

# dieZündkerze

BMW Car Club of America Sonora Chapter



Melanie and Kai Yu take delivery of her beautiful 228i M Sport in Munchen, Germany. Melanie wrote the story about their travels for this issue, and we have her complete story along with the photos taken, linked on our website. If you're seriously thinking about vacationing in Italy, you will want to read her plans and preparations for the 2014 vacation, incidental to picking up her BMW at the Munich Headquarters. The unplanned, car related part of the vacation's story is printed within this newsletter: Kai Yu is really a lucky guy! Story on page 5

Also, the Monterey Historics weekend and Oktoberfest 2016 registration is open. More than a few Sonora Chapter BMW CCA members are planning to be there. Details are on page 9



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Tucson, Arizona US**



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

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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[webmistress@bmwccasonora.org](mailto:webmistress@bmwccasonora.org)



The big news for Betty and me is the birth of our new grandson, Griffin Alexander Black. Griffin showed up in the middle of Washington DCs huge Winter snowstorm at the end of January. Naturally, we had to negotiate thousands of flight cancellations to get to DC, but the good news was that there were lots of hotel rooms available.

What does this have to do with BMW, the Club or anything related? Well, it forced me to think of my automotive legacy. This consists of three parts: how to transfer my passion for piloting BMWs to the new generation; a generation which may not even be able to self-drive an automobile (think....BMW, The Ultimate Being-Driven Machine). I had succeeded in this regard with Griffin's Mother. Secondly, automotive repair and maintenance knowledge; another skill that may have limited value in decades to come. Griffin's Mom was lightly initiated into this world with her now departed E46. And lastly, how long can I keep my E24 and E38 M-Sport in order to pass them on to Griffin Alexander Black. Although his parents drive an X3, they have not shown any interest in taking the aforementioned three inheritances into the coming years.

Some of you may recall that, last year, I came dangerously close to trading the E24 to a California carpetbagger for a medium-size pile of Benjamins. I avoided this when it became apparent the SoCal buyer didn't have the requisite appreciation for the special needs of the "shark". The E38 is the short-bodied M-Sport version that was interesting for 2001, but now seems special only to a few of us. I don't think I've seen another one at a Sonora Chapter event. (If you have one, please let me know, I'd like to compare notes).

I'd like to pass on both of these to little Griffin, but it seems a Quixotic gesture. After all, one of these Bimmers will be almost a half-century old by the time it could be legally driven by him and the other will have been on the road about a third of a century. As we all know, keeping these seasoned vehicles is not a task without cost, so my goal will require funding an annuity in order to succeed. No, I'm not using this column to solicit donations. Merely putting my goal into words on paper creates a more vivid sense of reality and forces me into action.

I now have arranged a pot of money and a schedule for driving/exercising each vehicle which creates the possibility that Griffin will actually have the opportunity to receive these ultimate driving machines that have meant so much to me. As for the newer cars in our stable, the F32 and F30, they will eventually need to find another sponsor if they are to survive beyond their lease terms.

Some of us just can't seem to part with the past and insist on dragging our newest relatives along for the ride. I'd like to think that Griffin Alexander Black will extend the legacy.

So, ED Year 2. My husband had an amazing trip in 2013-picking up his M3 and driving it 1700 miles through Europe, with the highlight being a day at the Nurburgring. In 2014, my husband planned for us to pick up my new Mineral White 228 MSport. I, however, was less interested in driving my new car around Europe, and more interested in having a romantic vacation with the Hubby seeing the amazing sights in Northern Italy and getting the car back to the U.S. as quickly as possible. I spent weeks planning a detailed itinerary, balancing famous tourist sites and escaping crowds to enjoy some amazing scenery. I was much more excited about exploring cities we had never been before. If you are a car enthusiast/aficionado, you will not be disappointed with this write up, as we experienced several amazing car events, none of them having been planned. I told my husband the car gods must love him, because somehow Mille Miglia, Lamborghini, Ferrari--just to name a few, sprinkled their way into what I planned to be a vacation of wine, art, culture, history, and romance. ***[Editor's note: Melanie's full-on tour is blogged on our website: [bmwccasonora.org](http://bmwccasonora.org) and a good resource. We are just printing the car-related parts of her story here.]***

**Mille Miglia** So here we were in beautiful Italy, several days into the romantic vacation I had planned and then...it happened: amazingly fast, gorgeous, loud cars showed up and my husband could not stop watching and photographing them vrooming into Lake Garda. Despite all the research and planning I



had done for our trip, I didn't realize that we happened to be in Italy during the same time as the annual Mille Miglia, a famous classic cars rally. My husband was in heaven and as much as I pretended to be annoyed by the presence of the loud beasts, I was elated to see his excitement. The Mille Miglia had left from Brescia and Sirmione Lake Garda was the first stop. For the next few days of our trip, we would consistently run into the Mille Miglia cars and other car aficionados who were following the race. I had tried so hard to make the trip about art, culture and history, (as our last ED trip was mostly about cars, racing, and driving through as many switch backs as possible) but in the end, it was fate--my husband would once again get to do ED intertwined with several car events. Lesson learned: If there is a God, he loves my husband. We ended up running into the Mille Miglia several more times on the drive back to Verona. We found out later that evening that the Mille Miglia had a "check-in" point inside Verona, close to the famous Arena. **Al Pompiere** Once we got back to Verona, we had dinner at Al Pompiere, a family owned restaurant close by to our hotel. The food was simple, but delicious and the restaurant felt very cozy; it almost feels like you are eating in an Italian kitchen. We really did enjoy our meal here. However, the place is pretty busy and we were lucky to get a table without a reservation as it was quite late by the time we were ready to eat dinner. (story continued on the page 6)





**Verona** After dinner, we walked around Verona and the Arena is amazing. We really regretted that we were there in May and that opera season had not yet started. We decided that we definitely needed to come back to Verona in the summer to see a show. While we were walking around, we came across the “check in” point for the Mille Miglia where they were announcing each car and driver. My husband was stoked and we spent quite a bit of time watching the cars zoom by.

**Modena - Sant’Agata Bolognese (Lamborghini)**

After a couple of days in beautiful Verona, we took

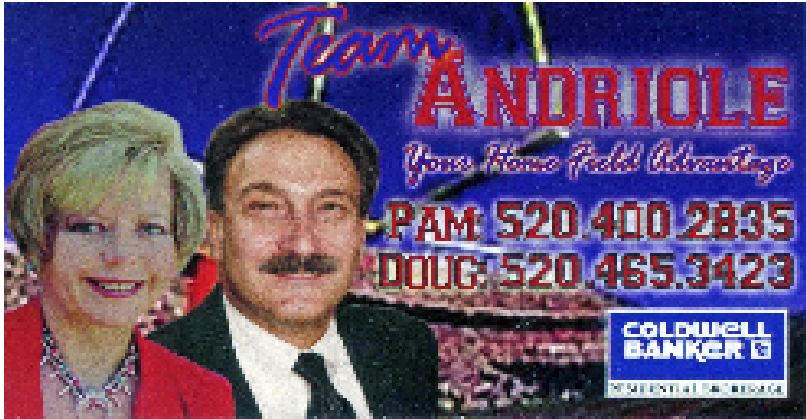
our rental car off to Modena. The city wasn’t originally on my list as it consists of mostly farms, but you guessed it--Modena is the perfect place to stay if you want to visit Ferrari and Lamborghini. If you are a car enthusiast, keep on reading. I will be reviewing both of these factories and museums.

**Hombre Organic Farm** While I was willing to go along with these visits to Ferrari and Lamborghini as I am an amazing wife, I did request to do some Parmesan cheese and balsamic vinegrette tasting, as there are many farms in Modena. I left my husband in charge of finding a local place we could tour and sample some. There were several private guided food tours we could have taken, but they required us to drive our own car while the guide rode along, and they were all very expensive. Through some online research, and chatting with some Italian friends, we found several farms that give free tours. As my husband asked around, he was connected to Hombre Organic Farm, whose owner stated that we could show up and he would grant us a tour if time permitted. And this organic cheese farm just happened to have a Maserati museum...hmmm. <http://www.paninimotormuseum.it/index.php#museum> While we were there, several Mille Miglia car owners had the same idea, and showed up to tour the Maserati museum as well. The farm is currently owned by two brothers, and they were very friendly. They allowed us to spend some time in the Maserati museum, where my husband took hundreds of photos, and they proceeded to give us a quick tour of the farm. And at the end of the tour, we tasted some amazing cheese and some balsamic vinegrette made by the owners’ mother. We later learned that Osteria Francescana gets their Parmesan cheese from Hombre. With one stop, my husband was able to get his car fix in while appeasing his wife.

**Lamborghini** Before I get into telling you all about the Lamborghini factory and museum, I need to first explain the story of how we managed to get in there. With Lamborghini being my husband’s dream car, he had started researching the Lamborghini factory and museum tours months before our trip. However, the website showed that Lamborghini’s museum and factory tour was closed for half of the year which included the time we would be in Modena. My husband was a little bummed but he tried getting reservations at a few of the other super car factories that were nearby. He tried Pagani, but no luck. Before leaving for our trip, he was able to reserve a factory and museum tour at Ferrari. As a long shot, we did reach out to one of our dear friends who lives in Italy and is very well connected and who we will refer to as “the godfather,” to see if he could help get us into Lamborghini. We hadn’t heard from him before leaving (story continues on page 8)

UPCOMING EVENTS

- April 6: Board Meeting 6pm at Fronimo’s Greek Cafe on Speedway, just East of Country Club**
- April 14: 2nd Thursday Dinner 6pm, tentatively scheduled for North in La Encantada Mall; an email blast will invite membership**
- May 12: 2nd Thursday Dinner 6pm, tentatively scheduled for Sir Veza's at Tucson Mall location; an email blast will invite membership**
- May 29 (Sunday) Wyatt Earp Days in Tombstone. Chet Kingsbury will arrange drive up, Mine Tours and special parking. Chili Cookoff will be that day.**



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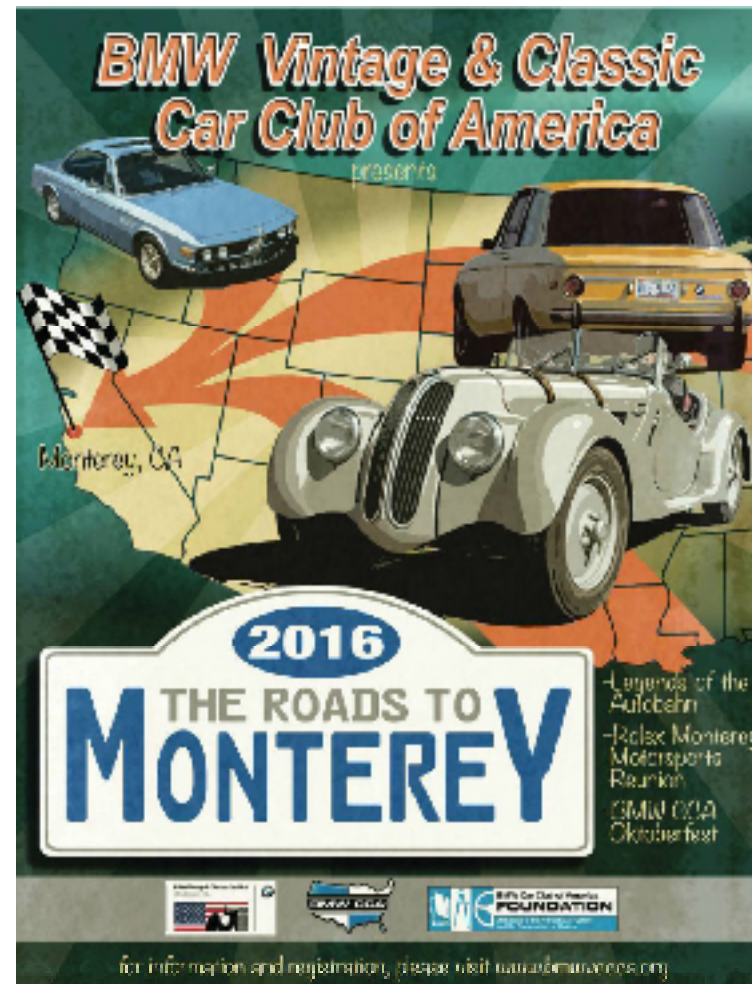


## European Delivery 2014 continued...

for Italy so we figured Lamborghini probably wasn't in the cards for us. However, while we were in Venice, "the godfather" called and said that he had gotten us a reservation at Lamborghini and that Fabio Lamborghini would be our guide. Side note: Fabio Lamborghini is the nephew of Ferruccio Lamborghini. Tonino is Ferruccio's son and probably has a lot more influence than Fabio. (But who knows, since Volkswagen now owns Lamborghini.) We arrived at Lamborghini and it was just like arriving at a corporate office. There were definitely not many tourists, since it was supposedly closed to the public. We walked in and met Fabio and after putting our bag, camera, and phones away (they are very strict about no photos in the factory), we were off on our factory tour. Having done the BMW Factory tour the year before, I immediately noticed how quiet the Lamborghini factory was in comparison, due to the absence of many robots. While the website had stated that the factory was closed, there were a few



small tours (no more than 6 people per group) going on at a time and we discovered later, that Lamborghini owners were allowed in only after a stringent application process, due to the Mille Miglia being in town. It appeared that we were the only non-Lamborghini owners in the factory. While it was no surprise that my husband was in heaven, I had not expected that I would find the tour as interesting as well. Our guide was very knowledgeable and interacted well with us. I did learn that my husband is an absolute car geek who could answer every single question she posed and could recognize and name every car she pointed out, no matter how rare. I enjoyed walking through the factory and watching all the Lamborghini workers do each of their roles. I was also impressed by how much of the car is hand-made. I guess that's what you get when you pay about a half-million dollars for one vehicle. The pace of the factory workers was also quite notable--they were not rushed at all. Instead, they were steadily working and paying attention to every detail. The worker I remember the most is the lady whose entire job is to run her fingers over each leather hide and circle any imperfections. I had no idea as to how she was finding these so called "imperfections" as I saw only beautiful, perfect, soft leather. Once the factory tour was over, we headed back over to the museum area, where Fabio took over guiding us as he talked about the history of Lamborghini and talked about each of the cars showcased in the museum. There were some amazing cars and Fabio was very animated and quite entertaining. He insisted on touching the cars and opening the doors, despite strict "No touching" museum rules. We had a great time with Fabio at the museum and then learned that there (story continues on page 10)



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Milestone birthdays like BMW Gmb's 100<sup>th</sup>, deserve recognition and **Bavarian Motor Works will be the featured Marque for the 2016 Monterey Historics**, the weekend before BMW Car Club of America convenes our 2016 Oktoberfest celebration. More than a few Sonora members have already registered, and it's become pretty clear to us that Monterey is a 'tough nut to crack' if you want to stay in a nice place during the weekend of the Historics and the week afterwards (our Oktoberfest). BMW Car Club of America has reserved a block of rooms at Tides of Monterey, a really nice resort on the beach facing Monterey Bay, for the weekend of the Historics. Their prices are significantly less than if you booked rooms without the BMW CCA discount, but they now insist on a four-night minimum. The Hilton block of rooms are available with prices varying, but again, the BMW CCA rooms are significantly less than not having a registration for Oktoberfest 2016. **First, register for Oktoberfest 2016: [www.BMWCCA.org](http://www.BMWCCA.org) Once you get a registration ID # for the weekend and week, you may then get the discounted rooms at either hotel. And the block of rooms is going quickly.** It's a road trip of about three days to Monterey from Tucson, with most of us driving the scenic route, taking Pacific Coast Highway 1 from Morro Bay through Big Sur. All the road-work has now been completed, and it oughta be a memorable drive. Some of us are renting RVs and having to go on the 101 (past Paso Robles), which is considerably faster than Pacific Coast Highway 1. So, three days up, two days back and eight to nine nights at the venues...



# European Delivery 2014 conclusion

was a second part to the tour. Apparently, we were going to head over to the Lamborghini Family Museum, where Fabio is the director. We got into our car and followed Fabio through some country roads for which seemed to be about 20 minutes, while I pondered why Fabio wasn't driving a Lamborghini. When we arrived at the Family Museum, we noticed other people were waiting outside for Fabio. We quickly learned that this particular museum was by appointment only and Fabio gave all the tours. This museum was in the middle of nowhere and didn't have the grandeur of the first museum. However, it was much more about the history of the Lamborghini family, who were not only in the car business, but also created tractors, boats, air conditioners, etc. Overall, it was a full Lamborghini day, and while we were able to get into the factory and see both museums, it was not cheap--we spent 150 euros for both of us, but for my husband it was worth it, and I was even surprised at how entertained I was the entire afternoon. For those of you who don't have as much time or are not as passionate about Lamborghini, I would say skip the Family Museum, & visit the Lamborghini Car Museum and try your hardest to get into the factory, which was my absolute favorite part.

**Ferrari** We slept in a bit and missed breakfast, but the Hotel Modena staff was quite gracious and let us walk into the dining room anyways and brought out a couple of cappuccinos. There were still some pastries left out so we grabbed a quick bite and then we were off to Ferrari. I cannot tell you how disappointing the Ferrari experience was for us. My husband had successfully made reservations for us for both the factory and museum in Maranello before leaving the states. We arrived and there were parking lots everywhere, with tons of companies offering tourists the chance to drive a Ferrari--for a fee. It was as if we were entering Ferrari city--completely the opposite of the corporate headquarters feel of Lamborghini. We checked in and got our tickets for the factory tour and the museum. We then waited outside for our factory tour to start, at which point we boarded a Ferrari logo bus with about 40-50 other people. This is when things really started going downhill. The bus literally took us around the grounds of the factory, where you could see nothing but the outside of the Ferrari buildings. In addition, the tour guide consistently yelled at people who tried to take photos. My husband and I were unsure of why they were so strict with this rule, as we saw nothing there that you wouldn't be able to see on Google maps. Once we had finished driving through the Ferrari compound, the bus driver took us onto part of the test track. Had we actually been in a real Ferrari instead of this school bus, driving on the test track, this might have been cool, but going about 35 mph on a track designed for much more was ridiculously lame! We then stopped for a quick lunch and visited the Enzo Ferrari Museum in Modena before heading back to the Ferrari museum in Maranello (which was California themed). Each room in Maranello showcased cars with various back-drops from California (i.e. Hollywood sign, Pebble beach, San Francisco, etc). I felt like we were in a Ferrari Disneyland! The backdrops were quite cheesy and the cars weren't any prototypes or rare ones like we had seen at Lamborghini (except for one LaFerrari). Rather than being in a museum, it felt like we were in a cheesy Ferrari showroom. The only two rooms of the museum I found entertaining were the Victory room, with all of the winning Formula 1 Ferraris and photos of their drivers, and the room with the LaFerrari concept car. All in all, I wouldn't recommend this place unless you want to drive a Ferrari there, but my husband had already done that on a track in Vegas. Even my car geek other half did not seem entertained by this place. Perhaps it would have been different if we had owned a Ferrari or could get an inside the factory look.



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# 2015 SONORA CHAPTER FINANCIALS

## Balance Sheet

<u>Assets</u>	
Cash In Bank Accounts	\$8,747. <sup>35</sup>
Inventory	0. <sup>00</sup>
Equipment	0. <sup>00</sup>
Accounts Receivable	800. <sup>00</sup>
Prepaid	0. <sup>00</sup>
Other	0. <sup>00</sup>
<b>Total Assets</b>	<b>9,547.<sup>35</sup></b>
<u>Expenses</u>	
Newsletter Costs	\$280. <sup>02</sup>
Postage	31. <sup>27</sup>
Insurance	740. <sup>00</sup>
Driving School	0. <sup>00</sup>
Autocross Expenses	0. <sup>00</sup>
Meeting Expenses	776. <sup>99</sup>
Other Event Expenses	2,660. <sup>42</sup>
Telephone Expenses	0. <sup>00</sup>
Misc./Other**	845. <sup>58</sup>
<b>Total Expenses</b>	<b>5,334.<sup>28</sup></b>
<b>Net Income</b>	<b>1,617.<sup>81</sup></b>

## Income Statement

<u>Income</u>	
Membership Dues	\$3,199. <sup>09</sup>
Rebates from National	740. <sup>00</sup>
Advertising Revenue	1,175. <sup>00</sup>
Driving School Fees	0. <sup>00</sup>
Autocross Fees	0. <sup>00</sup>
Other Event Fees	1,650. <sup>00</sup>
Merchandise Sales	0. <sup>00</sup>
Interest	0. <sup>00</sup>
Miscellaneous*	188. <sup>00</sup>
<b>Total Income</b>	<b>6,952.<sup>09</sup></b>
(*Silent Auction Proceeds \$188. <sup>00</sup> )	
<u>**Misc./Other Expenses</u>	
PO Box Rental	\$232. <sup>00</sup>
Incorporation Fee	10. <sup>00</sup>
2 years Just Host web-hosting	263. <sup>76</sup>
1 year MeetUp	144. <sup>00</sup>
Domain name registration	31. <sup>98</sup>
ECS Vacuum Kit	90. <sup>60</sup>
Bob Napier's Funeral (flowers)	73. <sup>24</sup>
<b>Total:</b>	<b>845.<sup>58</sup></b>



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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: [bmwccasonora.org](http://bmwccasonora.org)

## WANT TO JOIN BMW CCA?

It's easy to join, and if you are a BMW enthusiast,  
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Inc. Other benefits and services that come with  
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## HERE'S HOW

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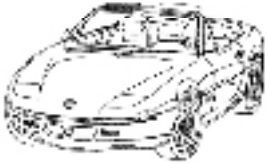
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Metric-drive set	Parts catalog (CD-ROM)
Spark-plug socket	G-Analyst
oil-cartridge remover	Dwell/timing light
windshield trim applicator	tie-rod puller
lazer-pointer thermometer	O <sub>2</sub> sensor tester
fan clutch tools	2.6mm x 50mmbolts
Service interval reset tool	Haynes & Chilton manuals

Computers run just about anything (though not quite everything) nowadays. Anything not currently using a computer is probably being eyed by ambitious computer programmers with plans (after all, we are entering the post-post-modern era of “the internet of all things”).

There are of course, opportunities for mischief with these binary beasts, and the current example of it is Volkswagen’s purposely designing 11 million diesels to pass emissions tests whenever their On Board Diagnostic stage II (OBDII) computers sensed computer probes in place. Once these vehicles passed the standard evaluations (put into place to find and record simple engine problems) and then the testing probes were removed, their primary program took over. ***This program simply ran the engines to maximize the mileage and horsepower, and (think 11 million diesels running without emission controls) blew a lot of Nitrous Oxide out into our air.***

Emissions testing for the OBD II cars relies on the software in place in the car to offer up fault codes that have occurred recently, and this is the only criteria for a pass or a fail. This is in the interest of time, as most cars are later models than the earlier OnBoardDiagnostic (OBDI) eproms chip cars, and it’s a lot simpler to test these later, software-equipped cars for fault codes than it is to test emissions directly. Those earlier cars, those with (OBD I) computers, and even the earlier cars with no computers, get the sniffer probe up the tail-pipe test that tells how well the car runs in real time.

WANT ADS

**For Sale:** 1974 BMW 2002 for parts or restoration - all original, never touched except to maintain as a daily driver, which it was until parked 3 years ago. Some rust, cracks, dings and tears, 131k miles. Have Title armsofmars@gmail.com

**For Sale:** Pair of OEM Kidney Grills (\$20) & pair of OEM Tailights (\$75) for a 2006 325i.  
Dave (360)649-0110 or email  
davem27@hotmail.com

**For Sale:** stock front air dam for e36, in good shape, pick up in Tucson area, *alpinweiss*. Also a pair of e30 front air dam air ducts and interior ducts, also in good shape, will ship these. Both parts are negotiable. Call Quentin Peterson (520)331-3778 or email: bimbermanusa@netscape.net

But it’s a simple matter to replace a software program on a software equipped vehicle (OBDII). Once you have removed the program, you can replace it with another. And if your vehicle is going to be evaluated for fault codes only, not to be tested for emissions directly, it’s relatively easy to re-install the standard OBDII program **WHENEVER YOU NEED TO PASS EMISSIONS, WHICH IS NOW EVERY OTHER YEAR** (for the OBDII cars). ***At this point I will direct the reader’s attention to our disclaimer on the back page...***

So I know people who have removed their catalytic convertors and replaced their stock OBDII program with a performance program, going back to that stock program whenever the vehicle has emissions testing due. Of course they pass, because there are no fault codes stored; Emission testing doesn’t check the inside of the tail-pipe with OBDII vehicles. Even if they don’t have a catalytic converter inside the exhaust pipe (that still looks like it has a cat inside) to burn up uncombusted fuel, they still need an Oxygen sensor that is working efficiently, simply because computers now evaluate the lean/richness of the exhaust constantly (~60times/second) and adjust the fuel mixture accordingly...

Replace Your Oxygen Sensor as Normal Preventive Maintenance To minimize the consequences of normal aging, oxygen sensor replacement at the following intervals is for preventive maintenance:

Unheated oxygen sensors on 1976 to early 1990s vehicles	Every 30,000 - 50,000 miles
Heated (1st generation) oxygen sensors on mid-1980s to mid-1990s vehicles	Every 60,000 miles
Heated (2nd generation) oxygen sensors on mid-1990s and newer vehicles	Every 100,000 miles



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## Die Zündkerze (translated the sparkplug),

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## Die Zündkerze

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