

DIE SONNE KÜESTE



A quarterly newsletter from the Suncoast chapter of the BMW Car Club of America

Spring Has Sprung...



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The Fine Print

die Sonnenküeste is the official newsletter of the BMW Car Club of America, Suncoast chapter. It is a quarterly publication intended to serve as a primary means of communication highlighting the events and members of the chapter. No portion in part or whole may be reproduced without the written permission of the Suncoast BMW CCA board of directors.

All submissions are subject to editing for space constraints, style, editorial consistency, and must include name and phone number for consideration. All photos, articles and letter should be submitted to the Newsletter Editor (Mike Sackett) at m3ntal88@yahoo.com

Any address or e-mail changes should be submitted to the Suncoast BMW CCA Vice-president (Stan Dale) to ensure timely delivery.

CALENDAR OF EVENTS

MAY

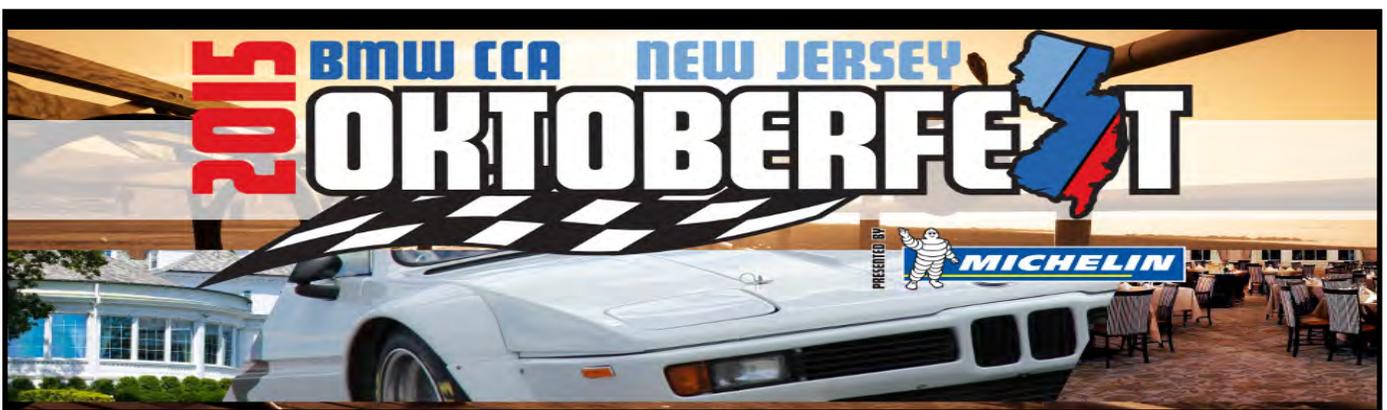
- 16 Tampa/St Pete Monthly Breakfast
10am - 12pm
Brunchies Restraunt
14366 N. Dale Mabry Hwy.
Tampa, FL 33618
(813) 908-7023
- 16 Naples/Ft Myers Monthly Breakfast
9am - 11am
Perkins Restraunt (I-75 exit 107)
3585 Pine Ridge Rd
Naples, FL 34109
- 16 2002 Monthly Breakfast
8:30am to TBD
Cracker Barrel
4011 Ulmerton Rd
Clearwater, FL 33762
- 17 FSCBMWCCA Auto Cross Event #3
08am - 3pm
Brooksville/Hernando County Airport
Registration: <http://www.motorsportreg.com/>

JUNE

- 07 Eurofest at The Yahala Bakery (\$10 Donation)
9am - 2pm
8210 County Rd 48
Yalaha, FL 34797
- 20 2002 Monthly Breakfast (3rd Saturday Monthly)
8:30am to TBD
Cracker Barrel
4011 Ulmerton Rd
Clearwater, FL 33762
- 28 FSCBMWCCA Auto Cross Event #4
08am - 3pm
Brooksville/Hernando County Airport
Registration: <http://www.motorsportreg.com/>
- TBD June monthly meeting

Monthly events can also be found on the FSCBMWCCA webpage: <http://www.fscbmwcca.com/events/> and via special e-mail notifications.

FEATURE EVENTS



HAVE AN EVENT YOU WANT ADVERTISED?
CALL YOUR FRIENDLY FSC BMW CCA NEWSLETTER EDITOR OR FSC BOARD MEMBER TO HAVE YOUR EVEN INCLUDED IN THE NEXT NEWSLETTER OR ADDED TO THE CHAPTER WEBSITE CALENDAR.

PRESIDENTIAL POINTS

Hello to all our new FSC members and welcome to the BMW Club and the Florida Suncoast Chapter.

The BMW Club was started by BMW enthusiasts back in 1969. When BMW's were a rare sight on the road and when if two BMW's, especially 2002's passed each other on the road they immediately flashed their headlights at each other as a sign of friendship and camaraderie.



Well times have changed! BMW's are certainly not a rare sight on American roads today. Members as a rule do not flash their headlights at each other when they pass another BMW anymore if they did we would see lights flashing almost constantly.

The club also has changed. There are now over 70,000 members of BMW CCA and about 1,100 in our Florida Suncoast Chapter. FSC now has two monthly meetings one in the Tampa area and for more than two years another monthly meeting headed up by our Chapter Vice-President Stan Dale in the Naples Fort Myers area.

The FSC officers and Board members have strived to provide activities that we hope are of interest to our members. We have either worked with other groups to be involved in their events or invited others to attend events being run directly by FSC.

Lately we seem to be missing something!! We invited the local chapter of Tampa Bay Bimmers to join us for the St. Pete Festival of speed car show. The BMW event was being sponsored by Bert Smith BMW as an FSC Event. We had a total of 33 cars show up for the event. . . . BUT here lies the problem 5 of the cars including mine were from FSC members ALL the rest were from the invited guests the Tampa Bay Bimmers. If it was not for them coming out in force we would have been extremely embarrassed in the eyes of one of our BMW Dealer Sponsors.

Russ Garvey, at present a board member, one of our past Presidents and our past FSC Motorsport Director for many years, came to the board and asked about FSC sponsoring a fun car rally. We picked a location and a date for the event with the idea we would also host a BBQ/picnic at the starting and ending location of John Chestnut Park. Bill Caldwell volunteered to help Russ organize the event and to help design the actual rally course. I want to impress upon all our members that these two members especially Russ spent hours and hours putting this event together running the 2 hr. course at least four or five times to make sure there were no mistakes in the design. (Frankly running the course yourself is the only way to make sure there are no errors.)

We made sure we had at least 2 months of lead time advertising the event to our members. After ALL of this work only 6 FSC members signed up to participate in the rally. We decided that with such a low participation we would postpone the event to the fall of this year. To say that the officers and the board have been very disappointed in the support from our members is an understatement. We have a car show coming up that we have supported for many years formerly in Palm Harbor but this year in Tarpon Springs. This is a charity event to support Breast Cancer. We are hoping for a good turnout of FSC members. We have a museum trip planned in May to the Classic Car museum in Punta Gorda. We are hopeful that we will be able to meet and greet some of our members who cannot make a monthly meeting because of driving distance. June 7th is a drive and European Car show, that was last run in 2012, at Yalaha Bakery in Howie in the Hills area.

Your Officers and Board members are a dedicated group of FSC and BMW CCA members who strive to design and put together events that you our members find fun and interesting.

WE NEED YOU OUR MEMBERS TO COME OUT AND SUPPORT OUR EFFORTS.

If you have an idea for an event please contact me directly to discuss how we can make it happen. Remember it is NOT about the CARS. . . IT IS ALL about the PEOPLE!!

Regards,
Bob Ziegler
Florida Suncoast Chapter, President

DRIVING THE “ULTIMATE DRIVING MACHINE”

Okay, I know what you're thinking, "We're three paragraphs in and I don't know where this is going." Hold on, almost there!

So, I told part of this story years ago, but I'll paraphrase here for those who may remember. After many years of driving cheap small cars from Toyota and Honda in our hometown of Baltimore, Judi and I decided that we were old enough to buy a "real" car – you know, a four-door sedan. During the late summer of 1989, we test drove all the usual suspects: Nissan, Saab, Volvo, and the bigger Toyotas and Hondas. But we eventually settled on the newly released Mitsubishi Gallant, which was Road & Track's car of the year. We were all set to buy in the fall until we flew to Hamburg, Germany for a short vacation. We needed a car and rented a "compact" with the agency. They gave us a new, black E30 318i. We didn't ask for it, that's just what they gave us; the norm for Europe we assumed – in place of the usual Chevy's and Ford's we get back in the USA. Driving on the autobahn for a week, it became obvious that this car was just a bit different than the Gallant we had test driven just a few weeks prior. I managed to convince Judi that we needed to rethink this Gallant deal. Back home and one month later, we were driving a brand new plain-Jane, bone stock, e30 325i, and I was a new member of the BMW CCA.

About two years later, we were driving around downtown DC on a beautiful spring Sunday when, literally, out of the blue, I was struck by a revelatory thought: This car was a much better vehicle than I was a driver. That there were things this car could teach me about driving. That I needed to be a better driver to even deserve this car! I had never felt that before with any of the many cars I had driven to date. The best handling car before this was our other then-current daily driver, a '84 Honda CRX. I loved that car. It was fun to drive and, more importantly, I felt I was the master of that car. I, just like all the other drivers out there, was convinced I was the master of my own domain when it came to driving. After all, if I could handle the quick and nimble CRX, I could handle anything. The problem with this assumption is that by the eighties, though cars were getting better and safer, they were also becoming easier to drive. We were all being led by the hand, so to speak, to keep us safe. Front wheel drive, better suspensions, emerging technologies like ABS, were all designed to make us "better" drivers all the while lulling us into a sense of well-being. We weren't better drivers, driving was just getting "easier." This is all good...up to a point. Physics, being what it is, can and will eventually overcome the safety that makes us believe we are better drivers. That non-M, non-sport, stock 325 finally – belatedly, after developing a new norm of driving for two years – told me all of that on that sunny Sunday.

Eventually, when our son Ryan turned 17 and was driving, I did something about it. Ryan and I spent the next 15 years sharing the new hobby of competitive and advanced driving by attending, participating in, and eventually instructing in autocross, car control clinics and high speed track events. Do you need to do all that to appreciate your BMW? No. Would you benefit? Absolutely. Are there other programs available, even one-day events that would not only be beneficial but fun? Again, absolutely. And the best part? You will be the driver that your BMW deserves.



DRIVING THE “ULTIMATE DRIVING MACHINE”

Story by: Russ Garvey

“One hundred percent of the population thinks they’re in the top fifty percentile of good drivers.” This is the statement I used to open most of the classroom sessions for the various advanced driving programs I have been a part of over the last ten years. Of course, it’s a mathematical impossibility – and that’s the point. We, collectively, all think we are better drivers than “the other guy (girl).” But for most drivers, where is the proof? Ten years of driving experience? Twenty? Years of experience applying what type of “experience” exactly? Back in the day, we were taught to drive by a parent; we drove around surface streets under their watchful eye for a few months, read the book and took the test. My test consisted of driving around a block, stopping at three stop signs, making three right turns and parallel parking – and that was it. It’s a wonder the majority of us made it, relatively unscathed, into our twenties! Driving for years with this type of initial training doesn’t say much about how that experience makes you a better driver. Sometimes, for some of us, there are subtle hints that emerge over time to nudge us into reality; the reality that we may not be the driver we imagine ourselves to be.



“The following program is brought to you in living color.” How many of you out there remember that intro to select TV programs in the late 50s, early 60s? All you millennials will have to ask a parent or grandparent (Hint: Color programs were a treat in a world still mostly black and white). Or, how about a decade later when we heard this disclaimer: “All in the Family was taped before a live television audience?” Now why do you suppose the producers thought it important – or at least informative – to tell us that? Maybe to answer the un-asked question of why this program looks or feels different? Up until then (early 70s), all programs were either filmed or live. Video tape was new and just starting to emerge as the medium of choice for the networks. Even so, I suspect the majority of the viewing audience could tell the difference. They may not be able to describe the difference or explain the technical reasons why there is a visible difference between film and video – they just know. “I know it when I see it,” is probably as good as it gets for us in describing the difference. The important point is that we do recognize it.



Or how about this? I have three of my audio buddies (okay, geeks) over to listen to and rate the qualities of three different amplifiers for my home stereo system – you know, the proper way to listen to music before earbuds and MP3s (sorry, I just had to vent). Anyway, we all pretty much decide that one has some discernable qualities that are superior to the other two – maybe not overwhelmingly better, but just enough to make it the obvious choice. So I plunk down Judi’s...um...I mean my hard earned money and make a home for the new amp. But, sometimes a funny thing happens over time. Rather than getting used to the new sound and settling into a new norm (although that’s part of the process), sometimes additional revelations emerge at different times down the road. Weeks later, months later, I’ll have music on while reading the paper or getting through that pile of un-read Roundels (I know, sorry! Where are my priorities?), and suddenly, the music emerges from the background and demands that I put the paper or magazine down and listen to the music. What just happened? The new norm is supplying information that I didn’t notice before, or if I’m lucky and spent my money wisely, simply wasn’t available with my old amp. But this takes time to emerge. (Here is where the A/B comparisons and double blind test arguments begin – but that’s grist for another mill.)

NAPLES/FT MYERS C.A.R.S TOUR & LUNCH

Photos & Story by: Stan Dale

40 + FSC members and guests were treated to a Shop Tour and Buffet Lunch hosted by Mike Case, President/Owner of Classis Auto Restoration Specialist in North Ft. Myers on Saturday, February 28th, 10 am – 1 pm.

Members rendezvoused off Daniels Parkway in Ft Myers, where they enjoyed coffee, donuts and conversation before caravanning to the CARS Facility. Members with a passion for Muscle Cars or Exotic/Classic cars were in for a treat.



Mike opened the tour with stories regarding his extensive collection of oil & gas memorabilia. One of the best this writer has seen. Then Mike and team toured the group throughout the 60,000 sq. ft. complex giving members unbridled access to all the finished and in process vehicles.

This is a total "Off-Body" Restoration Facility, with extreme attention to detailed work. Amazing! Featuring identically prepared 68' & 69' Camaro's tops the tour.

To learn more about Mike Case's C.A.R.S. go to www.ClassicAutoResto.com , located at 17570 N. Tamiami Trail, North Fort Myers, Florida. Walk-ins are welcome.



FSC BMWCCA DRIVE TO PUNTA GORDA

Naples/Ft. Meyers and Tampa/St. Pete FSC BMWCCA members travelled, on a gorgeous Saturday Morning, to Rick Treworgy's Muscle Car City museum in Punta Gorda. A very healthy number of members made the drive to admire what is likely the most prolific collection of Chevrolet/GM products gathered under one roof.



Notice the side-draft airconditioning on the early Suburban from the late 1940's.



Disclaimer:
Photos are courtesy of Russ Garvey & Mike Sackett
The "Muscle Car City" logo used with permission of owner

WELCOME TO OUR NEWEST MEMBERS

Victor Bartolomei
Dann Battina
Claude Beaumont
Martin Bray
Frank Campos
Michelle Cortes
Spencer Crose
Steve Crose
Arthur Czyszczon
Stephen Dahl
Frank Dalto
Dan Engel
Karl Euler
Dan Guenther
Isaac Haglot
Giuliano Hazan
Juan Hernandez
Neal Honickman
Stacy Howell
Cayce Jehaimi
Frank Kilgore

Jack Klass
Robert Nalepa
James Oathout
Russell Palmer
Colin Provine
Michael Sanzera
Michael Scheuer
William Simon
Charles Simpson
John Starkey
Gary Steen
Brandon Ullery
Steve Urquhart
John Valletta
Paul Vena
Richard Vogt
Joseph Vozniak
Jerry Wade
Julian Waits
Eric Yonkin

**YOU ARE CORDIALLY INVITED TO ATTEND EACH AND EVERY EVENT
AND SHARE YOUR PASSION FOR ALL THINGS BMW AND EXPLORE
WHAT YOUR BMW CCA CLUB HAS TO OFFER.**

EDITOR'S NOTE

Evidentially someone forgot to pass down the highly coveted "German Typewriter"... The club owes a huge debt of thanks to Russ Garvey, who while doing some historical club research discovered the newsletter name (die Sonnenkueste) was in fact not correct. It seems someone (past newsletter editor) forgot how to insert the two dots, or umlaut, above the u in the name. I could go into a very long explanation on the use, history and etymology of words that utilize the umlaut, but well keep it short.

So the actual German spelling of "The Suncoast" should be "die sonne Küeste". By now more than half of you have looked at the cover and noticed the title is in all caps. That was intentional and the approved font used doesn't allow for text case adjustment. I am standing by anxiously awaiting your letters expressing angst and disapproval.

- Mike Sackett

BMW Car Club
of America
Florida Suncoast



First Suncoast Chapter of BMW CCA
P.O. Box 10666
Tampa, FL 33679

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TAMPA, FL
PERMIT #2876

RETROSPECTIVE

A classic early 1990's print ad for the 3rd generation E38/7 series... Ok, well BMW's marketing department didn't exactly come up with this one...

Usless Trivia Fact:

The E38 was featured in two films during it's production run.

- 1) Tomorrow Never Dies (1997)
- 2) The Transporter (2002)



IT'S EITHER THIS OR A USED COROLLA. DON'T BE A PEASANT.

In today's used car market, consumers tend to blindly select a once-economical Japanese tin can as their primary mode of transit. It looks good on paper, but not in any other context.

The problem is that once you've spent a few hundred on that old car, you are stuck with a file cabinet on wheels.

If your going to spend money on a maintaining a used car, wouldn't you rather end up with 10-way

power adjustable heated seats, a 16 speaker DSP audio system, traction control, anti-lock brakes, power rear sunshade and the best-looking sedan in the world? Of course you would.

The best part is, when you check your on-board computer fuel economy, because, you know you can do that sort of thing only in a BMW, you observe a two ton sport sedan returning a pleasant 25 MPG on the highway all the while making

twice the power and half the noise of comparably priced vehicles.

Now hop on to your local craigslist and search for 1989-2001 BMW 7 series and prepare to be amazed at what you can slum into for minimum wage these days.

HAVE A COMMENT OR SUGGESTION FOR A STORY
OR JUST WANT TO SPEAK YOUR MIND? SEND THE
NEWSLETTER EDITOR AN E-MAIL AT:
M3NTAL88@YAHOO.COM

craigslist.com



The Ultimate
Driving Machine