

bimmer



www.badgerbimmers.org

December 2007

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...and more!

2008

Election

ISSUE



The next *Isetta*?

CALENDAR

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

The January monthly meeting will occur at the

Holiday Party. February will see its return to Pandl's in Bayside.

But in March, the monthly meeting will be held in Madison, at the Capital Brewery, March 15, at noon. That's a Saturday.

2007

December 31 Annual Kart Race, Chicago Indoor

2008

January 12 Annual Holiday Dinner, Villa Filomena

March 15 Board Meeting at Capital Brewery, Madison

May 23 DE day at Blackhawk Farms (Friday)

June 27 DE day at Blackhawk Farms (Friday)

July 28 DE day at Blackhawk Farms (Monday)

September 5-7 OktoberFAST at Road America



LEGAL STUFF

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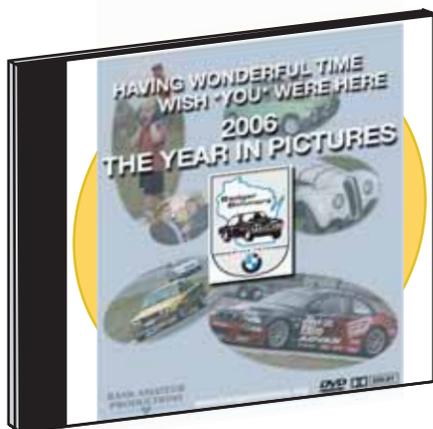
Mary Medo and Charles High

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Badger Bimmers video of the year!

- 13 events covered
- Chapter Selection
- 117 minutes
- Dolby Compression

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FROM THE PRESIDENT

by Darcy Yench

Back from a brief hiatus, there's lots to discuss and plenty to do yet this year. First and foremost are our upcoming elections, both local and national.

On our local front we do have candidates for each of our positions. Thanks to all who have put their hats in the ring to help run the Club for the next two years. Read all about them and be sure to vote! As always, we extend an invitation to all Club members to offer up suggestions for activities. We will be having our annual planning meeting just after the holiday party so, if you have a new idea, please be sure to get it out there to one of YOUR Board members.

As for the national election, our own Regional Vice President, Len Mueller, will be running for national vice president. I first met Len at our first *Bimmerstrasse* at the ALMS race two years ago and became fast friends.

He is a true friend to the Badger's and has continued his support this past year as well as attended our Driving school, lending his instructor hat to boot. Len is interested in term limits for the board and recruiting/mentoring new board members to open up the ranks for more members possibly interested in serving the Club. He would also like to see chapters do more for more people more often, i.e., philanthropic stuff. He's also interested in getting more members that aren't track junkies involved, provide opportunities for family events and give back to those less fortunate. Sounds like he's a Badger Bimmer through and through.



It's not often that a club can make a difference but we have that opportunity. There was a recent survey sent out to 5,000 random members in October with over 1700 responding. That was a 35% response rate. Ever wonder what the national election response rate is? Less than 5%. SO folks, we have a chance to make a difference in this election by simply VOTING! When you get your ballot, consider voting for our good friend and chapter supporter, Len Mueller for VP.

We send our congratulations to our past president and his wife Jennifer & Jeffery Joy on the birth of Meredith on November 24, 2007. Mother and daughter are doing well.

If you haven't made your plans yet, our holiday party is just around the corner. Please see the Web site for registration online. Send in your check right away so we know how to plan. Hope to see you all at the party!

bj

Darcy

Holiday Party ~ January 12, 2008

That's the date for our Annual Holiday Party. This will mark the end of our 35th Anniversary celebration. We will gather at Villa Filomena in Milwaukee, where **valet parking will be provided**. The event will be catered again by Chef Jack's. Here are the details.

Register on-line at

www.badgerbimmers.org

or call **Mike Clemens at 262-242-4173**.

Reservations must be made 7 days prior to the event.

Saturday, January 12, 2008

35th Anniversary Holiday Party & General meeting

Villa Filomena • 1119 N. Marshall Street • Milwaukee

414-289-0333

Appetizers/Cocktails 6:00 - 7:30 pm

Two drink tickets per person - Cash bar

Sit-down Dinner 8 - 9:00 pm

Door Prizes • Drawing for tickets • Second Harvest donations

Cost: \$25/per person

Appetizers Passed by Wait Staff

Shrimp Scampi, Tomato Pesto Crostini, Seafood Mushrooms, Spanokopita, Mini Quiche, Chestnut Rumaki, Raspberry & Brie Phyllos

Sitdown Dinner

- » Assorted Rolls presented with a Decorative Butter Rose
- » Fresh Seasonal Fruit Display
- » Chef Jack's Signature Salad (mixed greens w/strawberries, red onions, and mandarin oranges w/raspberry vinaigrette)
- » Napa Valley Blend (sautéed patty pans, baby zucchini, baby carrots)
- » Stand Up Idaho Double Baked Potato
- » Filet Mignon with Petite Mushroom & Breast of Chicken Marsala
- » Kona Blend Regular & Decaffeinated Coffee, Tea, and Milk

Dessert Course

- » Caramel Fudge Turtle Cheesecake Accompanied by Chocolate Covered Strawberry and Raspberry Sauce
- » Chocolate Cordials Course
- » Chocolate Cordials Passed to Guests (liqueur supplied by bar service)

bj

ANOTHER ISETTA?

BMW to Bring Back Isetta Bubble Car

The firm that brought us the MINI has delved into the design archive once again

by Chris Thorp / Photos: Auto Bild/Huckfeldt

28 November 2007

If there's one car maker that knows how to resurrect a motoring legend, it's BMW. And the firm that brought us the MINI has delved into the design archive once again to



produce a 21st-century Isetta microcar! With its tiny dimensions and simple cabin, the Fifties original was hard to beat in town, even if it had no reverse gear. The car was only 2.4 metres long, with space for two adults inside and even some luggage. And now it looks as if the Fiat 500 and Smart ForTwo could have a new rival. Bringing the concept up to date, the modern Isetta's dimensions are bigger. That's to help it accommodate a fourth wheel — the post-war was famously a three-wheeler, although examples with an extra rim were produced. A distinctive feature of the bubble car was its unique front access. Safety regulations don't allow that today, but the cute shape will remain. And while the classic delivered only 12bhp, the newcomer will easily keep pace with urban traffic, thanks to the efforts of BMW's powertrain development team. The rear-mounted engine layout will be retained. This gives the car similar packaging advantages to Volkswagen's up! concepts, as seen at the Frankfurt

Motor Show in September. And, due to its tiny size and light weight, the new Isetta will have the lowest CO2 output of any car in BMW's range. That will help it to cut the line-up's average emissions to meet future targets. A zero-emissions electric variant would also provide a similar benefit. BMW has given no official confirmation of the new Isetta's existence, but company bosses are said to be considering design proposals. One issue to address is brand image. Could such a car live up to the firm's ultimate driving machine slogan? If so, expect more about the new Isetta in 2010. *bj*

Want a Race Car?

Now you can buy a race-ready car from a major car manufacturer.

Two car companies announced that they are providing track ready race cars off their assembly lines. Both cars are built for road racing and racing in a new series being created specifically for each car. Ford is producing a Mustang Shelby GT with a 3 valve 4.6 L V-8 at 319 horse power with a six speed manual and a racing suspension. The car is identified as FR500S. The FR500S is build at Ford's Flat



Rock, MI plant. The car, minus its interior and trim, is shipped to Watson Engineering in Taylor MI for installation of a roll cage. The car with cage is delivered to Miller Motorsport Park in Salt Lake City UT. Miller installs the racing suspension and interior.

Ford is building a quantity of 77 '08 FR500S Mustangs. The cars can be ordered through Ford Racing Performance Parts Catalog (that is quite a large part to buy) or through Miller Motorsport Park in Salt Lake. The new race series name is "Ford Racing Mustang Challenge for the Miller Cup" with the opening race March of 2008 in Houston. The sanctioning

body is the Grand American Road racing Association. Ford indicated that this is basically a road racing car designed for handling, performance and balance. The cost is \$75,000 and they indicate that this is a more affordable than the pro circuit cost of \$1 million.

VW is building a Jetta Turbo Diesel with a 2.0 liter 4 cylinder TDI with 170 horse power and close to 300 lb -ft of torque for the racing application. Torque is delivered to the ground through a paddle shifting dual clutch DSG 6 speed transmission. VW will be offering street legal version of this '09 Jetta with 140 horse power and 235 lb-ft of torque. Both diesels will come with particulate filters and the street version will meet Tier 2 Bin 5 emissions. The VW TDI is targeted for even less expensive racing and for the younger drivers. The car cost is about \$30,000. VWA will actually own the car, maintain the car and transport the cars to each race track. It comes complete with all safety items including a HANS device as well as a driving suit, gloves, shoes and a pit crew. All you need to do is pay the \$30,000 and show up for each race day with a helmet. VWA will have 30 cars on the circuit

for the 2008 season for the 8 scheduled races of the Jetta TDI Cup Armature Race Series. SCCA will be the sanctioning body. VWA has also established a fee for car crashing. They set a fee schedule to repair the car in the case of a crash, \$7,500, \$12,500 or \$15,000 for the first, second or third crash. Only 30 cars are being set up, so times a wasting. Get your order in.

Audi has been racing TDI diesels in the ALMS series. I saw these race at Road America, they were very fast but very quiet. This brings back memories of the Turbine car that ran in the Indianapolis 500 in 1967. All that you heard was the turbine whine as it passed. Very different than the Indy cars of the day that were naturally aspirated V8 producing a deafening roar far louder than today's turbo powered car. It is my concern is that the VW TDI car will be as quiet as the Audi ALMS TDI race cars and a quiet car will change the impact of racing. The VW DTI racing series will start May 2008. Maybe Borla needs to provide a solution and bring back the exhaust yowl.

bj

~ Dave Thuerk

Spring Green, 2007

Well, it all started innocently enough. Checking the Badger Bimmer's calendar, I noticed the annual Spring Green drive hadn't been scheduled yet. So a quick e-mail to Darcy asking, "Who is organizing this year's trip" came back with, more or less, "How about you?" I'm glad to help out how I can, but we live about as far from Madison as you can and still be a Cheesehead, how could I do the footwork? Not a problem, Darcy put me in touch with our Madison liaison, Chapman Holbrook, who then got in touch with our area expert, Dusten Tornow, and the team was set!

Being the annual Spring Green Drive, our destination was already chosen for us. Zimbrick BMW in Madison is the best option for starting out, but what to do in the middle? This year we decided to visit one of Wisconsin's micro breweries, the New Glarus Brewing Company. Since this tour involves a bit of 'tasting,' it seemed logical to have lunch in New Glarus and we chose the New Glarus Hotel. So there we have it — points of interest chosen, a date picked, and notifications going out via all Club communication channels.

September 29th rolled around and we began to gather in front of Zimbrick's impressive showroom. I guess backing into a parking spot signifies that you are there for more than shopping as it was almost universally done by the attendees. We gathered for an impressive spread of pastries, bagels, coffee, and



salsa. *Salsa?* It should be noted that Chapman is a native of Louisiana and was in charge of the morning goodies.

As usual with Club events, each couple split up between the gear head of the pair and the socialite. With the gear heads (mostly the men) huddling over somebody's open hood (or the paint Karl applied to his M3 roadster), and the socializers (mostly the women) talking over coffee and salsa(?). Just before departure Dusten and his fiancée Kirsten distributed the mother of all route guides. Printed in full color with maps and turn-by-turn directions and included helpful little tips along they way. Did everyone see the UFO? Watch out for the bicyclists and slow down on the rough stretches? We all voted Dusten to be the master of route guidebooks in the future!



And we were off. The roads were relatively quiet and we managed to stay in a couple bunches, only split by a very annoying government van. On last year's drive, my wife and I spent our drive time trying to keep an eye on the other cars as we had no idea where we were going. This year it was a no-brainer following our directions,

Continued on page 7

FROM THE MEMBERSHIP CHAIR

Welcome, New Members

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

Bill Bathlee		Madison
Nic Bornstein	'00 323ci	Suamico, WI
Mike Courtney	'98 318ti	Monticello
Don Dahlman	'07 328i	Milwaukee
Michael Dennis	'07 X3	Madison
Richard Drewek	'74 2002tii	Colgate
Jay Durst	'01 330Cic	Brookfield
Ryan Endries	'92 325i	Milwaukee
Gary Essmann	'08 528 xi	Brookfield
Carl Etheridge	'04 330xi	Madison
Christopher Favero	'08 328xi	New Berlin
Patrick Fricke	'00 325xi	Port Washington
Ken Hein	'08 335xi	Lake Mills
Ronald Hessler	'04 330i ZHP	Menomonie
Wayne Korsberg	'99 323i	Janesville
Kaanan Krueger	'94 325is	Greenfield
Randall Mastny	'97 328is	Stoughton
Robert Maxon	'01 325Ci	Sun Prairie
K. Moghadam	'06 330xi	Madison
Cameron Morse	'91 325ix	Wauwaukee
Roger Pomprowitz	'00 M Roadster	Green Bay
Stephen Pope	'95 740i	Appleton
James Rappold		Middleton
Karl Reichenberg	'04 330xi	Shorewood
Dave Schroeder	'06 530xi	Madison
William Stevens	'04 X3	Green Bay
William Trebilcock		Land O Lakes
Randy Waskin	'01 325xi	Ringle
Jason Weiss		Waukesha
Chris Williams	'01 330ci	
Michael Xistris		Fitchburg

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, activities, or other BMW-related issues, feel free to contact me at Membership@badgerbimmers.org. For those of you in the Madison area, contact our Madison-area Liaison, **Dusten Tornow**, at madisonliaison@badgerbimmers.org, or for those of you in the north-central part of the state, contact Liaison **Jeff Sonneleitner** of Oshkosh at foxvalleyliaison@badger

bimmers.org. Or find their e-mail links on the Club Web site. E-mail addresses can be located with the officers link on the Web site. Happy Motoring!

bj

— Paul Szedziewski

Let's Put *Second Harvest* Over the Top

Dear CCA members,

I'd like to take a minute to reflect on what a great year it has been. The events we coordinated were very successful as well as historic, from the *Bimmerstrasse* to having Sabine Schmitz as a guest instructor at *OktoberFAST*. However, I think one key aspect of Badger Bimmers that is often overshadowed is Second Harvest. Please don't get me wrong — Second Harvest makes an appearance at all our events and members do donate.

Let's do more. Let us send off our 35th Anniversary Year with a bang and have one last hurrah. Let us meet and exceed our goal for the year. Second Harvest needs us, and we can rise to the occasion.

As I reflect upon my first year in Badger Bimmers, I realize what a great investment my dues were. I have made many friends, worked alongside the Board and was able to be involved in the Club. I will never forget Car Control Clinic, the first event I participated in. I was lucky enough to be a part of many more. I am lucky enough to have similar "fortunes" outside CCA, and I am reminded of them when I see the gold bucket at events. When I really think about it, my problems seem trivial to those faced by people that rely on Second Harvest. Far more than having to worry about my next meal, I don't have to worry about staying warm. I live in a heated home and I have plenty of warm clothing. I have a job and I have means to get to work. I can afford to have a car that exceeds my actual needs. For that matter, I can afford to put gas in my car without thinking about it.

With all that I have, I ought to share it with others. For a bit, let them not stress over the next meal. If we band together, we can let a lot of people not have to stress over the next meal.

Thanks for the great times this year, have a great holiday season and safe motoring

bj

— Sachin

Continued from page 5

Spring Green...

and we mainly spent our time watching for that UFO. We did get to demonstrate synchronized u-turns as the front half of the group missed the brewery's driveway.

As someone who just cannot find a taste for wine but greatly appreciates a quality beer, I found the tour of the New Glarus Brewery extremely interesting. Even if it is a little bit quirky with everyone being issued a paddle-shaped listening device for the self-guided tour. I was fascinated by the history: rescuing the copper kettles from a soon-to-be-demolished



brewery in Germany, and by the specialized machines, types of barley, hops, and so on and so forth. Apparently, I was a bit of a laggard as everyone else seemed to be

in a hurry. To where? Ah, the beer tasting at the end of the tour. After a quick muttering of "it's noon someplace," we enjoyed the fruits of the Beer Master's labors.

Lunch was next. The New Glarus Hotel had a private dining room set aside for us and we were served Swiss and German (and a few American) dishes by a great waitress who even looked as if she could do a shift in a München Biergarten. Free beer coupons were exchanged and the dessert tray barely made it out of our dining room alive.

Here is where we split into separate directions. Some straight back to Madison, some not-so-straight back to Madison, some stayed to shop, and a few went to look for someplace to watch the Badger game. Our e39 found itself between a pair of e24s as we made the run to Spring Green. More great roads, superb scenery, and opportunities to work on heel-toe downshifting — life is good!

Only a few of us stayed through to take in the play at Spring Green. But we were treated to perfect weather, great dinners

(with coolers of great beer), and a well performed play-in-the-woods. Once again, a great Club event touring our beautiful state. Over our beers, we talked of many ideas for next year. So, who's going to be the first to ask about organizing in 2008?

~ Greg Simpson

b_i



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Be the first on your block to sport the NEW *Badger Bimmer* clothing embroidered with the Club's logo celebrating our 35th Anniversary. Check out the Web site for the order form with pictures of each of the items available. Mail in your completed form with payment to get in on this HOT new *Badger Bimmer* Stuff!



b_i

ELECTION 2008

CANDIDATE FOR VICE PRESIDENT

Cindy M. Ansay

My name is Cindy Ansay and I am currently up for re-election as Vice President of the Badger Bimmers. Over the past two years the Club has continued to evolve and improve and I am excited for our future.



Since I was first elected to the Board in 2004, I have assisted the Club with the planning and preparation of our events. I have been privileged to meet many of our members while working registration at our driving schools and other events. I was responsible for the initial implementation of the Road America Project and I have chaired our annual car show at International Autos for several years.

While I greatly enjoy my interaction with Club members, I am equally at home behind the scenes planning and implementing our various projects and events.

I grew up with BMWs and they have been a true passion of mine since I learned to drive. My first car was a 2002...and I consider myself lucky to have not one but two of these fine cars still in my possession.

In my second term as Vice President I will continue my enthusiasm for and dedication to the Club and my passion for the marque!

bj



CANDIDATE FOR BOARD MEMBER

Dave Thuerk

Hello again, my name is Dave Thuerk (say TURK). The past two years were very enjoyable as a new Board member and passed by amazingly fast. I enjoyed coordinating the spring cleanups and



starting the annual golf outing and vehicle theme nights. I was amazed at how enjoyable it was to coordinate as well as participate in the events. The events bring the opportunity to meet many of our Club members and I met many of you during registration at the six driving schools I attended over the last two years. All of the Club's events have been fun and the driving schools were exciting to say the least. Now it is time for me to run again for a Board position and I am asking for your vote. I would like the opportunity to continue to create and develop events that interest our Club members and I welcome any of your interests or ideas. Remember to vote for Dave Thuerk and I hope to see you at the holiday party, you will have a great time with your Club members.

bj

CANDIDATE FOR SECRETARY

David Swernoff

Ok, here's my statement:

My name is David Swernoff and I'd like to run for the Secretary position for the Badger BMW Club. I have been actively involved in our Club for the last few years attending events such as O'Reilly's BBQ, International Auto's Car Show, nearly every track day, a couple of monthly Board meetings, and of course our Annual Dinner. I am interested in continuing my BMW Club membership and participation and I enjoy every opportunity I get to meet new members of our Club. I am an avid wrencher with four BMW's in my family for me to practice on and I'm constantly eager to learn new things about our beloved automobiles. Hopefully you'll elect me to the position and give me an opportunity to bring a young new face into the Club.

Enclosed is a picture where if you look close enough you will be able to see my head!

Thanks — David

bj



CANDIDATE FOR BOARD MEMBER

Mustafa Emir

Hello Dear Badger Bimmers and BMW fans!

My name is Mustafa, and I've been a BMW CCA member since September of 1996. After a long stint of Chapter Presidency from January of 1997 to December of 2002, I became the Editor of the immer until fall of 2005 when I ran out of free time. I must admit that I also got burned out of the car club after 9 years of non-stop (except for a two month absence, during which our current President covered for me) and very active involvement.



So, with a couple of years of restorative break, I am ready to

get back into the Badger Bimmer Board with renewed vigor and enthusiasm. As a Board Member, I will support the executive team's leadership and actively participate in the running of our Chapter's business. This means I will volunteer when it's needed or appropriate, and attend events to support other volunteers' efforts. As a former Editor of the immer, I will also contribute heavily in developing our publication. I've always taken a lot of pride in the immer and would like to make sure it continues to evolve.

I am asking you to vote for me because I am offering perspective, not just an opinion or an argument. As a Board member, I pledge to be the voice of intelligent thought, the creative solution, and an advocate for common sense. Oh, and of course, I will most definitely double the sense of humor of the entire Board if elected.

Remember to cast your ballots and vote for me and help me win this uncontested race...

— Mustafa

b_i



<h1 style="margin: 0;">BALLOT</h1> <p style="margin: 0;">2008 BADGER BIMMERS ELECTION</p>	
<p>VICE PRESIDENT</p> <p>CINDY ANSAY <input type="checkbox"/></p> <p>Write-in Candidate _____</p>	<p>SECRETARY</p> <p>DAVID SWERNOFF <input type="checkbox"/></p> <p>Write-in Candidate _____</p>
<p>BOARD MEMBERS</p> <p>(We are electing two candidates, so vote for two.)</p>	
<p>MUSTAFA EMIR <input type="checkbox"/></p> <p>Write-in Candidate _____</p>	<p>DAVID THUERK <input type="checkbox"/></p> <p>Write-in Candidate _____</p>
<p>Your BMW CCA Member Number _____</p>	
<p>After you have voted, bring your ballot to the Annual Party, January 12, 2008, or mail to:</p> <p>2008 ELECTION c/o Badger Bimmers P.O. BOX 71139 Milwaukee, WI 53211</p>	



OktoberFAST

Photographs by Jenny Morgan

OktoberFAST 2007: Live from Germany!

by Jeff Joy

Joe Conway, former editor of the *immer* and all round bimmer (and beemer) nut led me on my first trip to the *Nurburgring* in 2006. This trip, definitely a must for fans of the *Roundel*, has been chronicled in prior *immers*.

When I first met Sabine Schmitz, resident guru and the icon of the *Nurburgring* 18 months ago, I would never have entertained hopes that she and her companion/teammate, Klaus, would be absolutely shredding the asphalt at our humble home track, *Road America*. Born inside the 14-mile Herculean track — her DNA seemingly predestined her to rock the casbah at the 'Ring.

One of the many great stories about her involves her as a child riding in the back of the family VW *Beetle*, begging her father to drive faster — *Schnell! Schnell!* Heck, I was happy as a kid to have my *Hot Wheels* Cars. Ironically while the track that made her famous is terrifying and doesn't suffer fools gladly, Sabine is lighthearted, and in my six days with her, was a true *raconteur* in the many, many pubs we visited during her stay.



Sabine Schmitz and Klaus Abbelen

I worked on having Sabine and Klaus come over for about 18 months. I rambled on endlessly to them about our beer, beautiful countryside,

Harley-Davidson and, of course, *Road America*. Sabine was practically here last year, when the Patriot Act and it's new passport rules for EU members created a snag. Sabine also had the difficulty of Klaus not wanting to leave Germany at a time of year when his meatball factory get's back to working at full production after summer break.

Sabine however was gung-ho on making our *OctoberFAST* event this year. Between a German television show showcasing her and a variety of guest drivers, along with a busy

professional racing schedule, we were truly blessed when Klaus and Sabine pulled the trigger and hopped over to Milwaukee.

Right from the start, Klaus and Sabine epitomized all the good that there is in Club events. They were among the most energetic, approachable people I have had the fortune to meet. When booking the 30-odd people that signed up for an instruction session at *OktoberFAST* with Sabine and Klaus, I tried to space the sessions out to give our guests some down time. I needn't have bothered. Since they're multiple 24-hour *Nurburgring* Race champions, they brought with them a stamina reserved for astronauts, surgeons and Generals.

Case in point: I recall showering at Siebkens in my quaint victorian room one groggy morning. My head ached

of dehydration and perhaps a whiff of over-imbibing. I realized it would have been easier trying to outrun an M3 with an *Isetta* rather than try to keep up with Klaus and Sabine's *Jaegermeister* appetite. I wasn't sure, but it felt like Sabine and Klaus was trying to personally inspect every *Jaegermeister* in Wisconsin. As I pondered this, my arms hung low from tugging at my track cars steering wheel. As consciousness dribbled into my head, I was worried that our star drivers wouldn't make it to the track in the morning. Of course, they beat me to the track by 45 minutes that morning.

That Friday, our advanced running day at the track, John Morgan, our former chief instructor, Shields Bergstrom, a Champ Car test driver, and myself drove the track in John's truck with Klaus and Sabine. John drove around and pointed out many track facts that our track "newbies" soaked up. Expert advice on how to position your car for entering turn 5 or turn 12 might just help save you and your car someday. Shields and John gave them the straight story on how to get started and head the right way on the track.

When it became time to start their driving sessions, Klaus and Sabine began taking out truly eager students. Some





were bordering on ecstatic to be driving with their famous hosts. Though our pro's hadn't run thousands of laps here, they still had a great amount of assis-

tance to give. I've actually read that most pro drivers can get within 98% of an ultimate lap in speed within 5-6 laps (Denis Jenkinson, Stirling Moss codriver at the *Mille Miglia*). After seeing Klaus and Sabine adapt to the track, I'd have to concur that they were able to drive the students' cars at speeds both breathtaking *and* totally safe.

I was also impressed at our guests' methods of teaching responsible car control. During one session, Klaus spent almost 10 minutes just working on the proper seating position of his student. Later, when I asked him why that was so important, he said, "When you drive a car in a 24-hour race, you understand how very important your precise correct position is." After all, if you're not in position to maneuver the car's controls, it's likely lots of nasty habits will rise up to compensate. It seems mundane yet it's absolutely critical.

Later in the day, John asked whether he might take my car, which he built, on the track. He ran a few hard laps before coming in with an ugly sound emanating from the car. A small crack developed at the header and it looked like my good friend John Scobey, might not have a car at his disposal. We needed to get the track car repaired and that meant taking the exhaust out to be rewelded.



Although busy all day, Klaus jumped into my meager, embarrassing tool box and started wrenching on my meager humble car. It couldn't be further from the 200,000.00 Euro *Porsche* Supercup car that he usually is driving. Nonetheless, Klaus had an obvious flair for getting greasy and scraping knuckles, and thus we pulled the exhaust off in less than an hour. *Wheeeewww*

John Morgan then sent us out to a local...

b_i

~ to be continued ~

The conclusion to the saga of Sabine & Klaus & Jeff will appear in the next issue of the *immer*.

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Update and Final Call: 2007 Annual Karting *Enduro*

This year the annual karting *enduro* will be held on Monday, December 31st on the **full track** of Chicago Indoor Racing. Sixteen two- or three-person teams will compete in the 60-minute race. Each team member of two-person teams will be required to drive for at least 25 minutes. If there are three drivers, each must drive at least 17 minutes. Any number of pit stops can be performed, but all drivers must complete nearly equal minutes on-track.

At least one member from each team must be a Club member. Your BMW CCA membership number must be entered on the registration form.



We have fewer than ten karts unbooked for this one-hour *enduro*. Please see the details at badgerbimmers.org. Registration,

event rules, cost, and directions are all on the Web site. *Let's get this filled up!*

~ Charles High, Co-Chief Instructor

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1999 540iT. Titanium Silver Metallic w/Sport, Premium, Cold, & Audio pkgs, Navigation, Xenon. 4.4L V8. Dove Grey leather, moonroof, Steptronic, rain-sensing wipers, auto-dimming mirror, 6-CD changer w/sub. 130K miles. Everything works, very clean. Recently replaced battery, radiator, exp. tank, fan, aux fan, thermostat, belts, hoses, coil. Only synthetic oil, regularly detailed, all records included. 18" BBS-style wheels/tires w/winter wheels/tires on original 17" sport rims, Thule roof rack w/bike attachments. BMW vehicle history report and carfax incl. \$11,750. A wonderful uber wagon. Fred Dahms @ 414-241-8910 or fred@mikkelsonbuilders.com for pics. 12/07

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1983 633CSI. Graphite/black leather. Automatic. 97k mi. Good overall condition but needs some work. 20+ years of *Roundel* included. \$1000 firm. Also some 2002, 1800 and Barvaria parts free. 920-731-4897 or twbberg@sbcglobal.net. 10/07

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1973 2002 w/many parts for sale. Complete & running, passes WI emissions. Has issues but driveable as is. Includes parts-car shell, w/many parts: OEM sheet metal, re-chromed bumpers, weather seals, mouldings, trim, etc. Good starting car for restoration project, or race car. Parts alone worth asking price: \$4,000 OBO. Contact Bill Nicoud (262) 268-1006 or e-mail wnicoud@wi.rr.com. 9/07

2002 Mini Cooper S. WMWRE334X2TD56224. Liquid yellow/white top, mirrors. 11.5k miles, sunroof, 6 speed manual with premium and performance packages. Black cloth sports seats, 17" rims. No winters, showroom perfect. \$18,900 obo. Call Mike Leslie @ 608-604-0122 or 608-647-2961 (days) or 608-647-3137 (nights). (Wis). 8/07

1995 BMW M3 Coupe. Cosmos Black w/gray leather sport seats, heated. 240 HP 3.0 liter engine w/OBD1; 5-speed manual, sunroof, rear spoiler, CD player; keyless entry, power windows; excellent condition throughout; beautiful body; runs like new; never run on track; 148k miles, mostly highway; service record; original manuals; new Yokohama ES100 performance tires, Koni Adjustable shocks, H&R race springs never installed; all typical E36 failure or wear-out items recently replaced. \$10,500. Tel: 847-951-0915. 9/07

1998 BMW 740iL. 71K mi. \$14K obo. Never harsh weather. Ext black, int cream leather. All options except navigation. All service records. New Wheel Exchange M-wheels. 3rd owner. Need to sell! Call Tom at 920-382-3550. 7/07

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