and a young Mark Donohue.

Board of Directors, BMW CCA Sonora Chapter, Inc.

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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

The website of the 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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It's easy to join, and if you are a BMW enthusiast, it's definitely worth it!

You will receive the monthly Roundel, a 120-page coffee-table magazine, published by BMW CCA, Inc. Other benefits and services that come with National Club membership include:

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HERE'S HOW

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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.

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If you are like me, your car care receipts go into a box or folder, and that pile of receipts may or may not be in chronological order. Maybe the receipts from all of your vehicles go into the same box or folder. If you crave organization, but like me, don't want to put lots of time into it, you guessed it, there's an app for that! Most of these programs are databases that are specifically designed for car maintenance, but if you are comfortable with a database program such as FileMaker, which is available for Mac or PC, you could easily set up something yourself, and could probably save time scanning in your receipts. For most of the rest of us computer/smartphone users, that's just not an option, so you will want to look at apps for your particular device.

Most apps will track your mileage, maintenance, and service costs, for any kind of vehicle, and **the ability to track multiple vehicles is, in my book, a definite must.** Some provide graphs for mileage and cost data, which will provide clues about the vehicle's performance. A great feature to look for is the program's ability to export your data as a .csv file, so that you can import the overall maintenance into an Excel file, or other spreadsheet forms, for more detailed analysis later. I also suggest trying out a free version first, to see if you like the interface and its available options, although you typically will get more features with their paid versions.

In any case, look out for the number of recurring updates by the developer, a sure sign that they have had to address weaknesses in their program. Here's a quick rundown, and it is by no means complete, as these applications will be much in demand, especially as people try to keep their best BMWs running long:

For Mac/iPhone/iPad

The options for iPod/iPad are extensive and available through the App store. I prefer to keep data like this on a mobile device that I'll have with me when I gas up or take the vehicle for service, but there's comfort in having a computer backup. **About My Car** from **Da Pont** is a visual and functional step up from the others, and it works for both Mac (\$5.⁹⁹) and iPhone/iPad (\$3.⁹⁹). This app also exports your data as a text file that you can print out. **Car Care** (99¢) is another highly rated app for iOS only, as is **Car Maintenance**, which also has both Mac (\$10) and iOS (\$1.⁹⁹) versions.

For Android

Most Android apps are of the smartphone-only variety. I don't have an Android phone, so I can't offer recommendations – although maybe some of you will share (please do on our website). These are available through the google store, <http://tinyurl.com/7lau6wk>, and as with iOS apps they are low-cost or free.

For Windows Mobile

Windows Mobile is still around and Microsoft has done some great updates to their OS and interface. Unfortunately, in my humble opinion, their available apps lag well behind iOS or Android. The highest rated on the Windows Marketplace, <http://tinyurl.com/3qvbec6> is **My Auto**, & it has a free download/trial version.

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