

bimmer

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...and more!



www.badgerbimmers.org

September/
October
2006

Bimmerstrasse



All Good.

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

- Sept. 28** Weissgerber's Octoberfest
Sept. 30 Fall Clean Up at Aloha Automotive
Nov. 19 TSD Rallye
December Club Officer Election. [Vote!]

January 13, 2007 Holiday Dinner



The *Bimmers* are Looking again...

Looking, always looking. *What to do? Where to go? When to do it?*

This time... it's for people.

We're looking for an

Assistant Web Editor

and candidates for a number of

Board positions.

People willing to offer a little time, and a few ideas, to help make this Club — not necessarily larger — but even more successful and diverse than this year has been.

Be a part of it. Help us look.

Come to a Board meeting and commiserate, or contact one of our Board members (see page 11) for details if you're interested.

See what's possible...

Holiday Dinner, Anyone...?

Badger Bimmers' annual January get-together will be enjoyed at **The Eisner American Museum of Advertising & Design**

208 N. Water Street
Milwaukee

JANUARY 13, 2007

A registration form will be in the next *immer* and on the Club Web site in October.

LEGAL STUFF

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FROM THE PRESIDENT

by Jeff Joy

Euro Trip — Amsterdam, BMW, the *Nurburgring*

— Part 2 —

So.... to the track! Joe decides he's going to show Pal and me a lead and follow lap to get us used to the endless connected turns and the blind rises of the track.

Unfortunately towards the end of our exploratory lap, Joe gets into a metal to metal dialogue (it went like this... **Bang!**) with a few punky Germans in a ratted-out VW GTI. This is worth repeating... we were hit on the first bloody lap! Their teenage conception of driving the 'Ring is rooted in an idea that a car, even though it is entering a turn, must stay in its "lane" and not deviate. And although technically correct that the 'Ring is a "toll road," their logic leaves much to be desired. Though it's the most pathetic excuse for an accident I've ever heard, Joe keeps his cool, talks to the *Polizei* and we're done for the day.

So in a corner of the *Pisten klasse* I notice pace between the many Brits... a woman is drawing off some great looking pilsner soaking up the convivial German village atmosphere. It's Sabine Schmitz. 'Ring-born and raised who, legend has it, had her first ride in the back of her father's car around the ring and screamed for him to go faster. The bar is now not only a happy spot but practically hallowed ground for 'Ring aficionados.

Sabine is quick to share a few small beers (she's due to shake down her 997 Supercup car in the morning) and admit that she's done 17,000 laps at the ring. Figure that's about 51,000 laps at Elkhart Lake and you get a sense of how focused she is on cars. Joe, Pal and I are riveted as she tells us about big crashes, fast laps and demented psychopathic speed freaks that all populate the track that surrounds the bar.

One of my favorite stories involves her run-in at the track with the famously acerbic Jeremy Clarkson. The cigarette wielding iconoclast is a big British favorite and flippantly throws off critical comments about all autodom's sacred cows.

The British show "Top Gear" had Jeremy valiantly trying to

get a sub-10 minute time in a diesel Jaguar at the 'Ring. He counsels Sabine about his lap and she exuberantly laughs at his skills with the quip, "You are 100% talent free." It was all in good nature, but my guess is the imperious Clarkson would have snarkily retorted unless it was anyone but the renowned Ms. Schmitz. I suggest that you refer to the "Top Gear" Web site and see for yourself how crazy she is on the track.



Sabine has so much allure for car and race fans. She's a natural motorsport ambassador. Quick with a joke and humble enough to admit that she's not fast enough for F1, she dispelled all the negative energy of our first day and saved our idealism of German hospitality.

If you do get to *Pisten klasse*, order the filet on a hot stone (and I'm practically a vegetarian) and you cook it yourself however well you want it done. They do not to my knowledge serve alfalfa sprouts.



**Day Two:
Racing!!** It is the Eiffel Mountains in April and we certainly should be thankful we're not making snowmen.

We're relegated with the steady rain and are banished to the attached clinical and safe Grand Prix *Nurburgring* circuit.

I'm wounded that the *Uber Ring* wraps around the grand prix track and we can't drive, but the main circuit is reserved for a race practice. While looking for the officials to register with and sign waivers, I stumble upon a fellow standing around by the false grid and ask him where the registration area was. He nonchalantly pulls out a pouch with some Euros and asks me how many laps I want. No lawyers and no hassle (I sheepishly admit to being a member of the bar).

We get out and pedal our 116i up to

Continued on page 5

PANDL'S BIMMER NIGHT



Continued from page 3

Nurburgring...

speed (only 105 hp) and in the rain — the track is a peach. There was loads of grip and a few tiny elevation changes. It was all great for a fantastic morning drive. The track is ultra wide and safety-wise is up to F1 standards. There would be no problem catching our little BMW safely if we had a mistake.

There was a rhythm flicky-flacky high-speed section that dares us not to lift, but the rest of the track is mostly fairly tight. The morning was well spent sharpening our reflexes and made for a good appetizer for the big track.

We then decide to run and watch the practice at the 'Ring. We meander along some country roads, and there's many great ones around this expansive track. It's no surprise that the area roads are genetically linked to the 'Ring. They are a bit more blind and tight but they are equally dramatic and breathtaking as any I've seen in the world. Simply brilliant!

We head out to a viewing road near the 'Ring and I'm initially stunned by the sheer number of E30s, M3s, ixs and all other guises. In my estimation, BMWs are 60% of the total of cars there.

We also saw a magnificent E60 M5 driven up over the Alps from Venice. The fact that they comfortably whisked themselves through Europe, romped on Europe's greatest track and did it well was amazing....

In classic 'Ring sense, we experience rain on one part of the track but sunshine on another — egads this is tricky! I was feeling confident with the cars to go out for a few laps in a row. The essential difference in the 'Ring's character as a track remains the inability to master even one of the sections. By the time you've done a few corners at an average pace you have so many challenges ahead that your brain has to push what you've learned aside for self preservation purposes.

Soon enough not one, but two British Ferraris are colossally pranged. I've seen enough "incidents" at track events not to get overly interested in accidents. They happen to all good drivers. Yet when a Ferrari gets crumpled like an ordinary Kia — I take a bit more notice. Reducing all that gorgeous metal and ferocious engine to the sidelines just seems more wrong than driving 100 of those Kia's off a bridge.

I recover and am finding myself working very hard on the *Hatzenbach* complex early in the track and the *Eschbach* bend a bit past the *Karrussell*. They both have a complicated series of connected turns which slowly grow in familiarity to me. Joe is happy to sharpen his teeth at *Fuchrohre* and *Adenauer* which to me is a far more advanced set of turns. They're a fast series of descending turns that don't make a lot of sense to me. Joe has a devilish grin each time that he sails through. Me, I'm a bunch of thumbs I get near them.

Oh my.

The ring is treacherous that day and just getting a sense of direction at the track is a major accomplishment. Real consistent speed all around the track is a long, long way off. Sharing a car with your mates turns out to be a real boon in terms of learning the track. When I'm not actively driving I have a lot of time to observe the dos and don't dos of my fellow friends. Whether it's our driving skills or the great ugly gash on the side of the 1 series, we tend to get a lot of younger Brits that want to ride with us as well. They're all eager and ready to learn as much as possible.

At the end of day two we head back to the *Pisten klasse*. Merriment is high on the list on Saturday night. The *Pisten klasse* has the buzz and excitement of a Siebkens at Elkhart Lake with a bit more polish and history. Where most of Siebkens bar is fun, there is a sense of Teutonic orderliness and seriousness at *Pisten klasse* that you never shake. Well, it is serious, for at least 200 people

have died in accidents at the track over the years. This is surely a conservative number. For example, if someone is declared deceased in the ambulance rather than on the scene of the track, they are not officially counted as a track casualty. Yes, the talk of death is eerie and morbid yet it correctly focuses the magnitude of danger throughout our vacation.

We manage to relax and the German beer was efficient at loosening our tongues 'til the wee hours. As Joe and I meandered back to our room, the lit eerie medieval Nurburgring Castle beckoned us for one last return to its roads.

I woke up late with the whoop and slowly rising crescendo and diminuendo of engines round the track marking our tardiness. It was a crystal clear day as we headed to the hotel breakfast hall and scarfed down a full sampling of German and Gallic cuisine (we're not very far from Belgium). Pal, Joe and I knew the mantra of the day was

Continued on page 7



FROM THE MEMBERSHIP CHAIR

Welcome, New Members

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

Kevin Archibald	
Doug Doede	'06 Z4
Chris Eick	'97 Z3
David Feerick	'01 740iL
Eric Folsom	'03 M3
Jason Gakeler	
Brent Geissler	
James Goodman	'04 X5
Jim Gustafson	'04 Z4
Sunil Kapur	'00 323i
Scott Lynn	
Drew Mecham	'03 325xi
Robert Patten	'00 528
Ray Ross	
Chuck Schilling	'88 M3
Chris Tuyeson	'06 Mini Cooper
Travis Van Zetten	'05 4.4X5
Kevin York	'77 530i
Ben Boldt	'03 Mini Cooper S
Marshall Borgh	
Robert Byerly	'04 X5
Jim Dovgin	'01 Z3
Michael Hanson	'02 530i
Gerardo Hernandez	'950M3
James Holt	'96 M3
Modestas Jikas	'05 M3
Brian Kluge	'01 325
Bernie Kressner	'06 325i
Eric Oleson	'03 Z4
Ryan Waterubry	'98 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

TSD Rallye

November 19, 2006

That's the date set for the *Bimmers'* Fall Time/Speed/Distance Rallye.

If interested in participating, contact Jeff Joy for additional information at board1@badgerbimmers.org.



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Continued from page 5

Nurburgring...

to bring ourselves home in one piece. Consolidating what we learned in the past few days was far from easy. All of the maps and track notes that I brought had been pushed into my subconscious.

We've missed the rush of the morning crowd and the staging area at the entrance of the track is alive with every vehicle imaginable lined up for its next sortie.

For the first time, the BMW driving experience center is open. It is swarming with eager folk ready for rides in the new M5 with our friend Sabine at the wheel. The M5s are booked for the day so we prepare for a maximum attack as we focus in on our last day at the track.

I get tangled up with a Renault V6 with tons of horsepower on one of my first laps. I try to back off and let him go on his way but he's fairly insistent on hanging his tail end in my windshield for a few miles. After literally gluing myself to his tail after Bridehead corner, I slowly pass him on the 2 mile climb to *Karrussell*. I shouldn't have mixed it up with anyone with my lack of knowledge on the track but I had no choice.

I'm next out with Joe for a few fun laps and we point at the crowds that clap and cheer around a few corners of the track for their weekend fun. I urge Joe to display some excessive wheelspin through a few of the *Hatzenbach* corners. He's all too ready to oblige and the crowd is appreciative of his hooligan antics.

My highlight of the trip occurs as I pull up to the gate a bit later to enter the track for one of my last laps. I look over in the next lane and Sabine is there coaxing me on and laughing in the M5. My right leg flexes and my *Bimmer* ride slips onto the straightaway.

On a track and especially the *Nurburgring*, after driving a few corners into the track most everything else is a distant memory. I'm grappling with grip and fear and the idea of actually wrecking our rental car a second time. Now maybe that would be good German humor, crashing your car twice in one rental period.

As I'm heading into a wet downhill kink before the downhill *fuchsrohre*, I see in my rearview mirror a hurtling M5 reeling me in. I stay on line and use my signal to point Sabine by.



This happens in the wink of an eye.

She waves as she rooster tails water by me (it had rained briefly on this part of the track). I follow her into a fast left hander which I am ready to just tip toe through. In defiance of my timidity, Sabine cocks the M5 sideways at perhaps about 90 mph and slices and drifts through at this odd angle for what must be 5-6 seconds. I have now experienced shock and awe.



After Sabine's bravura — the rest of my day is spent allocating my meager talents to efficient tidy little laps. I do a decent job until my Norwegian pal takes me for a lift in the I series (which due to its great handling has the attention of all three of us boys). Pal starts singing old Viking tunes while he annihilates the brake and entry speeds that I've been closely edging up to over the weekend. I get a lesson on how tortoise slow I am again.



Well — it ends rather meekly after that. We scoot off to the airport on the *Autobahn* and drive in the rain at a steady 100 mph enjoying the rich spring scenery.

After we return home, Joe and Pal both agree that there must be a return trip — and soon. It turns out Pal can drive from Norway over a twenty-plus mile bridge that runs from Scandinavia to Denmark.

The sights and sounds of the *Nordschleife* Track make a return trip mandatory. I'm hoping the next trip includes a few more *Badger Bimmer* members.

Ya know anyone out there that will go?

bj

Jeff Joy



BIMMERSTRASSE

What a weekend!

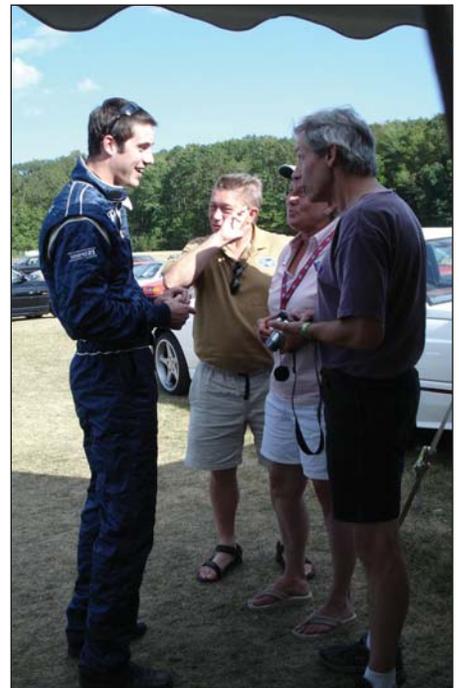
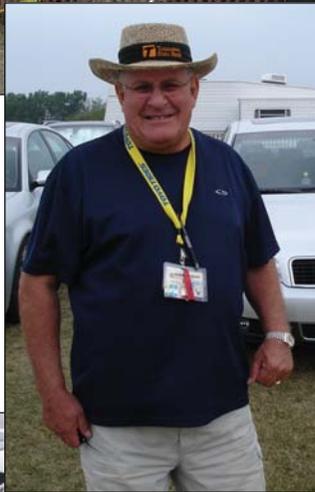
The BMW CCA Corral — *Bimmerstrasse* at Road America — was a huge success! BMW enthusiasts, CCA members, friends and race fans alike gathered to cheer BMW Team PTG on to a strong 2nd place finish.

Car club members from nine different chapters were represented (*Badger Bimmers*, Windy City, Cincinnati, North Star, Buckeye, Iowa, Puget Sound, Michigan and New Jersey). The total count on registered participants for Saturday was 83 people with a total of 46 cars. Sunday the count doubled with 194 people in attendance and 76 cars, which is one of the biggest corral turnouts in history!

Concours Motors kicked off the event with an evening reception at their Center on Thursday night to welcome factory drivers Bill Auberlen and Justin.

They also sponsored the corral by providing a catered breakfast and lunch on both Saturday and Sunday, as well as four display vehicles outside the corral tent (M3, M5, M Coupe and the new 328i).

All in all, the weekend was a huge success!



SE AT RA '06



Dear Editor:

My good friend Matt Haubrich and I made the trip to the Generac 500 from Iowa in his '01 BMW 330ci. We are both Bimmer owners — I drive a schwarz on tanin red 323i. While Matt is a BMWCCA member, admittedly I am not.

After fine treatment at the *Bimmerstrasse* corral, I have finally decided to send in my membership papers. Although I will not officially be a *Badger Bimmers* member, I look forward to continued interaction and thank you very much for the spectacular feat you pulled off at your inaugural Road America event.

Moreover, I thank Concours Motors for the wonderfully catered meals and the beautiful cars on display in the car corral. It is clear that there is significant BMWNA support.

For these reasons, I look forward to the 2007 *Bimmerstrasse* and to continued PTG success.

I do have one complaint however. I just wish there was a way to move the Audi tent to Canada Corner.

Sincerely,

David Cmelik
Editor, *Pferdestarke*
Central Iowa Region Porsche Club Newsletter



Blackhawk Farms Raceway Driver Ed

June 28
and
July 30, 2006



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Call for Board Members

Achtung Bimmerphiles!

On behalf of the Election committee, I am honored to open the nominations for this year's vacating Board positions. This year the positions of President, Treasurer and two general Board positions need to be filled by charismatic, energetic folks with a strong desire to serve the members of the *Badger Bimmers*. If this sounds like you, the time is nigh to get involved. We welcome you to our monthly meetings, held at the opulent Mader's restaurant in downtown Milwaukee the second Thursday of each month starting at 7 p.m.

As a member of the illustrious Board, you will be able to take an active part in the self-governance of our casual, friendly, non-profit organization. Weigh-in on the important decisions that will face our Club over the next two years. Enjoy the satisfaction of planning and hosting events. Contribute to the *Bimmer Immer* and enjoy the gratification of seeing your name in print. Savor the social satisfaction that can come



only from intimate affiliation with others as nuts about their cars as you are.

If you are interested in running for any of these positions, please contact anyone on the election committee: Cindy Ansay, Ryan Alexander, Ryan Braithwaite, or David Thuerk. If you want to better understand the responsibilities entailed in any specific position, please contact the outgoing member: Jeff Joy, President; Clarence Behrend, Treasurer; Todd Ciske and John Lofgren, Board members.

Thanks!

Ryan Alexander



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2003 325xi Silver sportwagon. Under 50K mi, nearly perfect condition. Automatic. Custom alloys, new Hankook summer tires. Premium options, leather. Will sell to member below blue book. Snows on separate rims. Contact Charles at chigh@wi.rr.com. 8/06

1998 328i Avus blue with light grey interior, 4 dr, 5 spd. CD changer, sport package, heated seats. New clutch, perfect maintenance, tinted windows, clean CARFAX, no accidents. 133k highway miles. Minor cosmetic blemishes on outside, service indicators won't reset, but all maintenance always done. \$8,900. Contact Larry, Plymouth, WI 920.946.3925 8/06

1997 Audi A6 Quattro. 134K mi. Metallic black, gray leather, cold weather package. 6 disc cd, moon roof, good condition. Contact Dave 847-345-0466 W, 262-654-2664 H or e-mail dh3912@at&t.com 8/06

Florida car. 169K miles. No rust, no paint either, some dings. Two M103 engines, good one from Chicago car, bad one in short block form 99.5% parts complete. Engines, transmission, driveshaft not in car. Extra dash, front seats, replacement windshield. More wrong than right. Not parting, all or nothing: \$2200 firm. Contact Bob, 414-371-1855 8/06

1983 320i Opal Green. 205k+ miles, was winter car, needs some TLC. \$300 OBO Contact Elliot at eniblock@macalester.edu for more information. 6/06

1997 M3 coupe Cosmos Black/Black. 5-speed manual. 107k miles on chassis. On new Engine, 31k. Second owner. Well cared for. Driven summers only. Luxury package, premium sound/weather band. Heated, power front seats, leather-wrapped door panels. Back seats never sat in. Completely stock except for euro clear lens package, tinted windows. Fantastic track or weekend cruiser. \$16,500 OBO. Contact Jeffrey at jeffrey.esser@bizwi.rr.com or 414-349-8832. 6/06

1972 3.2 CSLi Turbo coup w/group 4 wide body. Motor, turbo, front end like new. Body is in primer, interior is out as is front/rear windows, some Alpina parts. Project must be painted and finished. A unique car, \$10,000. Call Fritz @ 414-397-1146. 5/06

1972 3.0 CSi Euro coup, in primer, needs paint and finishing, navy int no rust, \$5,000, Call Fritz @ 414-397-1146. 5/06

2002 325xi Sport Wagon. 34,500 miles. BMW certified until 11/06. Orient Blue with tan interior. Excellent condition, premium/winter packages, many options. \$24,500 obo. Contact Derek at dhyde@outdoorz.com. 5/06

BMW BBS basketweave alloy wheels (15x7") w/new Yokohama 225/60/15 tires mounted, balanced. Excellent condition with new BMW roundels in center caps. From a '90 E32 735i but will fit many 3/5/7 series cars with the 5x120mm bolt circle. Great wheel and tire combination for replacing old wheels or just to have a 2nd set. \$475.00 O.B.O. Digital pix available, pick-up in Madison. Contact Steve at 608-244-8821 or e-mail: sgpate@chorus.net 10/06

Blizzak SW-50 205/60QR15 snow tires on Borbet sport alloy wheels. (Fits E36). Approximately 75% tread. \$400.00 for the set. Contact Dan at 414-332-2589. 10/06

OEM M Contour wheel (17x8.5) for sale: (1) from rear of '99 M3. Wheel has substantial curb rash, but is not bent. A good race wheel or candidate for repair. \$75/OBO in Milwaukee, prefer local pick-up. E-mail Matt at matt5r@msn.com for more info/pics. 10/06

Tie rod assemblies, new (R and L) for E46 BMWs except M3s. Karlyn Brand (Germany). Part Numbers: 32-211-096-897, 32-211-096-898. Price for the pair: \$45 plus shipping. Call Jason 414-302-0237. 10/06

Front bumper skin with lights. From '99 328i (E46). Best offer. Wind deflector (smoke) for sunroof. Originally \$45, \$35 OBO. Contact Todd at 414-321-8773 or cell 214-394-6680. 8/06

17x7.5" M-Double Spoke II's (4) with good 225/45-17 Michelin Pilot's (two MXX3's and two Pilot Sport II's) w/much tread. Very good condition. Will fit all E36 and non-M E46 cars. In the Rockford, IL area. \$800. E-mail Jeff at jbjerke@charter.net for pictures/info. 6/06

2001 Z3 wheels, tires. Original equipment complete set incl. BMW centers. 14k miles on 225/50 R16 Michelin MXM tires w/90% tread. Rims flawless. Asking \$600 OBO for all four. Contact Thom at 262 377 6857 or cpttgb@asapnet.net. 6/06

1983 3.5L, L-Block injected motor, 300+ hp, for a Bimmer hot rod, \$2,800, Fritz @ 414-397-1146. 5/06

1997 E36 parts: 17" M5 Replicas \$575 w/ Yokohama tires, Stellar STX-C alarm w/ remote window control \$250 (in original box), BMW Alpine CD changer w/ mounting \$175, One touch sunroof relay \$25. Contact Tim @ 262-707-9581 or timo210@hotmail.com. Updated 5/06

2002 OEM restoration parts: Trunk floor \$295 BMW# 41121838992, One. 4/06

Rocker panels (2) \$75.00 each BMW#41356440140/1, Front fender rear attachment brackets (vertical bracket welded to the body just ahead of the doors) \$20 each BMW# 41211826411/2, Windshield washer tank \$20 BMW# 61661350654. I have many other used 2002 parts that I have collected over the last 20+ years, from drive trains down to nuts and bolts. I need to do some spring cleaning so I will sell the used items cheap. Please email Dan at drindt1@wi.rr.com for details (local pickup in North Prairie, WI). 4/06

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