

bimmer



www.badgerbimmers.org

**February/
March
2006**

INSIDE:

- The New 645 Reviewed
- Election Results
- 2006 Event Calendar
- 4th Annual Indoor Car Show
- 2005 Wrap Up
- New Members

...and more!

**The 645
...in Concert**



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

- April 8** Noon. TSD Rallye. Starts at Menard's, Hales Corners
- April 29** Spring Clean-up at O'Reilly Motors
- May 6** Car Control Clinic, State Fair Park
- May 21** 10:00 am. International Autos Concours
- June 5** Track Day with CGI at Gingerman
- June 30** Track Day at Blackhawk Farms
- July** Road America Project dedication (Date TBD)
- July 28** Track Day at Blackhawk Farms
- Sept 8-10** *OctoberFAST*
- Sept 16** Pig Roast at O'Reilly Motors
- January 13, 2007** Holiday Dinner



Highlighting 2006 *Badger Bimmers'* Driver Education Days

BLACKHAWK FARMS

June 30 and July 28

GINGERMAN/CGI

June 5

OKTOBERFAST

September 8-10

From the Editor

Welcome to the February/March issue of the *bimmer immer!* This issue offers an updated Calendar for 2006, a write-up of our successful Holiday party and "Point/Counterpoint" 645 Reviews. Also want to apologize for any problems associated with the December/January issue mailing list snafu. The problem has been corrected, but I wanted to thank our members for the e-mails and letters alerting us to the problem.

As always, your suggestions and article/photo submissions are always welcome. I can be reached at
editor@badgerbimmers.org.

Renée

LEGAL STUFF

bimmer immer is the publication of the Badger Bimmers chapter of the BMW Car Club of America, Inc. Neither is connected in any way with BMW AG or with BMW North America. In fact, we get nasty phone calls from anal retentive lawyers if we even suggest such. Opinions expressed herein are those of the authors and do not necessarily reflect the policy or the opinions of the Chapter or the Club. Suggestions and recommendations set forth herein for modifications to BMWs or other vehicles are not authorized by the manufacturer unless expressly stated, and they may actually void new and used car warranties. The Chapter and the Club assume no responsibility for any such modifications, or their subsequent results, attempted or completed by vehicle owners, their friends or enemies, their mechanics or people who think they're mechanics until something goes wrong and they want to sue everybody else. *bimmer immer* is published in Milwaukee, Wisconsin. Correspondence, articles, advertising, and comments should be addressed to:

Renée Ciske • editor@badgerbimmers.org

Noncommercial advertising is free to Club members on a space-available basis. Commercial rates are listed below. Contact Clarence Behrend for details: cobbieb@charter.net.

SIZE	COST PER ISSUE (10-11 issues per year)
Full page	\$45.00
Half page	\$30.00
Quarter page	\$20.00
Business Card	\$15.00
Back Cover (half only)	\$45.00

FROM THE PRESIDENT

by Jeff Joy

As it's been said before, oil is our national drug of choice. However you slice the latest situation in the Middle East, there's a lot of money floating in Iraq these days, and it's not from all those donations from the boy scouts, it's about Texas Tea. O.K., folks here comes my energy rant.

I'd personally like to think that the bright minds at BMW could engineer a solution to this. I spend a lot of time savoring BMW's gas engines and a lot of time thinking what hydrogen powered BMW would mean to me.

Friends of mine that are conscious of fuel costs have been in the mood for alternatives to gas engines. While in the market for a turbo diesel VW, he found none in stock anywhere in this market. Another board member who regularly clocks 40k miles per year in his bimmers is foaming at the mouth to snatch up a biturbo diesel BMW whenever they get here. From all reports its thrilling torque laden fuel-efficient A-train of an engine.

So presently there's a gap in "the invisible hand of the marketplace" which free market proponents swear resolves every imbalance in the economic world. Well – since the government regulates autos at many levels – I hereby propose that we raise the CAFE standards that have been static for well on 15 years. Knock those fleet averages up a few points and diesels will enter willy-nilly on America's doorstep tomorrow. Certainly manufacturers will lobby and throw up their arms but hey, these are the same guys that claimed catalytic convertors would bankrupt them.

Maybe this would force BMW to bring over the nifty 1 series that we deserve. Sell a few thousand 4 cylinders, diesels and the like and you'll get TONS of Toyota Prius owners clamoring for an upscale fuel-efficient car. As D'Ali G would say, "Nice, I like."

This last gas crisis let us know a few things. One is that Americans really hate to pay \$3.40 per gallon (don't Europeans pay 2X that?). When you have a \$50-\$60 fill up even my wife's devil-may-care attitude about gas prices goes out the window.

I expect the irrational Hummer owners (ever see one even towing something?) the default SUV owners (these nearly bankrupt Ford) will dwindle in the oil-less future some 30-40 years down the road. Solar Hybrids will be in and BMW will still be at the vanguard of the evolution of creative and dynamic personal transport.

bj

Jeff Joy

TSD!

Tired of polishing the Bimmer and watching NASCAR on SPEED? How about discovering a few new roads in southeastern Wisconsin and add a competitive twist.

We're challenging you to a Saturday afternoon competition. Our proposal: A Time, Speed, Distance Touring Rallye.

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- EASY SPEED CALCULATIONS! •••
- TIMING IN SECONDS! •••

Registration Opens

April 8 @ NOON — Menard's, Hales Corners

First Car Starts	1:01 PM
Finish	Approximately 5:00 PM Longnecks, I-43 and Hwy 164
Distance	Approximately 80 miles

Monte Carlo Style — Check Points are in Route Instructions

We'll offer training prior to the event. Give it a try. Enjoy your car and some of the great roads in this part of the state.

"DISCOVER AMERICA, GET LOST ON A RALLYE"

Contact Jim Jurgenson at 262-363-9386.

E-mail: jkjurg@milwpc.com

bj

Annual Spring Car Clean-up Scheduled

Badger Bimmer Members — mark you calendars for the Annual Spring Car Clean-up. The event is scheduled for Saturday, April 29, 2006, at 10 a.m.

Our Club's very own Mike Loos (owner of O'Reilly Motor Cars) will be opening up the shop just for this event. O'Reilly Motor Cars is located at 324 West Cherry Street in Milwaukee.

Club members have the opportunity to wash and wax our cars in his heated facility. There will be continental breakfast items for us to enjoy, along with great conversation with other BMW Club members. This will be an excellent opportunity to meet the newly elected members of our Board.

Please contact Cindy Ansay at 262-388-7384 if you have any additional questions.

bj

POINT-COUNTERPOINT: 645 REVIEW

Point

by David Schnitzer

As I drove the stunning black 2004 645i home from International Autos, two questions popped into my head that I'm not sure this mini-road test I was doing would answer. First, what defines a sports car? Here's a topic that automotive enthusiasts have been wrangling over for decades, so I'd be an idiot to try and put my .02 in here. All I know is that this car probably didn't fall into that cat-

egory. The other question was, since many of the car makers have now apparently mastered the fine balance between ride and handling, especially BMW, what was it I wasn't getting about this car? For a \$70k luxcoupe, it seemed to have a bit of a flinty ride over our lovely Milwaukee potholes. (Let's see what Jeff thinks.)

It was our club prez Jeff's idea for me to do a little comparison test between a 645i and my own 2003 911. We went back and forth over whether these cars were meant to compete against each other. I finally caved under his superior logic (yeah, right) that since the price points are so close, their performance so similar and they're both Teutons, they're destined to be cross-shopped.

I picked up the 645i from IA on a threatening Saturday around noon. Keith Babbs, who's the new sales manager over BMW basically handed me the keys, a dealer plate and said 'See ya'. Those guys rock! Once I got home, I went around the corner to Jeff's house. He was washing storm windows and yakking on the phone at the same time. Who says women are the only ones who can multi-task? As soon as he saw that shark pull up in his driveway, he said into the phone, "Lemme call you back."

He proceeded to rhapsodize about the car's styling. I had to admit it looked good in black, and I guess Mr. Bangle's designs have started to grow on me. (Have they grown on you?) Jeff got all philosophical about compound curves and angles and

swore he saw a bit of Aston Martin in there. Once past the snout, I liked the look of the car as well.

The 645i shares most of its interior with the 5, and I daresay you either like it or you don't. Just as I like the dash of the older Porsches better my own 996 (not the 997, which is much improved), I still prefer the older dashes on Bimmers (E30,

E36, E39, etc.). The 6 is just fine ergonomically, and has an interesting sweeping avant-garde look. The materials are typical for German cars of this ilk and the quality is right on. So much has been said about I-drive, I won't even bother to add to the discussion. There are claims that once you own a car with it, it becomes second nature to use. Suffice it to say

that I simply didn't bother with it. So, my only annoyance was that after I shut off the stereo, and then shut off the car, the next time I started the car, the stereo came back on. No big deal, but why does the car think it knows what I want? It must be some setting in I-drive, and I wasn't going to waste time futzing with it.

So, Jeff and I decide to do a little lead/follow with the 6 and the 911, and then swap and compare notes. He takes off in the 6, and I have to admit the exhaust noise is intoxicating from outside the car. Bear in mind that Jeff's driving skills are so far superior to mine, that he'd still pull ahead in a Focus if I were driving a Ferrari. So there's no point in comparing which car was faster, and no, we didn't subject the cars to a drag race.

Driving my own car briskly on our potholed paths reminded me that the settings on my adjustable coil-overs are still set too firm. While the 911 was a bit darty, it was extremely communicative and progressive. We both took an on-ramp near Miller Park, and I found myself in a 4-wheel drift. I realized later there was a very fine silt on the road surface, and the tires were still a bit cold at that point. Jeff, however, had no issues with the 6 and was carrying at least 5 mph more through the turn.

Heading down Highway 45 toward the south side, I reveled in the instantaneous available torque in the flat 6. That kind of power makes one feel invincible. (I'm glad my daily driver isn't nearly as powerful. It keeps the heady rush of the 911 spe-



cial.) As Jeff exited in search of some back roads, it started to drizzle, and I thought no way did I want to be tearing around on unfamiliar roads in an unfamiliar car in the wet. No thanks.

We wound our way through a mostly deserted park at a brisk pace, and from what I could see the 645 in front of me never put a tire wrong. The 911 was still a handful — lowered, skittish and diminished traction all conspired to keep me out of the throttle while Jeff appeared to be digging the 6.

Finally, he pulled over and we switched — him in the 911, and me in the BMW. After the Porsche, my renewed impression was of unwieldy bulk. Pressing on, however, gave me a much bigger chunk of confidence. Remember why we like these cars, boys and girls? It's the steering, brakes and poise under duress. The 6 was a supremely confident beast, over the same roads where the 911 raised the pucker factor. The power and torque were certainly comparable as were the brakes. Sure, we're talking an extra 500 pounds of mass in the 6, but all the go, stop and turn parts were beefier as well.

This car did not have the Active Steering/Suspension like the 530 I drove last year (I found the sticker in the trunk), but it didn't need it. Cornering was flat, although not unnaturally so, and it didn't have that weird steering ratio multiplication at low speeds that I found so unnerving in the 5. I'm not a fan of automatics, and only slightly more tolerant of Tiptronic type shifters. I must have had a really open mind the day I drove this car, because, after a bit of practice, I started to enjoy the

steering wheel mounted shifting. After more time behind the wheel, I guess it could become second nature to shift that way. Leaving the transmission in full auto mode wasn't a problem either — shifts were quick and precise without being harsh.

So, what's the bottom line here? We all make our car buying decisions with the best information we have (about the cars and ourselves) at the time. Thinking back, I wanted my 911 to be a secondary track car to the 944. After witnessing all the car carnage in the past couple years at RA and BHF at both Badger Bimmers and PCA events, I decided not to risk the 911's lovely flanks to any given cement wall. In its current state of suspension tune, the 911 is a little too stiff to enjoy on the street. I'll deal with that. BUT, if I had to do it all over again, and the 645 were available at the time, would it have made a more logical choice? In 6-speed trim, you betcha. Equal to the 911 for all of my go-fast requirements (maybe not Jeff's, though), and with a bigger heapin' helpin' of luxury and comfort. I think I could get past my lukewarm feelings on the front end of the car.

Once again, I'd like to thank our truly good friends at International Autos, and Keith in particular. They've been great to the club, and I'd recommend visiting them if you're in the market for a new or pre-owned BMW. Even if you don't end up buying one, visiting with Keith is always entertaining, but that's another story!

bj

Counterpoint

by Jeff Joy

Yup. It's comparo time again. Time when 6 series + 8 series = 928+911. Confused? Well all of these models have been harmoniously brought together in my mind,

instant classic, the 645ci. Right after the car's intro it took me a month to appreciate the styling. Style is one thing but Bangle's art is another. In this iteration, I can accept both the concept and the execution. The properties that make me shrug some when I see a new 530i appear more congruent with the avant-garde 6 coupe.

We all know a Picasso is something to admire... bold, daring and true to his interpretation of life.

That singularity, individuality is also defines the 911. The 911, though modernized, remains a time capsule car. Where the 911 can only offer a 6 cylinder (trade notch) the 6er offers sweet 6, 8 and 10 models. Who knows, maybe a biturbo diesel is next.



Get a glimpse of that smooth 6 series profile and the sloping rear is *tres* 911, with a hoffmeister kink thrown in for good measure. It ain't no masterpiece, but its dead cert a winner. It blends traditional and modern values in a satisfying blend. Sure a 1970 911S is a purer exercise in style but 8 tracks were in then too. Welcome to the world where DVD's are ALREADY passé. Ya gotta move quickly to attract newly minted millionaires in Shanghai. BMW made roughly 12,000 of these last year and is attracting those Shanghai kingpins very well, thank you.

David and I took our two subjects for a short thrash on our secret Milwaukee urban test circuit. In a word, elasticity comes to mind in how the new kid on the block 6 er drives. Through the semi ruts and crumbling pavement of our loop it's eager and alert in scything through apexes.

David pretends that he's responsible and all too together to throw these two sportster's around on the roads. Don't believe him. The last I checked he had a big grin coming out of both these cars. Exhausts were crack-

Continued on page 7

FROM THE MEMBERSHIP CHAIR

Welcome, New Members

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

Nathaniel Brackett	'01 740iL
Rick Christman	'00 M Coupe
Earnestine Kennedy	
Mark Knuth	'06 325i
Albert Kruger	'99 M3
Pat Kummrow	'02 Z9
Marshman Kelly	'02 325ix
Steve Paulson	'01 330Xi
William Schiller	'02 M3
Gary Spielman	'03 Z4
Steve Starosta	'01 525
Steven Wirtz	'97 740i
Bruce Barry	'93 318is
Edward Biocic	'95 525i
Deanie Buckley	'05 Z4
Clayton Ciske	'87 325is
Randall Freeman	'01 M3
Kirk Grimes	'95 740iL
Derek Hyde	'95 M5
Charles Liebl	'00 M5 Roadster
Calvin Mara	
Mark Pasin	'88 325is
Erik Peterson	'00 528iT
Robert Petrowski	'01 X5
Jim Pittelko	
Jamie Sims	'98 528i
Reg Zeller	'00 328i

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!

bj

— Paul Szedziewski
Membership Chair

Gingerman Raceway with CGI

The tulips, crocus and dandelions have bloomed and the kids are nearly done with school. OK folks, check your calendars before the spaces start to fill up. **Monday, June 5** is the date for the Gingerman Raceway drivers education with CGI. This event is different from our Blackhawk Farms and Road America events in that the day is run by CGI and not the Badger Bimmers.

Gingerman is located in South Haven, Michigan and as we did last year, members can get there *via* the Hi Speed Ferry from Milwaukee to Muskegon leaving only a one hour drive to South Haven, avoiding the Chicago traffic on Sunday afternoon. (See links to the ferry, Gingerman, and CGI below.)

So why Gingerman? It is a good handling course with a lot of great sightlines and some slight elevation changes with a LOT of clean runoff areas. Besides that, CGI offers three run groups, and thus, 20 minutes of track time per hour with very limited traffic issues. That adds up to seven sessions for a total of 2.5 hours of track time!!

If you want further information, travel to the Web sites:

Gingerman Raceway: <http://www.gingermanraceway.com>

CGI Motorsports: <http://www.cgimotorsports.com>

Hi Speed Ferry: <http://www.lake-express.com>

Here are a few comments from participants at last year's Gingerman event: "The extensive track time when combined with the size of the run groups was a wonderful opportunity to drive and experiment on the course."

"The ferry and hotel the night before was a great combination. I woke up relaxed and ready for a full day of driving."

"Sticking the front end of my car into the rear end of a 400+HP exotic car in 'every corner,' having so much balance..."

"The trip, first time on the lake (ferry). Interesting boat."
"Quite a bit more complex than Blackhawk.... The trip back thru Chicago was great, nearly 80 mph most of the way back...."

So, there you have it. Check your calendars and contact me if you have any questions. If you want to join us, contact me at 414-264-4343 or by e-mail at Pszedz@mac.com. I will need your name and address to send you a sign up sheet. CLOSING DATE FOR REGISTRATION IS April 21, 2006. *bj*

Continued

645 Review...

ling, spitting and the tires were warm to the touch. Maybe I have a slim lead in the "devil may care" attitude but David made the two coupes work and work hard for their money.

Tapping the 911's engine is akin to opening up a Jack in the box and having old Charlie Manson himself come out grinning and wild eyed. It's a corral full of stallions all finding out they're going to meet their first mare. Hitting stride in the 911 is complex, you have weight issues (the engine always whippers that its behind you), a muscular power peak that builds off a cam switch at 5800ish, and then of course the light front end which is an advantage and a curse simultaneously.

See what I mean — the 911 has some serious juggling going on. It's a 3-ring circus with the engine location, steering and power all agreeing to disagree but eventually coexisting enough to find their way to a hair-raising show.

The 645 in the meantime (and I understand the 645 is defunct and a new 650 with 35 more horsepower is already on the way) resembles an entrepreneur on the way to a leveraged buyout — in control, edgy and confident but never overplaying its hand. It's a sinewy triathlete with a Zegna suit on.

The 911 is the scruffy natural, from birth, bred to go to LeMans (and it's won outright actually in a semi wet 1980 running). It's a volume knob numerically and perpetually set to 11. The steering is on a Nurburgring setting without nary an i-drive or i-pod jack insight.

Think Bette Davis eyes vs. the lasik-ed perfect vision. The 6 can steer with subtlety and precision with computer-guided accuracy. The 911 outdoes that trick with steering that's pure analog and better for it.

I imagine the 645 would appeal to anyone who appreciates a Mondavi Opus One. A little old world, a lot new, and a great balance on the whole. It's a New World interpretation of a GT with magnificent breeding. The 911 has terror, tradition, and a taste that just barely comports with modern mass manufacturing techniques. They had to bring in Toyota ten years ago actually to cut down manufacturing times for the 911 by 20%.

I still talk to people in the Porsche Club who spit when you mention the current 911 engine (water-cooled heresy!). So it's practically an orphan right now. Every modern improvement reviled by the hard core faithful — what a life. I imagine that the BMW people who appreciate this new coupe are just thrilled the BMW is back in the graceful coupe game again. I know I am.

bj

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2005 IN REVIEW

by Paul Szedziewski, Membership Chair

Why We Keep Coming Back

This January 14th Holiday Party marked the end of the 2005 year for the Club and also the beginning of the 2006 calendar. One week later, the new Board met to set up the initial event schedule for 2006.

But before reflecting back on the year, it is only appropriate to give special thanks to Darcy Yench who completed her years as Chapter VP, and Nick Gorgen who has served out his term as Board Member. Thanks, folks, for your efforts and enthusiasm!

So where have we been?

For the second year in a row, Steve Werner organized a Club trip to the Chicago Auto Show. With the luxury of a motor coach to and from the show, members and guests were able to enjoy the day viewing the upcoming models for 2006.

Jeff Joy set up some great competitive Go-Karting at Chicago Indoor Racing and approximately two dozen members and a few guests battled it out in a 45 minute enduro. The day let some pressure out for the members who were still longing for another day at a track.

Mike Loos again hosted the Spring Clean-up at O'Reilly Motors. Cindy Ansay again took the lead in organizing the event and what occurred was a great day to prep your car for the summer season ahead.

Cindy again stepped up to run the Annual Car Show at International Motors. A great turn out with a wide selection of cars from the 70s to current models well cared for by Club members.



Driver Education a focus

Chris Fredette again handled the Handling Clinic with the Audi Club before moving to the East Coast. Although some scheduling changes occurred leading up to the event, a great day of learning the basics of car handling was held in the parking lots of State Fair Park.



3 Across America Tour, April '05

The Autocross with SCCA produced about a dozen members driving a whole range of cars from the '02s to some E30s, along with some Roadsters and also a 2005 X5. A day of great weather and competition at Miller Park.

Blackhawk Farms Raceway again was the site of two Driver Education days held on June 24th and August 12th. Both schools filled and each day provided a good time for not only high-speed car handling but also some leisurely time to catch up with fellow members.

The Club sponsored a Driver Education day in July at Gingerman Raceway with CGI. It was attended by about a dozen members along with a few friends who joined us from the Windy City Chapter. Even for some of our experienced drivers, this was a new track experience and resulted in a great day.

During the course of the Summer, events led to a few changing of the guard actions resulting in David Schnitzer stepping down as Club Treasurer, and after a brief period of coverage by Steve Werner, Clarence Behrend took over as the Club Treasurer. Also, with pressing family and work expectations, our newsletter Editor, Mustafa Emir, stepped down after years of work, and Renee Ciske took over as the new *immer* Editor, working with Don Gawronski to get the "news" out of the 1000 or so members of the Badger Chapter.

New for 2005, Darcy Yench organized the Club to be the featured marque for the weekly Car Show at Pandl's.



Although a drawing was held for the "special car of the night," this was a non-concours judging event. We look for-

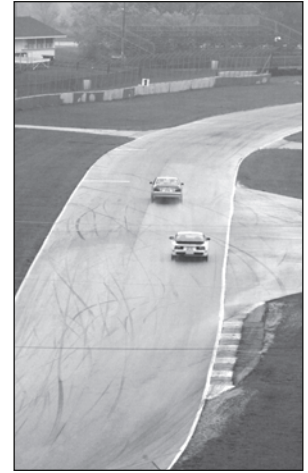
ward to at least one and maybe two of these events in 2006.

The chapter's Pig Roast Fundraiser for Second Harvest at O'Reilly Imports returned in 2005 and was successful in raising around \$2000 for Second Harvest. This event also earned the chapter an award of cash from ZF to add to our donation to Second Harvest. Another great event thanks to the planning and work of Nick Gorgen and Mike Loos. This year also featured some live music, so stay tuned in for mid-September in '06 for another great event.



OktoberFAST '05

The end of September brought on what else but **OktoberFast** at Road America. 2005 again gave us three days for Driver Education with Friday being set aside for advanced and instructor level drivers. As usual, a pretty smooth event, thanks to Darcy Yench, John Morgan, Charles High, Cindy Ansay, and Sarah Erdman who all assisted with various stages of planning. New this year was a Family style meal held at Harvey's at Elkart



Continued on page 12

2006 Annual Dinner

by Ryan Braithwaite

More than a hundred Club members and their significant others braved the cold on January 14, 2006, to attend the 2006 Annual Dinner at the Country Springs Inn in Pewaukee.

The evening began with *hors d'oeuvres* and cocktails. Members were reminded to vote in the election and were given the opportunity to put their names into the drawings for the many fine door prizes. Donors for the event included:

- Alpine Import Specialists**
- The Badger Bimmers**
- Bavarian Autosport**
- BMA CCA**
- Concours Motors**
- European Auto House**
- Fastenation (Bob Clark)**
- International Autos**
- Karl Knauz Motors**
- The Little Car Shop**
- Bill Nicoud**
- O'Reilly Motorcars**
- The Tire Rack**
- Steve Werner**
- WFAQ-LP (Todd Ciske)**

Among the prize winners were Alex Blok, who picked up a free entry to *OktoberFast* 2006, the young John Herr, winner of a Radio Controlled X5, and Trevor Davies. Mr. Davies was the lucky winner of an original piece of artwork that was created and donated by Bill Nicoud.

Election results

The results of the election were announced during the Annual Dinner. Cindy Ansay was elected Vice President. Ryan Alexander was elected as Secretary. Ryan Braithwaite and David Thuerk were elected as Board members. Congratulations to our new members and old members with new positions.



Meritorious Damage Award Presentation

In keeping with a time-honored tradition of the Club, the Award for Meritorious Damage was presented to the individual who was involved in the most significant damage of 2005. This year's award was presented to George and Ryan Alexander.



Jamie Kitman

This father and son team were the mechanic and owner of a vehicle that was damaged during *OktoberFast* 2005 at Road America. More details on the specifics of the incident and the mechanical failure will be provided in a future article.

The featured speaker of the evening was Jamie Kitman, automotive journalist and rep-

Continued on page 14

Show off your BMW at

International Autos

4th Annual Indoor Car Show
Sunday, May 21, 2006

2400 S. 108th Street (Hwy 100)
Milwaukee, WI 53227
414.543.3000

Ever since the salt was washed off the roads, we know you've been cleaning and polishing your beloved BMW so it shines and sparkles! Now's your chance to show it off at the International Autos Indoor Car Show. IA has been very gracious by being our sponsor and by providing us their showroom space and receiving areas for the exclusive use of the Badger Bimmers! This event is free to Badger Bimmer members, their families and friends. Join your fellow BMW lovers in reviewing carefully prepared BMW's, and enjoy the complimentary refreshments provided by IA.

Members of BMWCCA may enter one or more cars with an entry fee of \$20 per car payable at the event with personal check. Cars will be judged using "Preparation Class" rules. So, no matter how old or new, or which model you're displaying, all cars will be judged fairly. Judging will include exterior and interior (trunks and glove boxes). Optional engine bay display as well. Trophies will be awarded.

Categories will be:

BMW's of the '70's
BMW's of the '80's
BMW's of the '90's
BMW's — 2000 and newer
People's Choice Award

Doors open at 10 am to receive BMW's Questions? Contact Cindy Ansay
Registration from 10:00 am until 11:00 am
Judging begins at 12:00 pm sharp 262-388-7384
Door Prizes at 3 pm
Car show awards at 3:30 pm

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2005 Wrap Up...



Lake and along with good food and company abounding, a fine group of door prizes were awarded attendees.

New this year, the Fall Car Clean-up was held in Port Washington thanks to Bill Nicoud at Aloha Motors. Not only a time to clean up summer cars to be put away for the snow and salt season, but also a grand tour of the facility and the restoration work in progress on a wide variety of American muscle cars.



The year wrapped up with another Go-Karting event held on New Year's Eve morning again at Chicago Indoor Racing. About 2 dozen members and guests battled it out on the full course for another 45 minute enduro. A great competitive event to close out the year of 2005.

Finally, a special thanks to Sarah Erdman and John Lofgren for their work in putting on the Annual Dinner held on January 14th at the Country Springs in Waukesha which also featured speaker Jamie Kitman. Again, plentiful door prizes were awarded thanks to shops, Club members, dealers and the local and national BMW organizations.

So, stay tuned in, most of the events that have occurred this past year will occur again in 2006 but with some new Board members and officers, look for a few new events in the coming months. And finally, if you want to see something different that we have not done, come to one of the next Board meetings held at Mader's Restaurant in Milwaukee on the second Thursday of each month at 7:00 pm. *bj*



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Continued from page 9

Annual Holiday Dinner...



representative of accomplished rock bands, including "They Might Be Giants" and Frank Black. Unfortunately, Mr. Kitman was under

the weather and struggled initially with his presentation on the history of lead in gasoline. Following a break to regroup, Mr. Kitman returned and offered a spontaneous yet amusing presentation on a variety of topics, social and automotive.

His love and passion for the automobile were apparent from his anecdotes and his responses to the many questions following his presentation.



The success of the Annual Dinner could not have been possible without the assistance of the numerous volunteers that coordinated the evening. Special thanks go out to Sarah Erdman and John Lofgren for their organization of the event.

bj

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CARS

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1979 733 vin 578651. 35k miles. Canadian model speedometer reads in KMs. Engine was disassembled in mid 80s to fix a problem with the head and never reassembled. Stored in a barn ever since. Great project car. Metallic Brown, tan leather interior. No rust. Call Jim Tennesen at 715-235-7976 or tennesse@charter.net \$2000 or best offer. Located in Menomonie. 3/06

1995 525t. 165k mi. Black/light grey 2.5L with auto trans/traction control. Heated power seats, wood grain int. AM/FM/in dash cassette/CD. Excellent running/great driver, dual sunroof, summer & winter wheels/tires. Beautiful! \$6,500 OBO. John: 414-690-3261 or jemorgan@wi.rr.com 11/05

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 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 wtyakich@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: JD5M5@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

PARTS

1997 E36 parts: 17" M5 Replicas \$275 w/o tires, Stellar STX-C alarm w/ remote window control \$250 (in original box), BMW Alpine CD changer w/ mounting \$225, One touch sunroof relay \$25 Bentley service manual \$35. Contact Tim at 262-707-9581 or timo210@hotmail.com. Updated 3/06

1995 BMW E36 M3 Parts. Various interior parts available including seats, door panels, carpeting, more. All parts in fair condition. Make offer. Other parts include trunk lid, can be used on any E36 as a replacement. Estorial Blue. Good condition, with a few scratches. Complete with BMW Emblem, M3 Badge, hinges, shocks, inside cover and tool kit. \$100.00. Airbag, Part #3222280168. Excellent condition. \$75.00. Contact Alan Kossof, Northfield, IL (H) 847-452-9986 (W) 847-452-9986. email: akossof@hotmail.com 3/06

Continental Contacts (4) 205/60R15 mounted on Mille Miglia Rims: 75% tread left, \$100/set. **Bridgestone Blizzaks (4) 225/50R16** mounted on Volt Racing Rims; 99% tread left-almost new, \$250/set. Contact Mark at 414-477-7179 email: mhe@voyager.net 3/06

Sport Edition Valore 5-spoke alloy wheels (4) 17x8". Used 2 seasons. Excellent condition. 120mm bolt pattern, 40mm offset. Recommended tire size 225/45-17. Fits E36 through E46 BMWs, other marquees. \$85 ea OBO. Contact Todd: 414-426-0051 or tciske@wi.rr.com 12/05

Michelin Pilot Sport Cup tires 265/35/ZR18 (4) on 18" SSR Comp-H 18x9.5 (4). Great wheel/tire package for E46 M3. Purchased March 05. Tires have 70% remaining. Wheels are MINT. Willing to separate. Complete package \$2100. Contact Alan Kossof, Northfield, IL. (H) 847-452-9986 (W) 847-452-9986. email: akossof@hotmail.com 12/05

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

Hakkapeliitta Directional Snow Tires (4) 205/55R16: 95% tread left. \$225/set. Continental ContiTouringContact (4) 205/55R16 ('03 325i original equipment) 75% tread left. \$125/set. Mike @ 608-834-0477 or teamwenz@charter.net 9/05

Hakkapeliitta snow tires. 195/65/R15 91Q on steel wheels. Good tread, used on 323i. \$100. Call Dennis: 262-691-8629. 9/05

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