

# bimmer immer

January/February 2010



- Gingerman '09
- CV Boot Quick Fix
- Chicago Show Tour
- ALMS M3 Report
- Scale BMW 700

[www.badgerbimmers.org](http://www.badgerbimmers.org)

# Calendar

**B**oard Meetings are held on the second Thursday of each month starting at 7:30 p.m. These meetings are open to all members and benefit from additional attendance.

Monthly meetings convene at **Brew City Grill**, 10250 N. Cedarburg Rd., Mequon, WI 53092 Phone: 262-238-2600 [To quote the President, "...we have munchies!"]

## 2010

January 9	36th Annual Holiday Party at Country Springs Hotel, 2810 Golf Road, Pewaukee
January 24	Calendar Planning Meeting 1 pm Mary Medo's house in River Hills
February 11	Board Meeting 7:30 pm Brew City Grill in Mequon.
February 13	Chicago Auto Show 2010 Tour
March 13	Board Meeting at Capitol Brewery in Middleton, WI 10 am with lunch and tour
April 8	Board Meeting 7:30 pm Brew City Grill in Mequon
August 23-29	Oktoberfest 2010 BMW CCA national event hosted by Badger Bimmers at Road America
October 1-3	OktoberFAST

## BMW CAR CLUB OF AMERICA FOUNDATION SEEKS EARLY *bimmer immer*s

The BMW CCA Foundation is trying to build a complete archive of newsletters from all chapters in the country. Does anyone out there have any issues from 1999 and before? If you do and are willing to allow the Club to photocopy some, please contact Darcy Yench at [pres@badgerbimmers.com](mailto:pres@badgerbimmers.com).

### ON THE COVER

Original Condition Issetta won "Peoples Choice" award at the 2009 West Allis Car Show.

Photo: MHTimage • J R Schabowski

## Legal Stuff

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*bimmer immer* is published in Milwaukee, Wisconsin. Correspondence, articles, advertising, and comments should be addressed to:

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# From the President

By Darcy Yench

**H**ave you voted yet? Vote by mail or bring your ballot to the holiday party. There will be no regular board meeting in January. The holiday party takes the place of this meeting. We will announce the election results at that time and install the new board.

Speaking of the holiday party.....this year's event promises to be another success. Good food, nice music from the trio we've had in the past, GREAT FRIENDS, what could be better. Lots of door prizes again this year, too! We have a silent auction for our charity, Feeding America, formerly known as Second Harvest of southeastern Wisconsin. This year the chapter donated over \$2,000 and non-perishable items. You can make difference for the hungry in Eastern Wisconsin. For every \$1 donation Feeding America Eastern Wisconsin can provide 5 meals to a hungry person or family. We will be collecting food and money at the holiday party AND each event we hold during the year.

We will be having our planning meeting in January for the 2009 events schedule. As always, we extend an invitation to all club members to offer up suggestions for activities. Find one of your board members at the holiday party if you have a new idea, so we can discuss it!

We are attending the Chicago Auto Show this year and have reserved a bus to take us down on February 13<sup>th</sup>. You'll need to reserve your seat. Your only cost is the ticket to get in and you can purchase it when you arrive or online. We will stop for breakfast on the way down. See further details in this issue. Email Darcy if you plan to attend to get a seat....they are limited.

We have a new board meeting site. It is in Mequon at the Brew City Grill on Cedarburg Road. We met there for the first time in December. We will be there again in February, then off to Middleton to our Capitol Brewery Saturday board meeting on March 13<sup>th</sup> at 10:00 am. We'd like to see some of the Madison area folks join us for the meeting, a light lunch and the ever popular brewery tour hosted by brewmaster, Kirby Nelson. Please contact the Madison liason, Larry O'Brien [ashark@charter.net](mailto:ashark@charter.net) if you plan to attend so we can plan for the food.

There are big plans for this year, with our hosting Oktoberfest 2010 in August at Road America in Elkhart Lake. It will take LOTS of VOLUNTEERS to put this

event on. If you have a day or two to spare to help your club, please contact me with your name, the event you'd like to help with and the days you are available. We will need help with all of the driving events, registration and the social stuff TOO! Let's show the club how to put on one first class event! We need your help.

I hope to see you ALL at the party!

By the way, deadline for RSVP is January 5th!

*Darcy*

 **Holiday Party**  
Be There!

go to [www.badgerbimmers.org](http://www.badgerbimmers.org)  
download the form and come!



# Chicago Auto Show 2010 Tour



**Badger Bimmers sponsoring the 7th Annual bus trip to the Chicago Auto Show at the McCormick Place.**

**Bus provided with seating for 36 passengers so get your seat reserved today.**

**Itinerary:**

- Park & Ride - Milwaukee (Brown Deer Rd.) leave 06:45 am
- Park & Ride Milwaukee I94 and College Ave. leave 07:15 am  
Petro Stopping Center - Sturtevant, WI 07:45 am Breakfast Stop and pick-up
- Leave by 8:45 am
- McCormick Place Convention Center Arrive 10:00 am Leave 2:30 pm

**You must preregister for this event by emailing Darcy at [pres@badgerbimmers.org](mailto:pres@badgerbimmers.org)**

**Tickets are on your own and cost \$11.00 this year. You can get them online or at the door when we get there.**



# Gingerman 2009

## TRACK REPORT:

by Steve Tupper

**E**arly in 2009, the bimber immer newsletter sent out the yearly invitation to participate in the June 22nd driving school at Gingerman Raceway in South Haven, MI. I was eager to sign up for this trip. I've been telling my wife, Sarah, that she should come with me and spend a day shopping in this charming resort town. The plan was to take the Lake Express (one way) from Port of Milwaukee to Muskegon on Saturday, June 20th and stay overnight. Then we'd drive down to South Haven Sunday and do the shops downtown. For \$225 the CGI Monday driving school provides a generous amount of track time. Each driver gets six 20 minute sessions from 10 a.m. to 6 p.m. The trip back through Chicago Monday concludes the weekend adventure. Total expenses can reach up to \$900. For me it is affordable to do it every two years. This would be my third Gingerman trip.

Then an e-mail announcement came from the trip organizer, Paul Szedziewski, that the group caravan across the lake was cancelled due to lack of response. The "caravan" consists of Badger Bimmer members (usually four or five cars) who gather at the dock and ride the Lake Express. We'd play "follow the leader" (Paul) to our hotel, participate at the driving school, then caravan back to Wisconsin. My wife and I were on our own, so we Googled the best road directions possible. We dodged several bullets on the way. Read on.

We arrived at the Port of Milwaukee in time to load our car into the boat for the 12:30 p.m. departure on Saturday. We climbed the stairs to the cafeteria and had a meal while watching a movie. We had heard from friends that the lake was choppy and uncomfortable the day before. This day the water was smooth (first dodge). In a few hours we went top-side to view the golden sand dunes of Muskegon. After the first light house the boat navigated between two peninsulas. There was a refreshing air of friendliness between strangers on this cruise. Stories were shared. Locals on shore waved to us. We cheered a wedding party as they posed for a seaside photo shoot. We then entered a bay which is actually called "Muskegon Lake." On

display was a floating WWII submarine museum. The old Milwaukee Clipper also was docked nearby. I remember riding the Clipper as a child in the 1950s. I Web-searched the 100 year old retired ship. It is being restored by the Great Lakes Clipper Restoration Society as a museum.

Three miles from the first lighthouse, we finally docked and filed out, one vehicle at a time to the street. Our hotel location lacked alluring restaurants in this city of 50,000 residents. Luckily, we discovered a street festival downtown called "A Taste of Muskegon." For a few bucks we sampled local culinary appetizers and specialty brews. The "fall off the bone" barbecued ribs were to die for. Sunday morning we traveled to South Haven on Hwy 31 south, then I-196 for a total of 55 miles. CGI Motorsports High Performance Driving Schools gets its students special hotel rates of \$65 for one night at Comfort Suites. We noticed trees down in the area. High winds had passed through the night before causing some rural residents to seek refuge at the hotel. We had dodged another bullet. The weather was kind to us all weekend. The Big Boy restaurant next door served us an all-you-can-eat buffet. I drove Sarah to downtown South Haven eager to show her the attractions of this resort town of 5,000 residents. Another pleasant surprise awaited. There was a festival on the riverfront! There were nearly a hundred food and craft vendors. A pop/country band performed while we sat on the grass next to the river watching boats navigate in and out of the harbor. We didn't see a lot of beer drinking; it was more a family-friendly gathering of several thousand folks. I discovered that the Fishtail restaurant, a favorite hangout for our Club, had been torn down. We found a pleasant cafe among the boutiques and malt shops called Harborside Bistro.

In the morning we checked out of the hotel and headed east about five miles on rural Phoenix Rd. to Gingerman Raceway. The paddock consists of a timing tower and several modern buildings: one for meetings and classroom and the other for concessions and storage. Cars can park on pavement or grass. Bathrooms with showers, fuel pumps and air pressure are all close at hand. I often like to park in the shade tree area west of the pavement. Guests and spectators need weather protection for there is little shade or shelter on the viewing corners. This year there were less than 20 cars with maybe 25 drivers and a handful of instruc-



Photo: J R Schabowski

tors.

I was the only participant from Wisconsin. The founders of CGI, Chuck and Phil Mirenda, were on hand to do class instruction. Phil did a few hot laps in his 'Vette to show how it's done. He also led a few orientation lead-follow laps for novices and anyone wishing to partake.

The course itself has 11 turns with varied gradients; not really steep hills like Road America, but several noticeable slopes. Pit lane exit parallels left turn 1. After the blend line, you enter right turn 2 which you take wide in second gear. Turn 2 and the straight to 3 incline slightly. Brake hard at 3 and turn right feathering throttle because the turn begins to fall away. Head downhill to 4 which is a flat-out left kink. Turns 5 and 6 form basically a double-apex left. Brake lightly at 5 and set up to brake hard at 6. Take 6 wide and get on the gas uphill to 7. Brake medium hard into right hand 7 and go out to the edge starting a down hill sweep through 8 which will snake back to the left at

***“The course itself has 11 turns with varied gradients; not really steep hills like Road America, but several noticeable slopes.”***

9. This series of “S” turns can get you off the asphalt if you attack them too vigorously. Keep the car stable before hard braking into right turn 10. The second longest straight is between 10 and 11. Brake hard and shift to 3rd into 90 degree corner 11 and enter the front straight full throttle to forth gear up hill. Downshift again to 3rd entering left turn 1. Corner 2 is more difficult this time for throttle and steering needs to be delicate. Gear changes in corners will vary depending on the cars torque and horse power.

We met two friendly fellows from Valparaiso, IN who were in my intermediate group. We shared stories and learned from each other. I was more experienced; they had faster machinery. Derrick drove a mid-80's Porsche 911. In session three he had just passed me, but then spun into the grass. This track is fairly safe with lots of run off. His car was not damaged. Jon (Jean Luc) had a new Mazdaspeed 3 six-speed turbo. He offered to let me drive it. I hesitated, but accepted the offer. In turn, I invited him

to drive my less appealing '95 Sentra. He politely declined. His car had phenomenal grip. There was less need to downshift into third on some corners with all the turbo torque. I brought the car back in one piece (third dodge with the prayers of my wife). I thanked Jon for the drive. Sarah and I invited our new friends to come and visit us on Road America weekends.

With one session of six still remaining, we deemed it necessary for us to hit the road. The trip back home posed another driving adventure. We studied our e-maps and were on our way. Traffic flow speeds of over 75 mph were not unusual through Michigan and Indiana. I made only one wrong turn after a potty stop in Illinois. Traffic through Chicago had only a few delays (dodge). We got back home to Sheboygan in less than six hours with no mechanical glitches (last

dodge). In all, it was a rather eventful and enjoyable three days. Consider next year's Gingerman trip one of your driving school priorities.

Thanks, Steve.

bj

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I need a fix ...

# QUICK!

by Jeff Schabowski

**R**ecently, I bought an 88 e30 iX from a fellow club member. It's in good shape for its age, but like any older car it's a bit needy. I adore needy cars. Life would be rather mediocre if it weren't for automotive Cougars seducing me with their come hither high-beams. Occasionally, I'll step away from the wall to dance with them and find myself caught up in long weekends filled with fixing this and reworking that. So many old cars, so little time ... but I digress. This particular iX had one big flaw that needed immediate attention, that being a split CV boot. New axles are near the price of gold and harder to obtain than platinum. The car drained my slush fund so there was no room for a trip to the pro garage or dealer. My options were limited. Now, for any other of the automotive rabble out there, (like my hateful 96 Rav4), this separated boot thing is easily put off until the weather gets back to livable again ..... you know, like June! Besides, I'm sure that the likes of "those" car manufacturers like Toyota, have built dry CV joints into their product's acceptable-use feature set. But old e30s are precious and valued pets that must be cared for with a sense of over the top attention. Add in to this dilemma that it was also late autumn, so there was simply not enough good weather left to do the whole job properly. What could I do?

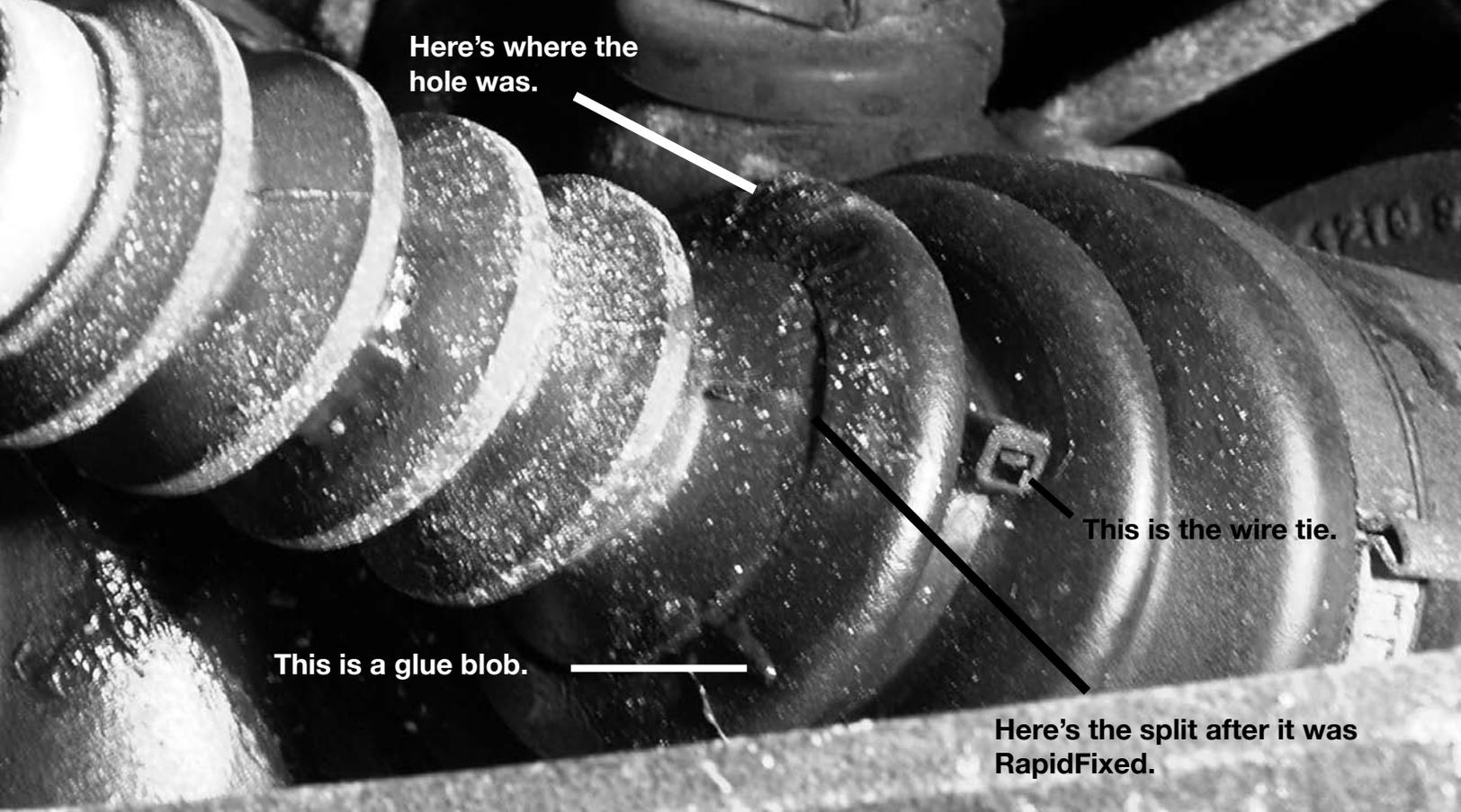
I tried shoving the small end into the hole in the larger and then reclamping that small end to the axle. Didn't work. I tried one of those old and now hard to find split boots that bolt together, installed over the old boot. That was so big as to rub against the motor and lower control arm. That lasted to the end of the driveway. I tried stitching a section of bicycle inner tube around the split. This had great promise! I got this last tidbit from a You Tube video on the subject of cheap fixes for split CV boots. This worked for about two days (probably would work better on a Toyota or a Kia). Cheap and quick fixes for split CV boots seemed elusive.

Like any HBM (home based mechanic) worth their weight in 13mm sockets, I headed off to my local auto parts store to engage in much whining and cursing all the while receiving the top quality compassion that can only be provided by a good parts counter guy. My parts

guy is Vern. He is an excellent listener and very good at finding magic bullets. After offering me the usual Coke of Solace, he hands me a card on which are vacuum-sealed two small bottles that are Vern's suggestion for the magic bullet. We know all too well, that every now and then a product comes along making outlandish claims that it will rectify everything from lumbago to leaking valve seals. We've all had dinners interrupted by a telephone call about exactly this kind of product, right? I am soon convinced that this stuff will fix my boot and lumbago too. Vern gets his 30 bucks (ouch!) and I drive back to the shop still sipping from the CoS. "Soooo what is that stuff", you ask?

Well, it's called "RapidFix." Included in it's healthy price is a DVD that shows how resourceful dudes all across the nation are fixing all manner of things like broken compressor brackets, water pump castings, ripped up weather stripping (Hmmmmm rubber, like my boot!), and gluing heavy things to ceilings. RapidFix is like Crazy Glue on steroids. One drop and it's all over for busted parts. Bottle A is the glue and bottle B is a powder that is used as a reinforcement and /or accelerator for the glue. With the powder and glue mixed you can actually make a solid shape that can be drilled and tapped! Amazing. The mind reels at the possibilities ... could I even glue polar bears to ice flows so that they don't fall off? There are also claims that this stuff is temperature resistant once cured. Sounds too good to be true doesn't it?

With newly realized bravado inspired by the amazing wizardry displayed in the DVD, I set about to glue the useless CV boot back together, saving me many dollars and saving much time and aggravation. Degreasing the surfaces was a requirement and I did that after first globbing a healthy slug of new grease inside to replace that which has long since spun out and away. The boot split right along the circumference of one of the lobe sides, so I had an almost perfect round matching seam. A wire tie brought down the diameter of the larger end to make it easier to match the two halves up and provide some resistance to the boot growing under high speed rotation. After bringing the two halves close, I gingerly added a drop of RapidFix to the split, hoping that it wouldn't Murphy itself inside and somehow expunge the grease and weld the CV joint together. It's holding! I spun the driveshaft around 180 degrees and added on



another drop. I kept turning and dropping until all I had left was a small ripped out hole that was easily filled by the powder/glue slurry. This was working so sweetly and was so much fun that I slid around to the other side of the car hoping that one of the other boots might be split as well. Total time spent on this fix was about 20 minutes including prep time.

It's now been a couple of months since I made the fix to the boot (and a few other parts under the hood, some loose trim, one polar bear, and some of the split leather on the drivers seat). The ambient temperatures went from our warm fall to the recent zero degree days and the glued boot is still soldiering on. The boot is on the inboard driver's side and so is subject to engine heat. Still, it has held up valiantly. Now, I would never suggest that this fix is in any way equal to or as good as a new boot, but it sure saved me some time, money and concern, allowing me to live out the whole e30 4x4 experience. I also bought a couple of new boots for the ancient Jeep I use to plow the drive. It uses CV boots too, but has been going without them for years, the theory being that it never sees the road anymore, nor high speeds, so a heavy glob of grease suffices as a virtual boot. I sliced through the new boots down one side and RapidFixed the cuts after fitting them over the axles. This fix is working

too, saving money and time I would never think to invest into that precious old heap.

Just think of how valuable this stuff could be at a Track Day or an AutoX ... you could glue your competition's tires to the pavement, or his toolbox shut! And then he could fix the holes in his tires!

So if you have need for a quick-fix for anything auto-

motive try some RapidFix. It actually works as advertised (except for maybe lumbago) and the DVD is worth at least half the price. RapidFix can be had at [www.rapid-fix.com](http://www.rapid-fix.com) or a local parts store ... or from Vern.

bj





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# National News

## BMW

of North America announced that it has signed Bill Auberlen, Joey Hand, Tommy Milner and Dirk Müller to drive for the BMW Rahal Letterman Racing Team in the 2010 American Le Mans Series. This will be the second season of competition for the Hilliard, Ohio-based team.

The experienced quartet piloted two GT-class BMW M3s to third in ALMS Manufacturer points in 2009 in a first-year season that delivered one victory, five podium finishes, two 1-2 M3 qualifying efforts, and three fastest race laps. Auberlen and Hand drove to the team's first win at Road America on August 16th and finished the season 14th in Driver points. Milner and Müller finished fourth in Driver Points and brought home the team's second 2009 victory on October 31st at the inaugural Asian Le Mans Series race in Okayama, Japan.

In 2010, BMW of North America will celebrate the 35th anniversary of the company's March 1975 incorporation, as well as its first major sports car racing victory, the 12 Hours of Sebring, also in March of 1975.

"2009 was the inaugural season with this new M3 racing car and we needed to prove our competitiveness," said Martin Birkmann, Motorsport Manager, BMW of North America. "Looking back this can be seen as accomplished. Looking forward, becoming better yet is a target. Using the well oiled machine of cars, drivers and team who all have developed tremendously over the past season is the best way to further raise the bar. And, if '09 is an indication then our fans should be ready for a great show delivered by the team, these four men and the two cars." "Simultaneously developing a new race car and a new team is always particularly challenging to the drivers involved, but last year Bill, Joey, Tommy, and Dirk made things go much more smoothly than we had hoped," said Bobby Rahal, Team Principal, Rahal Letterman Racing. "Continuity is a key component in building a championship race team, and we couldn't be happier to see that all four of these talented drivers will be returning with us for 2010."

The first official test of the 2010 American Le Mans Series will be held at Sebring International Raceway on February 22 – 23, four weeks before the season-opening race, the 12 Hours of Sebring on March 20th.



Photo: J R Schabowski

# Bimmers In Scale

Photos and text by Jeff Schabowski

I love odd little cars. I'm passionate about odd little cars that have numbers on their sides (especially if they're Bimmers). I get all gooey about anything from Abarths to Unipowers, so when a major diecast car manufacturer commits to adding an odd little race car to their product line, they get my attention quicker than an angry corner worker.

Autoart has made the brilliant decision to tool-up Hans Stuck Sr's famous BMW 700 Rennsport Coupe in 1:18 scale, and they did an excellent job.

The model's fidelity to the 1:1 car's shapes is spot on. Compared against photos of the actual car, you can easily see that Autoart got it right. The headlights actually look like sealed beam units instead of the typical chromed pots with those unsightly lugs in the middle of the lens. The paint finish is over the top for a model this size, the metalflake being scale, and the motor is a jewel.

The bumpers are gone as are the hubcaps, a well known signature of the daily driver turned track star. Often overlooked, details like the scale acting hood and door hinges are faithfully engineered. The thin steering wheel even turns the front wheels through an actual gearbox, recreating the appropriate ratio ... very cool. While we're in there, a gander at the interior will take you back to the days before HANS devices and safety cages. And Autoart thoughtfully includes four plugs that install into the typically heinous model hold down screw sockets, which clean up the chassis nicely. Another unexpected feature is that the weight of the model actually squashes the tires down a bit adding to the overall illusion. If you like BMWs, and odd little race-cars, you need this! Ah, the simplicity of the 50's racecar.



AutoArt - 1:18 BMW 700 Rennsport Coupe

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# New Members

## Badger Bimmers Welcome New Members

**Warren Beaver**

**Leonard Jastroch** • 645ci 2005

**Bob Kreinz** • 2008 Porsche Cayman S

**Alex Zelenski** • 2006 330i

**David Macgregor** • 2001 BMW X5

**Jill Sommers** • 2003 325i

**Erik Johnson** • 2005 M3

**Chris Bettencourt** • 535xi



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# Classified Ads

## CARS

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**1994 525iT** - Granite/Gray. Factory remote keyless entry with alarm, traction control, heated seats, ellipsoids, 6 disc BMW CD changer, working AC. Comes with Michelin XGT V4 tires on stock 15" BMW bottle cap wheels and Nokian Q winter tires on 15" Tire Rack steel wheels with BMW wheel covers. Regular oil changes with BMW synthetic. Premium gas only. Serviced at Alpine Imports. 207K miles. Car in Milwaukee area. \$2,000.00. Chris (414) 915-4109 or [kkonnor1@wi.rr.com](mailto:kkonnor1@wi.rr.com).

**1999 BMW 540i SPORT** - Outstanding Condition; Automatic; Cashmere Beige Metallic with Sand Beige Leather; Sport Package; Premium Sound; Remote 6-CD Changer; Fold-Down Rear Seats; 17" Radial-Style Alloy Wheels; 4 mounted Blizzak snow tires; No Accidents; Service Records; 116k Miles; Needs Nothing. \$9,950. Contact Bob at (414) 852-8622 or [rtenges@wi.rr.com](mailto:rtenges@wi.rr.com)

**2002 BMW 3 Series Sport Wagon** -White, Black leather interior, Automatic, Perfect Sport Wagon 108,000 miles with the following options: Heated power sport seats, Sport Package, Traction control, 17" alloy wheels with excellent Bridgestone Potenza tires. Premium Package, On-board computer, Harmon-kardon sound system, Power moonroof, Xenon HID headlights. I bought this car from BMW with the Certified Pre- Owned 100,000 mile warranty. Have all Service Records. Non smoker,extra tires incl. Car needs nothing, and is in excellent condition. \$10,000 - 262.375.8828 - 414.640.4140 C

**2002 M5** WBSDE93412B99928 Midnight blue/Luxury Black/Alcontra headliner, burlwood, part-distance control, M audio, 29K mi. 6-speed/performance clutch, Dinan 3.45 gears (0-60@ 4.4 sec), hardwired for Valentine, car cover, no front license bracket, new z-rated cover; all keys, books, records. This garage queen has never seen snow; looks and smells new. \$35,000 obo. Will consider trade with SMG or steptronic for spouse. Raymond @ 920-723-2580. [krek@kreklaw.com](mailto:krek@kreklaw.com) (WI)

## MISCELLANEA

**Tires/Wheels** - 4 Dunlop SP winter Sport M2 tires on Mille Miglia spider wheels, 225/50 x 16. wheels slightly scuffed but not damaged. maybe two seasons on treads. \$150.00 OBO + shipping. Also off of an E46 323Ci sport package: 4 struts/springs and F/R sways with 4 years of use, OEM exhaust with 2 years of use. Above free for pick-up. Near Chicago. Contact Paul at [paulsignorino@me.com](mailto:paulsignorino@me.com)

**17" Enkei D5 Wheels** - w/Pirelli 210 Wintersport tires 235/55R17. Had them on our 2005 X3. Wheels are silver gray in color. \$350. Contact John at 414-961-0199, [zundfolge.1342@gmail.com](mailto:zundfolge.1342@gmail.com).

**X5 Winter Tire/Wheel Package** - Four (4) Bridgestone Blizzak 255/15R18 tires on BMW X5 18" Wheels. Excellent condition. \$950. Contact Bob at (414) 852-8622 or [rtenges@wi.rr.com](mailto:rtenges@wi.rr.com).

**Vehicle Storage** - Reserve your space now for the upcoming winter in a safe, secure and heated facility in New Berlin. Power is supplied for battery chargers and 24 hour fire/security monitoring. Tony Stevens 262-352-7764.

**1991 318is Wheel/Tire Package.** Four 14x6 baskets with virtually new Falken Azenis 185-60-14 tires mounted/balanced - 400.00.[jrs@mht.net](mailto:jrs@mht.net)

**STORAGE** Heated secure well lit indoor storage for your street car, race car or collectable. In Delafield near I-94 and Hwy 83 Contact Mike Jeffords @ 414-640-647

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