

bimmer



www.badgerbimmers.org

**October/
November
2005**

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- Fall Clean Up at Aloha
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- New 3s, 5s, and 7s for '06
- New Members

...and more!



***OktoberFAST* Rules!**

CALENDAR

Board Meetings continue to be held on the second Thursday of each month starting at 7:00 p.m. These meetings are open to all members and benefit from additional attendance.

Meetings are held at Mader's German Restaurant, 1037 N. Old World Third Street in downtown Milwaukee. Telephone 414-271-3377.

2006

- December** Club Elections. Candidates' statements and Ballot will be in the December *bimmer immer*.
- January 14** Annual Holiday Dinner Party at Country Springs Conference Center and Hotel, Waukesha.



✎ Erratum—

The September issue's story and photos about the Club's evening at Pandl's was mistakenly credited to Darcy Yench. Our apologies!

That fine piece of work — story and photographs — was actually submitted by Ryan Braithwaite. Sorry, Ryan, don't hold it against us. Just send more!



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FROM THE PRESIDENT

by Jeff Joy

I'm writing this column from the Eastern Shore of Lake Michigan near the graveyard of ships known as the Manitou Straights during a well earned respite. Heavy trips go hand-in-hand with car appreciation in my family. Tipped off by membership chair, Paul Szedziewski, we took advantage of the efficiency and postcard beauty of the high-speed ferry to Muskegon while bypassing Chicago's stockyards and Gary's wondrous odors.

This service has done many Badger members a favor, whisking tired Gingerman track-day junkies back and forth over the Lake. It's a boon to weekenders like us as I ran into a few acquaintances who packed their Harley for a great touring venture. It's rare that seasickness is a factor, but on our trip, two crew members succumbed to the angry waves facing us. Quite a contrast to the Queen's Cup race we saw start from Milwaukee and the view of a colorful crowd at Summerfest.

My wife and I went to Michigan to visit an old school friend who was staying on the eastern shores of Lake Michigan at her family cabin. I quickly got into a discussion revolving around cars with her stepfather, a doctor who had owned the cabin since the late 40s.

His philosophy about cars was that he single-handedly was a savior of automotive "orphans." His definition of orphans included Kaisers, Hudsons, Packards, Nashs and Studebakers of all sorts. I ended up seeing a few of his jewels that were up in one of his storage barns and had been hanging out defying age's withering affects.

Dr. Tom had up to now done dozens of restorations of cars (he's now 75) and showed me his first one (an amateurish job) of an early 30's Dodge he began in the 50's. It looks fairly good to me, but was just the first rung on a long ladder of a true automobile devotee.

That got me thinking of my personal quest to own an M1, perhaps one of the most glamorous and rare BMW's made. Perhaps focusing on only the wild exotics is too facile an undertaking. After all, there aren't many beat up M1s waiting to be rescued. Every day I get to interact with my sweetly designed and executed BMW and I probably take its safety and performance for granted. There's an argument to just making sure your 10 year old BMW gets tuned up and treated like the orphan it may have been.

So, just take care of that preventative maintenance and buffing your car out nicely on a regular basis. It will ensure that your common BMW is around for someone like Dr. Tom in 50 years.

I can see why Tom has such a love for cars — the roads in Northwest Michigan have a mix of Door County-like vistas and rolling Red Wing/Mississippi hills. They have an addictive quality that fairly cries out for a Munich-made auto to experience.

The issue you have in your hands is a new change for the Club since it represents member Renee Ciske's first (whoops 2nd) issue. That means editor Mustafa has retired and a big Badger thank you is in order to him. Mustafa has carried a huge part of the Club's responsibilities for years and now is taking a well earned break. Thanks from the bottom of our steins!

Renee comes to the helm of the immer with a great deal of graphic arts production and prior work on other club newsletters. She owns the lowest, meanest 318ti I've seen (aka Shorty) and her husband just bought their 4th BMW (a mountain bike). If you have any articles or ideas for the *immer* that have been burning in your draft folder, let 'em rip. *bj*

bj

Election Time Again!

Election time is soon upon us! The Badger Bimmer Board is looking for a few talented men and women to apply for a few of the positions for the upcoming 2006 Election. If you would like to run for a position, please e-mail any questions to Jeff Joy or John Lofgren *via* our respective e-mails, pres@badgerbimmers.org and board4@badgerbimmers.org. The positions available are two Board memberships, and the offices of Vice President and Club Secretary.

Board Members are minimally expected to chair one event per year, write at least two articles for the *immer* and attend the bulk of 11 monthly board meetings.

Persons of all backgrounds, ages, and professions are encouraged to apply. A simple statement with background information and reasons for being on the Board is required for the December issue of the *Immer*.

We look forward to some new faces on next years board! *bj*

Jeff Joy

FROM THE CLUB

by the Board

The E90

by John Lofgren

When I was first asked to write this review I was hesitant. I don't like change, I like things simple, and I'm not a fan of gimmicky gadgets. New cars go against all of these principles. So I had to ask the question, "Is the E90 really three times the car E30 was?"

The first part of the answer came when I met the test subject, a somewhat stripped 325i with a Steptronic transmission. I really wanted not to prejudge the E90 and to see it as a comfortable and familiar member of the BMW family. It's a tough sell. Even though I love the E30 above most others, I still have a good feeling about the E36 and E46. They just look and feel like BMWs even though the rear subframes do sometimes fall off. The E90 still looks kind of odd and I'm not sure if the crease down the side will ever look right. It looks like something heavy sat on the roof and the body started to buckle lengthwise.

After climbing inside, my impression was that the wheel is a little fatter, the seating position is a little higher, and the stance is a little wider than what I'm used to. The adjective that comes to mind is "thick." One thing I did notice is that I fit in the cabin of this car better and with a better driving position than with the E46. My knees didn't hit the steering wheel in this one which may be due to the tilt steering. Whatever the reason, it's a real plus.

Following the initial getting acquainted period, I was off for a test drive. After leaving the parking lot I cruised through some business park back roads until I could locate the controls to quiet the fan and the radio. In this particular car that wasn't much of a challenge since there's no iDrive. The controls are all quite conventional but they've evolved a lot since the 3-slider, 2-rotary knob setup of the E30. While it's hard to beat the simplicity of upper, middle, and lower damper adjustments, having individual control of the driver and passenger zones is definitely an advantage. Many is the trip where I seem to be sitting on the hot side of the car whether I'm driving or navigating. Odd how that works.



Spirited driving was not really an option for most of this trip since it was confined to the expressway and some wooded suburban streets. Even so, I did find ways to evaluate a few of the things I was curious about. One is the anti-skid control. This "feature" can be disabled on the M cars, but I couldn't find a switch for it here. After a couple of attempts at breaking the

rear end loose in an empty parking lot, I gave up. All I got for my effort was some front end plow and a lot of automatic engine power removal by the ECU.

Acceleration felt a bit weak until I looked at the speedometer. I'm used to being able to use the road noise as a speedometer, but this car is too quiet for that. The engineers did make sure that you can still hear the engine, though. Once I got used to it, I found that the car has a pleasing amount of acceleration and mid range torque as well as a smooth upper end that extends past 7000 RPM. It works pretty well in either full-auto or manual shift.

In the manual mode you need to watch how you launch from a stop. You're out of revs almost before you know what happened. It's possible to leave in second gear without any trouble, though.

One of the interesting things I noticed about the transmission/engine setup is the shift quality. While it's still the safe, no jar, no bump, no excitement shift that every auto maker builds into their automatics, it's not the vague, mushy, slide-the-engine-revs-all-over-the-place shift that I'm used to from new American cars. The engine and transmission actually sound like they're working together to accomplish a successful shift. The engine revs drop to match what the transmission needs just like you would do yourself if you were driving a manual gearbox. Pretty cool. While I'd still prefer a totally manual box I can say that this setup isn't bad. It's certainly a quantum leap over the E30 automatics.

Once I returned home, I had to find out what it was like operating a car with no conventional ignition key. This car has only a wireless fob that tells the car you're there. The engine starts with a push-button which, when pushed a number of times, didn't start the engine. It took me a moment to realize that I probably needed to apply the brake



before doing anything. The funny thing is, I don't recall the yellow foot on the brake pedal icon lighting up until after I had already figured this out. ***Shouldn't the in-car computer have realized that I already pressed the button 10 times and helped me out?***

I was prepared to hate the E90 simply because it's new, it's a little alien, and that's just the way I am. I can't say that was

true. While I didn't find some overwhelming feature of the car that just made me need to buy one, I can't say that I disliked it. I think that I view it as just another new car. I wouldn't take it to the race track, but I'd move the family around in it. When I get a chance to test the touring version I might have a different opinion. I wonder if the 330xi will be the one I can't resist. ***But will it be three times the car that the 325ix was?*** *bj*

Fall Clean Up at Aloha Motors (Sorry that you missed it!)

by Paul Szedziewski

On Saturday, October 8th, some 16 *Badger Bimmers* and three of their children enjoyed a cloudy yet comfortable day in Port Washington as the guests of Aloha Automotive Services. Two indoor bays were available for washing cars and indoor space was set aside for further cleaning, waxing and detailing of members cars being prepared for winter storage or for the dreaded "season of salt and grime." (Where else would you find a current day Mini being cleaned and waxed under a pristine 1969 COPO Camaro ZL-1 equipped with a 435 hp, all-aluminum 427 cu.in. V-8?)



What also awaited attendees was a grand tour of the facilities and cars, either in various stages of restoration or storage. Aloha mainly serves the American Muscle Car market providing ground-up restoration as well as fine-tuning of paint and detailing for cars being prepared for competitive showing. Club member, Bill Nicoud, who is a team leader at Aloha, provided a peak at all aspects of the operation which ranged from a machine shop — with some of the



cleanest floors around — to the storage facilities where a wide variety of cars was on display.

In addition to the '69 Camaro, we also viewed a 1970 Hemi Challenger in plum crazy purple that was a class winner in the 2005 Mopar Nationals. A lime green, 1970 Plymouth Superbird 440-6 pack V-8 which was a 2005 Mopar Nationals class winner. And for variety, a 1969 Pontiac Trans Am ram air 400, winner of the 2005 junior gold at the Pontiac Nationals, and also a 1963 Porsche 356, recently restored for a local doctor, which was finished in black with red leather interior and an electric sunroof. There were also a few cars in various stages of restoration which included a 1969 G.T.O., a 1970 Buick Skylark Grand Sport, a 1970 Cuda convertible and some cars that had been dip-stripped and

displayed exterior metal that resembled Swiss Lace cheese given the extent of holes and disappearance of original sheet metal.

A variety of snacks was available in the "lunch room" area of the machine shop where Club members got a chance to talk, tell stories or hang out with a few of the kids while snacking on veggies, pretzels and muffulettas. And then, to top off a



good day, the clouds drifted away and the sun broke out to shine on our own refreshed cars for the ride home.

So, if you missed the event, look ahead to next year and hopefully Aloha will again graciously open their doors to the Club for another Fall clean up. *bj*

FROM THE MEMBERSHIP CHAIR

Welcome, New Members

The following new members have recently joined the *Badger Bimmers*:

Tony Agnello	
Bruce Andersen	
James Borisch	'92 535i
Ross Christiansen	'89 325i
Alan Conway	
Randall Erkert	'05 645cic
Todd Fergus	'02 330i
Charles Frymark	'96 318ic
Jennifer Gakeler	
David Garnham	'02 M3
Matthew Hattenhauer	'05 M3
Matthew Helm	
Sam Ho	'03 M3
James Lankford	'05 X5
Robert Lidwin	'01 Z3 2.5
Matthew McMahon	
Michael Mihelbergel	'02 M Roadster
Gene Morauski	'00 Z3
Jessica Rohde	
Aaron Solochek	'03 M3
Jeffery Sonneleitner	'02 325xi
Colin Tennesen	
John Thayer	'04 M5
Jim Triatik	'01 330 ci conv
Loni Walton	
Alan Wolkenstein	'02 Z3
Roderick Woods	'91 e34 M5
Jeff Zutz	
Richard Bloomenkranz	'02 530i
Melissa Boyce	'04 X3
Jeffrey Copp	'97 328i
Harold Hayes	'59 507
Micheal Jeffords	'95 M3
Charles Krah	
Joshua Liesch	'99 M3
Holly Nemer	'06 325
Thomas Pasic	'90 735iL
John Stephens	'94 325i
Linda Szewczykowski	'95 M3
Bud Vanstone	'01 535i
Tom Veale	
Jeff Vilker	
William Williams	

The officers and Board members welcome you to the Club and hope to see you at a future event or meeting. Check out the Club Web site at www.badgerbimmers.org. Also consider signing up for the Yahoo e-mail alert group to receive new information and reminders about upcoming events.

If you have any questions about the Club or activities planned, feel free to contact me or, for those of you in the Madison area, contact our Madison-area Liaison, Noel Howlett. E-mail addresses can be located on the officers link on the Web site. Happy Motoring! *b_i*

— Paul Szedziewski

Club Members – We Want You and Need You

Do you like to work with others on a project? Or, do you prefer to socialize, plan parties or other events, and enjoy the excitement of putting on an event that others will rave about?

Or, maybe you have some time on your hands and are looking to meet others with similar interests? Or, maybe you just like to volunteer or enjoy the limelight and prestige associated with being part of one of the largest car clubs.

The Badger Bimmers are warming up for our winter elections and need a few volunteers to run for office. This year's elections will be for the following positions: Vice President, Secretary, and two General Board posts. Why not get involved?

If being an officer or Board member is more than you can commit to, there are always openings for volunteers. The Club needs assistance with event planning and registration. We are also looking for suggestions for new events we can offer in the future.

If you have ever thought about getting involved but were unsure of how, now is the time! Feel free to contact me, Paul Szedziewski. As Membership Chair, I'm always looking for ways to assist members who want to become more involved with the Club and the activities provided, even if that simply means participating.

Feel free to send an e-mail with your ideas or questions to: Pszedz@mac.com or call me at 414-264-4343. I'll be happy to talk with you, provide you with more information or connect you to the Club members who may share your interests.

IN THE BEGINNING, PURE PEACE...

by Peter Wright

And it came to pass...

That a decree went out to the faithful Bimmerites, "Prepare ye the way to the Seasonal Festival at Roadus Americanne, the Holy Grail of serpentine blacktop maxspeedus, to impart much knowledge unto the brethren that thirsteth." And on the appointed day, Petus the Jamaicanite, son of the Great High Priest spake unto Vickius Principalius, his betrothed, and said "Arise, let us go forth and see this thing which The gods have decreed!" So, in the ninth month of the two thousand and fifth year of Our Lord, they didst journey in The Chariot bearing the markings "2002" to Roadus Americanne along with other keepers of the faith of the household of BMW, and like-minded brethren of the Porschephile, Audiite and other tribes. And they didst see all manner of fine chariots, and didst greet, amongst others, Darcinius (betrothed to John the Morganite) & John, Erik (begotten of Iver), Robertus Taxius, William The Great & Pamulus Ladyius, Donus the Mazdaite and JoAnn his beloved, Paulus the sez who zzz zzz, oh never mind...there's an "i" in there somewhere, Larryus keeper of the sacred scrolls and rituals of the State, Cindyknewzee4us, and Trevorite begotten of Hugh the Crazyed.

And the Elders spake unto their charges saying, "What we do, thou knowest not now, but thou shalt know hereafter. Wither thou doest, do quickly, but be ye sore afraid of the beelzebub that dwelleth in the concrete jungles beyond the edge of serpentine blacktop maxspeedus for therein lies great distress at the hand of the damnable insurance mongrels." And, all manner of learning didst they impart on the first day. But Petus, troubled at the age and weakness of his horses, rested uneasily that night. And it came to pass that a messenger of Satan appeared unto him in a dream and mocked him about the fleetness of foot of the stallions of William The Great, and his chariot bear-

ing the markings of the three "M"s, Menacing Maximus Miraculum. And Petus didst say unto him, "Bugger off! I am not light! Get thee away from me thou Satan, for it is written, *Run What You Brung!*" But Petus could not cast away this abomination from within his flesh.

And it came to pass that on the second day around the eleventh hour, the heavens spake unto the gathered elders saying "Venture ye forth unto serpentine blacktop maxspeedus, for it is written, Thou shalt exercise the horses, for they have need of it." And Pamulus Ladyius and Vickius Principalius didst approach Petus, and Pamulus Ladyius spake unto him saying, "My lord, greatly esteemed one, thou who art most highly favored [you betcha... this is my story, isn't it?], from whose loins issued forth (did he really say that!!!) Matthew Structurus Engineerus, and Tyffinius the Counselor, seek we thy council. Takest thou thy servant, Pamulus Ladyius, to be with thee for a little while, and thine betrothed, Vickius Principalius to likewise be with my

beloved, William The Great?" And Petus raised his eyes and wept, "Lord, now lettest thou thy servant depart in peace, for this must be heaven!" And he declared their wishes to be so, and they didst go forth unto serpentine blacktop maxspeedus, and the horses didst snort and the chariots didst fly. But the

fleetness of foot of the stallions and Menacing Maximus Miraculum of William The Great deeply grieved Petus, and he wrent his robes and raised his eyes to the heavens and besought Him saying, "Lord, how oft shall thy servant take a run at William, and fail? Behold I dost try exceedingly and seven times, like chaff before the wind, he bloweth thy servant away!" But He spake unto him saying, "Oh ye of little faith. Not seven times, but seventy times seven before thou wilt prevail!"



Photographs by Edmund

Petus challenges William the Great in the land of cornerite eightus.

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OktoberFAST

by Darcy Yench/Driving Events Coordinator

Year of Successful DE Events Ends with Many 'Thank You's

Another year of *Badger Bimmer* driving events has concluded with our driving school at Road America. We had our Friday driving day back for our advanced and instructor drivers. We had over 40 participants. Several, (Bjerke's and others) showed up as usual on Friday morning with the sun and money in hand wanting to add the day to their weekend. We had one minor kink bite but other than that a smooth day.

Registration went smoothly with Cindy Ansay and Ryan Braithwaite in charge of the weekend duties. Paul Szedziewski helped with the Friday morning registration, while Don Gawronski and JoAnn Povlich helped with the Saturday morning registration. Thanks to Scott Anders for making the vinyl numbers and Steve Tupper for doing the T-shirts again this year. And thank you, Bob Dickey, for providing Taxi Services again this year. Several Club members came up to help with clean-teching cars and exercises who did not participate in the on-track experience. We give you our thanks as well.

Saturday started early for the novices in the classroom with Mary Medo. She remarked what a great group of new folks they were and very enthusiastic. They even decided as a group not to pass at the back side in the rain! Chris Fredette flew in from MA to handle the exercises one more time before passing the reins to John Lofgren. Christina, his new bride, was also there to help the novices. The intermediate classroom was conducted by Larry Boyer and the advanced classroom was handled by Duck Waddle. Our chief instructors, John Morgan and Erik Ivanson, handled the coordination of the groups out on the track along with Mike Clemens, Ryan Alexander and Larry Boyer. Thanks to all the instructors for giving of your time and talents to assist others in learning to be better drivers. A very special thank you to the SCCA corner workers and *Road America's* safety crew, headed by Carson Wilkinson, for making our weekend a great one.

At the Board's direction we found a new place for our Saturday dinner. We held it at *Harvey's* of Elkhart Lake.

There were *hors d'oeuvres* to start the evening. And even though half the group were upstairs and half were downstairs, everyone got served at the same time with the family style meal. The dinner was followed up with a great brownie dessert.

MANY THANKS to KO Performance for the gift certificates, Tire Rack for the great box of hats, shirts and other goodies, and Knauz for the models and certificates. We had lots of smiling faces at the end of the night's giveaways.



As always it takes a lot of people to put on an event like this. A huge thank you to everyone who helped to make this year another success and the sponsors who continue to support us. We are looking forward to next year's events being bigger and better. If you have any suggestions for improvement or are looking to get involved in helping to plan or run any of our driving events, please contact [Darcy dyench@wi.rr.com](mailto:Darcy.dyench@wi.rr.com).



bj

Photographs by Darcy Yench

My First *OktoberFAST*

by Larry O'Keefe

When I attended my first driving school at Blackhawk Farms this summer, everyone I spoke to said I just had to try the Oktoberfast event at Road America. I was instantly hooked, and signed up as soon as I got home. By the time Oktoberfast rolled around, I was brimming with excitement, anticipation, and perhaps just a little bit of apprehension!

Saturday started with my novice group attending classroom and exercise sessions before going out on the track. The classroom sessions were familiar from previous DE days, covering flags, rules for the day, car dynamics, the friction circle, cornering and the line, all with an emphasis on safe, enjoyable driving. The exercise sessions were new for me, and consisted of threshold braking, a slalom course, and my favorite, the skid pad.

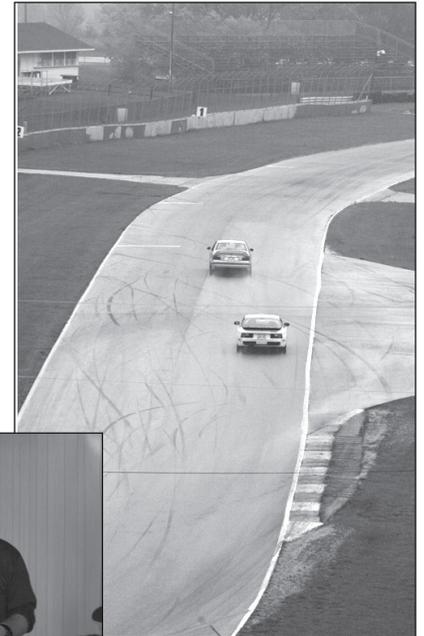
When we finally got out on the track, it was all that I had hoped for, and more... much bigger and faster than Blackhawk Farms,



with plenty of room to get up to speed (and potentially, get into trouble). Fortunately, I had expert instruction from Dave Herr, who provided just the right amount of input to help me get around the course. Over the day, I got more and more comfortable, and by the end of the day, Dave managed to coach me through the toughest part of the track (for me, turns 6 and 7) with some degree of smoothness. By the time the day was done we got in 4 track sessions, 3 class sessions, and 3 exercise sessions. I burned a full tank of gas during the day, and more than

one car actually ran out of gas!

Saturday night featured the club dinner, where we filled Harvey's of Elkhart Lake to capacity. Plenty of food, great opportunity to meet other club members, and some prize giveaways to boot — well worth the price of admission.



Sunday morning greeted us with steady rain. The novice group followed roughly the same format as the prior day, but this time the classroom focus was on driving in the rain - loss of friction, the rain line, and staying slow and smooth. I was a bit nervous, as it was my first time driving the track in the rain. Our exercise session was on the skid pad. Pretty simple, really

— drive around a circle of cones as close and fast as you can. One minor detail — the road is wet, and a pair of sprinklers were positioned to make some spots extra wet. One goal of the exercise was to see what the car feels like when the rear end starts to come around, and how to correct it safely. I think I earned extra credit, as I managed to make the rear end to come all the way around!

Our first session on the track was actually relatively dry, but we drove the rain line anyway. Good thing we did, as there were some places that were unexpectedly slippery. As the day progressed, a storm front started moving in. The schedule was modified to allow us novices out on the track before the heavy rains began, but it was not to be. Our second session was in heavy rain, and was eventually cut short by lightning — a great opportunity to experience driving on a very wet track. The rain eventually stopped, but was replaced by fog that was almost, but not quite heavy enough to close the track. This made for another interesting driving experience!

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Roadus Americanne...

And Petus didst try in all, four hundred and eighty-nine times, to catch the stallions and Menacing Maximus Miraculum of William The Great, but did not prevail.

And, it came to pass that as he journeyed with great haste to the land of the tribe of cornerite fiveus for the four hundred and ninetieth time, with every ounce of his being he besought a sign from the Lord, for this was indeed The Chosen Moment. And the heavens opened and He spake unto him saying, "Thou approacheth William well, and art mighty close, but, well...no cigar. Gather up thy nuts about thee, keep thy right foot in it and do not waiver for I shalt smite thee. *Nice Corner!* Well done thou good and faithful servant! Now, muster ye all the horses, the lame, the blind and the palsied and charge ye up yonder to the land of the tribes of cornerite sixus, and beyond that, lift not thy right foot lest William defeat thee... AGAIN!!" And Petus saw that it was good and that William was indeed sore afraid of the pea gravel brethren resting in the fields beyond the land of cornerite sevenus...and with great haste The Chariot didst hustle its bootie on down to the unwashed cheering masses of cornerite eightus, The Chosen, to greet the curvaceous hind-end that was the malicious Menacing Maximus Miraculum. And the Lord removed the plank from the eyes of the blind horses, and the lame sprinted, and the dumb spake....sorry...don't got none of those....er... the palsied were ...well...unpalsied, and Petus leapt for joy as The Chariot crawled all over William and Menacing Maximus Miraculum. And Vickius Principalius didst holler at William, "Pick up thine arse and run away, for the Jamaicanite is possessed and thinketh not twice before punting thee into the weeds!" But William heard her not for he was gnashing his teeth and pleading, "Petus, thou son of the Great High Priest, have mercy on us thy servants!" But, Petus heard him not for Pamulus Ladyius was wailing and moaning, or was it moaning and wailing? ... rapidly whimpering in tongues, "Ach Nein....do this not! What of the impending doom of the wretched insurance mongrels!" And besides, he was too busy flogging the former lame, blind and palsied horses to keep overtaking said Menacing Maximus Miraculum on the outside line of cornerite, in the land of the Carouselus tribe, and shouting "Thine

arse be mine, William thou swine!" And the Weberus carburitis didst suck, and belch and didst issue forth an unholy shriek...and then....

BOOFFFFF!!! OUCH!! WHOA HORSIE!!! OH MAN!!

[d e a d s i l e n c e...]

"What's going on!!" saith she....er...she demanded!

Saith he, "Vickius Principalis? Be that thee? Thy voice...so close...but yet... Wherefore art thou? What of William The Great and thee? Crasheth he? And of Pamulus Ladyius? Crasheth we? And....gadzooks!... what of The Chariot?"

"Get off the damned floor and come back to bed! It's 2:30 in the morning! Who is "William" and what's with the grunting pig sounds? This throwing yourself off the bed in the middle of the night is going to stop...**NOW!!** I've got work in the morning!"

"Yes Sir. This stinketh!"

***William My Son, I have seen the light, and the line.
Prepare thyself with thy best track shoes.***

***The Chariot and the horses resteth. See thee at
Blackhawk in the spring. Hugs and Kisses.***

bj

— Peter Wright

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My First...

I must say that I really enjoyed driving in the rain. Our dry day on Saturday allowed me to learn the track, and the rain forced me to concentrate on being smooth. As a result, I feel like I really got into a rhythm of driving the course which actually felt better to me than any of the laps I put in on the first day in dry conditions. Overall, it was a great experience, and I can't wait for the next driving school. You'll definitely see me out for all of them next year!

Finally, I'd like to thank all of the volunteers for putting on a great weekend, particularly Mary (classroom instructor), Chris (exercise instructor), Dave (my instructor), John (running the grid) and Darcy (for putting it all together). I know there are many others whose names I don't know (yet) – thanks to all of you for putting on a great driving school!

bj

— Larry O'Keefe / 2005 Mystic Blue M3



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3-Series, Enhanced 7-Series for 2006

North American Debut at New York Int'l Show

The fifth generation 3 Series continues to offer style and quality combined with a unique combination of performance, practicality and European luxury in a compact package.

Above all, the 3 Series is renowned for how it drives. The 2006 3 Series will arrive this May with two models available, the 325i and 330i. Two inline six-cylinder engines continue a 3 Series tradition. The all-new 3.0-liter unit in the 330i offers a significant increase in performance. It is rated at 255-horsepower at 6600 rpm, a 30-horsepower increase over its predecessor and has 220 lb-ft of torque at 2750 rpm. The 325i will now also feature a new 3.0-liter engine. This engine is rated at 215-horsepower at 6250 rpm and 185 lb-ft of torque at 2750 rpm.

In BMW's ongoing pursuit of weight reduction, this engine is the first in large-scale series production to use magnesium which, compared to aluminum, is 30 percent lighter. This engine is also the first six-cylinder to use BMW VALVETRONIC. With infinitely variable valve lift in place of the traditional throttle butterfly, this system improves both throttle response and fuel efficiency.

'06 7 Series — Design enhancements inside and out, more power for V8 models

The 2006 7 Series exterior receives subtle but significant refinements. Forward of the windshield, new elements include a larger rendition of BMW's traditional "kidney" grilles; a new bumper/spoiler ensemble; new headlights and fog lights, and a re-contoured hood.

Inside, new climate-control knobs present improved tactile feel to the user, and are trimmed in an elegant new Titanium galvanic material that also appears in other details. The iDrive system's controller has a new, handier shape and a handsome leather insert on top. Encompassing an extensive array of features and functions within its pioneering color-display-and-controller concept, iDrive has again been refined and made more user-friendly.

The new 750i and 750iL feature a new 4.8-liter VALVETRONIC V8 engine. With 360 horsepower and 360 lb-ft of torque, this represents an increase of 35 horsepower and 30 lb-ft of torque over their predecessors. Although official 0-60-mph acceleration times are little changed at 5.8 seconds, the real story here is more urge virtually any time the driver presses down on the accelerator pedal, especially at midrange speeds. The 6.0-liter V12 in the 760i and 760Li remains unchanged offering 438 horsepower and 444 lb-ft of torque. Both are mated to a 6-speed STEPTRONIC automatic transmission.

'06 5 Series — New six-cylinder engines, all-wheel drive, Sports Wagon

The latest 5 Series enters the 2006 model year with BMW's newest generation of inline 6-cylinder engines, available all-wheel drive and the return of the 5 Series Sports Wagon. The 5 Series shares its two 3-liter engines with the new 3 Series. The 525i/xi go from 184 to 215 horsepower while the 530i/xi go from 225 to 255 hp. All models are offered with a 6-speed manual transmission with an available 6-speed STEPTRONIC automatic. The 530i is also available with a 6-speed Sequential Manual Gearbox.

These are the first passenger cars using BMW's xDrive all-wheel drive system, from the X3 and X5. xDrive goes beyond traditional all-wheel drive to offer an even higher level of stability and traction in all driving situations. While conventional all-wheel drive responds only when the wheels are already spinning, xDrive begins to react even before wheel spin is able to build up. Via an electronically controlled multiple-plate clutch, the flow of power is redistributed within milliseconds between the two axles in the interest of enhanced traction, driving stability and agility.

The 5 Series Sports Wagon returns as the 530xi. Offered only as an all-wheel drive model, the 530xi Sports Wagon offers advantages not only over the Sedans, but also over its predecessor. It abounds with thoughtful details including a high-lift tailgate.

b_i

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1997 528i 5-speed WBADD5325VBV50416. White/tan interior. Clean, receipts from 4 years available. 175k miles, all highway. New tires in August. \$6000 obo. Call Chris: 262-783-6050 or at cmanuel@wi.rr.com. Photos at <http://www.elmbrookcomputers.com/bmw.htm> 11/05

1988 M3 Diamant Schwarz. 53k miles. Very good shape; original condition. No track time or autocrossing. Summer car only, mostly garaged. Recent new intake gasket, new exhaust, rear brakes, fluid changes, etc. \$17,000. Call Jeff: 414-456-9777 or email at jjoy@Havasandjoy.com 11/05

2001 530i WBADT63461CF10363. 49k miles. Titanium silver metallic, black leather, Steptronic trans, cold weather. Convenience, Premium packages incl. moon roof, auto dim mirror, rain sensing wipers, vavona wood, Montana leather. Xenon headlights. HPS, AST, DSC, DBC, speed sensitive steering, retro cassette player. Outstanding condition, no accidents, no damage, never smoked in, second owner, clean Carfax, needs nothing! Recent rotor and pad replacement front/rear. Less than 4K on replacement Yokos. Pictures available. It's a great car! You won't be disappointed! \$26,500.00 Chris Burd, Angola, IN (H) 260-833-6292 (W) 260-833-6292 11/05

1997 328is 5-speed green. 145k miles. Inspection II, spark plugs, brake fluid, coolant, cabin & fuel filters, trans & differential fluid, new passenger power window motor, regulator. Body and mechanically good. Clean CarFax. Located in Elkhorn, WI. Call Paul: (414) 405-6397 or bmw@paul-fisher.com 11/05

1997 M3. Arctic silver, black leather, sunroof, 4-dr. 70K miles. 18" BBS RC wheels w/Bridgestone SO3s like new. Luxury package. Rogue short shifter. ECIS cold air intake. Redline in trans, diff. CD changer, computer. Recent \$1500 tune @ Zimbrick. \$20,000. Contact johnh@execpc.com (608)271-6218. 11/05

1997 M3. 4-door, 5-speed, Cosmos black, black leather interior. 48K miles. Excellent condition. All options: CD changer, sunroof, computer, cruise, etc. Snow tires/wheels, K&N, Supersprint, subwoofer, BMW keyless entry/alarm. Well maintained, always garaged. \$20,900 OBO. Jon Goulart: scubagoo@hotmail.com or: 815-238-3303. 9/05

1993 M5. WBSHD9312PBK06475. Alpine wh/silver. Final year of classic hand-assembled M vehicles: only 211 '93 M5s. Second owner. Sun-belt vehicle. Chip/UUC shifter/OZ wheels/Clarion audio/Tint. Exceptional driving machine. 173K miles. \$15,200. Bill: 414-529-9391 or wt yakich@earthlink.net 9/05

2001 M5. Carbon black 38.8K miles. Like new inside/outside. No door dings/dents. Washed weekly, waxed 5x/year. Factory options: M-Audio upgrade, park distance control, new Navigation Firmware upgrade with BMW logo on entry. Many pictures/videos to send. \$38,000. Email: JDsm5@MSN.Com or John.Straszewski@HKSystems.Com 9/05

1995 M3. 2-door, 5-spd. Cosmos blk/blk, manual sport (vader) seats. 90K miles. All maintenance records, Inspection II done. Dinan chip, Dinan (European M3) airbox, Borla exhaust, clear corners/side markers. Have original ambers/BMW chip. Running on E34 M5 rims (throwing star style) new Kumho 245/40's all around. Extra brake pads, Enkei rims with Michelin snows. Very nice condition overall. Everything works, ice cold A/C. Synth oil all it's life, uses none. Email if seriously interested. Can send pics. \$15,300 OBO. Ted: w126man@yahoo.com 9/05

1999 M3 Convertible. Yellow/black top. Black leather, heated seats, 5-speed, HK stereo, CD changer in trunk. New (7/21/05) Michelin PS2 tires rear. Includes new \$400 BMW windscreen. No winters. 59,500 mi. \$24,000 O.B.O. Call Scott @ 715-892-1980 or scott@pmiheating.com. 7/05

1990 525iA WBAHC2315LGB21046. Green/Tan, Auto. Bought for parts/ to repair. But, no time nor funds. Asking \$1000, but will consider offers. Located in Wausau, WI. For complete description/pictures contact Noel at (608)-692-7114 or ehnaych@yahoo.com. 7/05

1997 328is Black/Black leather, 5 speed, sport package, special order without sunroof. 95k, original owner, 100% original, garaged, very little winter usage, no smoking, service records. Recently replaced battery, tires, brakes. Includes all manuals, sticker, etc. Excellent condition. \$11,900. Racine, WI. 262-554-1510 or manning@wi.net. 7/05

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BMW/Alpine Six-Disc CD Player/Changer (with I-Bus). BMW part#82 11 0 028 760. Lists at \$595, asking \$225. Todd: toddjankowski@northwesternmutual.com or (414) 665-2299. 9/05

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