

# bimmer immer

May/June 2010



- Tire Tech Report
- e36 Vaders in an e34
- Golf Outing Report
- Can-Am part 2

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

# Calendar 2010

- May 1st** MADISON AREA Spring Clean up - 10:00 am at Zimbrick BMW 2400 Rimrock Rd Madison, WI 53713 (608) 406-2227
- May 1st** Milwaukee Area Spring Clean up - 10:00 am at O'Reilly's in downtown Milwaukee.
- May 13** Board Meeting 7:30 pm Brew City Grill Mequon.
- May 18** All German Car Show night at Brew City Grill 6 - 9 pm
- June 4** Milwaukee Region PCA BHF Driving School
- June 10** Board Meeting 7:30 pm Brew City Grill in Mequon.
- June 12** Annual Car Show - Concours Motors
- June 19** Annual Golf Outing - Broadlands Golf Course
- July 8** Board Meeting 7:30 pm Brew City Grill in Mequon.
- July 12** Milwaukee Region PCA BHF Driving School
- August 3** Car Show at Brew City Grill 6 - 9 pm
- August 12** Board Meeting 7:30 pm Brew City Grill in Mequon.
- August 20-22** ALMS Race at RA catered lunch at car corral outside turn 14 on Saturday and Sunday.
- August 23-28** Oktoberfest 2010 - National event hosted by the Badger Bimmers
- September 9** Board Meeting 7:30 pm Brew City Grill in Mequon.
- October 1-3** OktoberFAST - Driving School at RA

## 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).

**Board Meetings** are 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. 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!"]

## 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. 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.

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

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*Noncommercial advertising is free to Club members.*

## On the Cover

E30 325iX rounds a cone  
during a BB AutoX Event

Photo: MHTimage • J R Schabowski

# From the President

By Darcy Yench

**T**hanks to Kirby's hospitality we enjoyed our board meeting in Middleton at the Capital Brewery in March then moved back to Brew City Grill in April. Please stop in and see us on some board meeting night. It would be nice to see some of the members! Track dates are approaching fast. We are well on our way to planning Octoberfest in August for the national event this year. Many have volunteered to help out but we can always use more bodies. Even if you have only one day to help out, all are welcome. We also have our 2 Blackhawk dates this summer and OktoberFAST in October. Check out the web site for more information and how to register. We have many activities planned for this year. Hope you will get involved in something and support your club. Check out the web site for more information. June 12th is our annual judged car show at Concours BMW in Glendale. Mark your calendar and plan on attending this year. Rain or shine, we have the inside to display our cars. Our second informal car show is going to be held at the Brew City Grill on August 3rd starting at 6 pm. Car show nights start next month and will be held on each Tuesday evening into October. Come make some new friends! Our next board meeting is on May 13th. It would be nice to see some new faces! Please consider coming and getting involved in YOUR club.

Until next time...

*Darcy*



# Darth Vader's

by Mike Burton



I bought this car, a red e34 2.5, two years ago as a project, ultimately saving it from its imminent trip to the junkyard. The previous owner had been in an accident: he rear ended another vehicle. When I first picked up the car I had the idea of fixing it and either flipping it for a quick profit, or keeping it as a spare car. I then started poking around online and found some of the swaps that some people were doing with these cars, and my plan soon took a complete 180. The new plan was ... well there really wasn't a plan, but I knew the car would not end up a stock stoner. Part of my plan was to swap in an M3 motor and maybe some other fun things, like the seats. Well, as most people who have owned, rode in, or driven a BMW from the 90s knows, the "normal" seats are not all that comfortable or supportive for active driving. Those stock seats in my e34 were starting to show some wear and tear, and I wanted something better. I did not want to go the route of using aftermarket seats, as I wanted to keep the car looking as OEM as possible, and plopping a pair of racing seats (i.e. Sparco, Recaro, etc) would be far from OEM. I wanted the OEM look, but with better support and style. I then had a "eureka" moment. Install M3 Vader's! When I test fitted a spare Vader to the e34 seat rail, correctly, the rear bolts lined up. I was ecstatic to say the least. The front rail fitting was another story.

There are two alternative ways to do this install: tear the carpet out and weld in brackets, or buy adaptors from VAC Motorsports. I was not about to tear the interior apart for this install, and I am no master fabricator, so designing and welding in brackets was not in the plan. The other alternative is the adaptor brackets, but seeing that they are \$200 per seat, they were out of my willing budget. Well, like I mentioned, one of the alternatives is to pull the carpet out and weld in a bracket with a nut welded on to secure the front, but this process also required the removal of the stock e34 floor hooks, which I did not want to do. I had seen this done on a couple other guy's cars, but I always figured it would make more sense, and be easier, to just cut slots

in the seat rails to use the stock e34 seat mountings. This way, the stock e34 seats could be re-installed at any point. When I pulled out one of the stock e34 seats, I laid it side by side with the e36 seat, and found there is ample room to make the required slots in the e36 M3 seat rails.

So how much was all this going to cost me? In my case, the seats came at no cost. I acquired the Vader's from a wrecked 1999 M3 that I parted a couple of years back. I never wanted to part with the seats, as I knew I would find a use for them; whether it be in a car, an office chair, or just to have in my garage. That M3 also donated it's engine and driveline to my e34



Detail of the e34 hook and the slot I had to Dremel out.

project. Typically you can get a pair of vader seats for anywhere between \$200-\$400 for a pair. The only other expense was the Dremel tool (which I already owned), and the cutoff wheel for the Dremel(\$10-\$15).

If you can use a Dremel, and a socket wrench, you can do this modification. Total removal and install could be accomplished in an evening. You'll need a socket wrench to remove and install seats, and the Dremel w/ cutoff wheel to modify seat rails.

The first step is to obviously remove the stock e34 seats. Then you'll cut slots into the e36 seat rails at the same location from the rear bolt-holes on the e34 seat rails. When I matched up the rails it actually worked out that there was a small metal tab riveted on the e36 rails right where the slot needed to be cut. I cut around the tabs, adding about 1/8" on each axis. Repeat on the other seat ...then install the seats. Now this proved to be a bit tricky. The e36 and e34 seats are mounted the same way in the back (two bolts), but the width of the e36 bracket is slightly narrower. There are a few tricks to installing, as the seats (and cars) are a bit different dimensionally. I found these tricks out through trial

and error, and removing and installing the seats quite a few times in the car trying to get everything to line up. To start off, the Vader seats must be pulled all the way forward to the front of the rails (so, if you were sitting in the seat, you would be hugging the dash). The reasoning for this is the seat rail width difference. In order to reach the rear bolts to install the seat, the seat must be slid all

the way forward. This is not possible once the seats are installed due to the hooks catching on the upper rail (the part that slides). After engaging the seat rails over the hooks, the rear bolts can be installed. NOTE: New rear rail bolts must be purchased, as the stock e34 bolts are NOT long enough to work with the conversion. If I could not have been able to get these seats to fit, I felt confident that the stock versions would go right back in.

Next comes the seat belts. The e36 and e34 use different methods of attaching the seat belts. The e34 attaches the seat belt to the seat, whereas the e36 bolts the seat belt to the floor. However, there is a hole on the e36 seat frames for the belts to be mounted in the much same place that they were mounted on the e34. I used those. NOTE: There is no nut welded on like on the e34, so a new bolt and nut must be purchased to

### properly secure the seat belt to the seat.

Do I feel confident that the seats will endure a crash? Most definitely! Some concern has been expressed on this issue, but personally I do not think there would be a problem. The rear is still bolted in the same spot, and the front is secured by the proven e34 hook system. The concern is that in a rear end collision, (where the seat would be thrown backwards) the hooks would tear through the seat rail up front. The reason I don't think this would be a problem is that the stock e36 mounting plate remains in front of the hooks. This mounting plate is roughly 1", and it seems the hooks would have a difficult time tearing through it. Hopefully, I never have to find out!

So what was the biggest hurdle to overcome? The tight squeeze. The e36 seats are mounted more towards the outside of the car than the e34's, so the bolsters on the new seats rub against the center console some. Also, for the same reason, the seat is slightly off center, which is somewhat obnoxious, but not a problem for me.

So why go through all this work for an aging 5 series? I get asked that question all the time. Over my time driving (as short as it may be), I have owned quite a few BMWs, and I have passengered in even more. None of my cars were more enjoyable to drive than the e34 5 series. Sure, the 3 series are more sporty, smaller, and lighter. And of course the 7 series is more plush, comfortable, and quiet ... but combine those two cars, and you have the 5 series.

Would I do this seat swap again? In a heartbeat. The Vaders are much more supportive and comfortable than the stock seats, and they just look so good!

#### Current Specs on my e34 project:

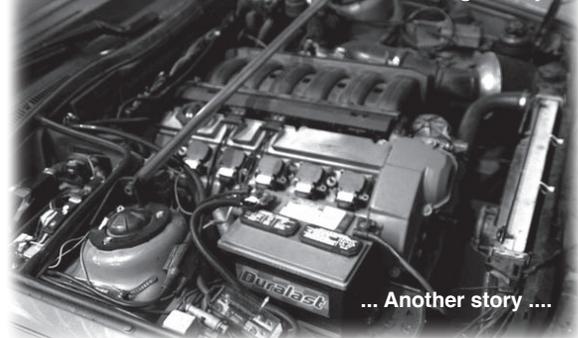
- 1991 BMW 525i (or is that -532i?)
- S52 Engine swap.
- OBD1 Conversion.
- Lite Flywheel M5 clutch.
- Underdrive Pulleys.
- Big Bore throttle body 3.5"
- Jim Conforti CF Euro intake.
- 24# Injectors.

#### •Automatic to manual trans swap.

All the work was done by myself, with basic tools that most DIYer's have. b;



Here's a tease shot of the S52 in the e34 engine bay ...



... Another story ....

The

# CAN AM



Part 2 By Ron Pace

In last issue's article, I shared with you some of the history of the Can-Am series from 1966 to 1974. While many thought that the series ended in 1974, it was reborn in 1977 albeit with different rules. This year marks the 44th anniversary of the series with celebrations spanning Amelia Island to Road America. In many ways it is a celebration of the end of an era. The original series was a no holds bared contest of engineering, engine building and the embryonic use of ground effects. The rules were essentially ... there weren't any! All you needed was a second "seat" and the tires had to be covered or at least partially by some bodywork. While the Trans-Am series was based on what wins on Sunday sells on Monday – the Can-Am series was the "True Grit" of motor sports. That changed in 1974 when the first era of the Can-Am came to a close. When the series returned in 1977 gone were the Chaparral vacuum cleaner experimental cars and the familiar orange of the McLarens were not to be found on the grid, further the turbo wine of the dominate Porsche 917's were not heard as the cars soared through Road America's Thunder Valley. The grids were barren of Shadows and the Lola T-70's. Sure the purses were bigger; the names were noteworthy with Holbert, Follmer, Ickx, and Forbes-Robinson at most contests – but the music had stopped for racing. Gone were the contests of engineering and creativity for the pure sport of it. It was more about the celebrity status of the drivers, the brands on the sides of the car and of course the cash. The crowds soon dwindled and the sponsorship followed shortly there after. The series ran from 1977 till the early 80's with the pinnacle years 78-79. But all was not lost. While the series would not regain the glory of days past, the emergence of a new class of race machinery was in the wind- the Sports Racer. You see the new Can-Am was based on minor modifications to the SCCA Formula 5000 specifications. This allowed the car designers to create Can-Am eligible cars by adding fenders

to their open-wheeled Formula 5000 machines. The A Sports Racer rules were also modified and you could literally run an Indy Car in the series if you put fenders on it. There were 3 classes: 5 liter, 3 liter and under 2 liter. Allowed weights with driver varied from 1150 pounds for the under 2 liter cars to 1600 pounds for the 5 liter cars. Gone was the requirement for the second seat. While there were a fair number of entries in the 5-liter class, as there were a number of Formula 5000 cars around there were few in the 3-liter series. The primarily reason for the lack of 3-liter cars was to be competitive you had to run a Cosworth engine, which at that time cost a kings ransom to buy and maintain. If the truth be known the fastest cars of the series were the 3-liter machines. They had better balance and the Cosworth was an incredible power plant. The under 2-liter cars had a strong following. But even the relaxed rules and the ability to drive a car in multiple series could not save the Can Am. But there was a bit of a subplot of local interest. You see the SCCA B and C Sports Racers could be easily modified to be legal in the under 2 liter Can-Am class. Further there were ample power plants in this size range that made excellent power while being affordable. The Cosworth was the king of the hill in under 2 liter along with BMW, but there was a little known team with and even less well known power plant that emerged as a contender in the early 80's Can-Am, from none other than Elkhart Lake, Wisconsin. The driver and team owner was a local boy, who had successfully run B Production Corvette's in SCCA. The driver was a pilot for one of the local companies which had just designed a new engine.

bj



Photo: Jeff Schabowski /MHTimage

# BB Annual Car Show



● **Concours Motors • 1400 Silver Spring Dr • Milwaukee, WI  
June 12th**

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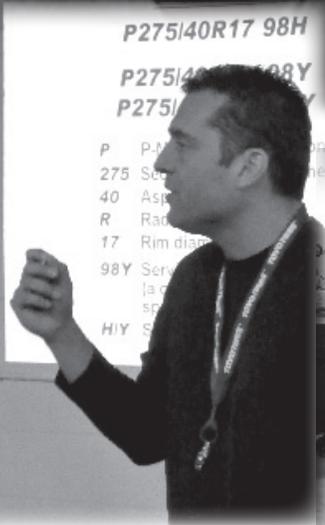
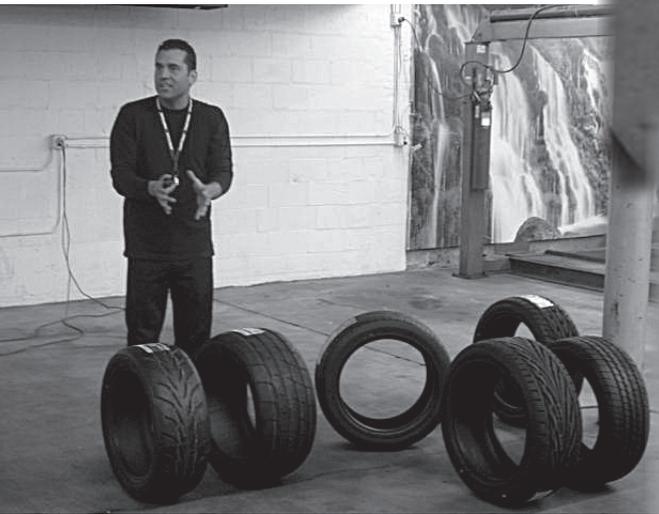
\*Discounts and savings are available where state laws and regulations allow, and may vary by state. Certain discounts apply to specific coverages only. To the extent permitted by law, applicants are individually underwritten; not all applicants may qualify. \*\*Original BMW Replacement Parts available except where prohibited by state law. \*\*\*Figure based on a February 2009 national sample of auto policyholder savings when comparing their former premium with those of Liberty Mutual's group auto and home program. Individual premiums and savings will vary. Policies are underwritten and provided by Liberty Mutual Insurance Company and its affiliates, principal office at 175 Berkeley Street, Boston, MA. California Department of Insurance license number 0F52987. Minnesota Department of Insurance license number 40015723. ©2009 Liberty Mutual Insurance Company. All Rights Reserved.

# BB Club Event News

Tire Tech Session Report

by Dave Thuerk

**O**ur tire tech session on March 27th had a great turn out and we received an amazing technical presentation on tires. Sonny McDonald of Toyo Tires USA presented a very extensive explanation on the inner working of the tire construction and performance features of racing/track tires, summer tires, all season tires and winter tires. Sonny explained the tire side wall information related to Metric and P- Metric sizes, reading the manufacturing date, load and pressure relationship, traction ratings both



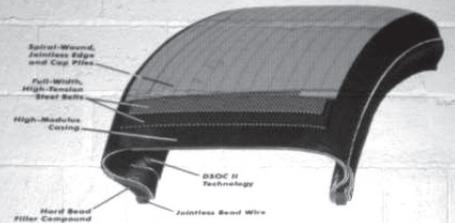
Tires:

wet and dry, speed ratings, temperature ratings and much more. He dug into tire construction with visuals cutaways that showed the construction and some design features unique to Toyo tires. He discussed performance differences in racing/track, summer, all season and winter tires and rubber compounds. For the track junkies, we received an explanation of the importance of tread temperature and how to stabilize temperature across the tread. He strongly recommends measuring and recording tread temperature on outside, middle and inside



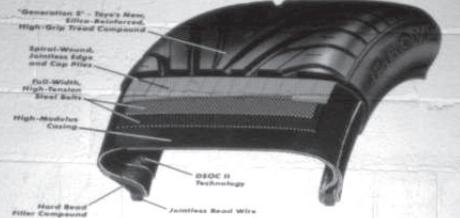
with a contract temperature probe and explained how to adjust pressure and camber to create uniform temperature across the tread width. This improves handling/traction and provides more even tread wear. Mike Loos followed up with a demo on O'Reilly Motorcar's new Hunter Wheel Vibration Control System. This system can apply a load up to 1400 pounds and conducts the balancing under the loaded conditions. The Hunter system can also compensate for stiff tire wall sections. This is the state of the art balancing system. The Badger Bimmer's board, and all of us who attended, want to extend our thanks to Sonny for taking the time to visit our club and make this great presentation. Also we want to thank Mike Loos for opening his shop for the event for the Badger Bimmers and PCA club members. Sonny has provided a summary of his presentation charts and data. If you are interested in this information, a link to this info will be placed on our club's web site, [badgerbimmer.org](http://badgerbimmer.org). Keep in mind that our Spring Clean Up is being held on May 1 at O'Reilly Motorcar. Hope to see you there!

### Spiral-Wound, Jointless Edge and Cap Plies



**A continuous length of nylon cord wound around the steel belts, to insure uniformity for comfort and balance plus high-speed endurance.**

### Silica-Reinforced, High-Grip Tread Compound



**Enhances wet handling performance without compromising dry traction.**

## PROXES R888 PROXES RA1

### Analyzing Tire Temperatures

| Measurement  | Solution                 |
|--|--------------------------|
| Inside shoulder is hottest - more than 25° F (15° C) | Reduce negative camber   |
| Center section is hottest                            | Reduce tire pressure     |
| Outside shoulder is hottest                          | Increase negative camber |
| Both shoulders hotter than center                    | Increase tire pressure   |

## Calculating Overall Diameter

Section Width      Aspect Ratio      Wheel Diameter

**235/45ZR17**

**Section Width X Aspect Ratio**      +      **Wheel Diameter**  
**1270**

$$235 \times 45 = 10575 = 8.32 + 17 = 25.3 \text{ inches}$$

**1270**

## Inside and out

bj



# BB Club Event News

## Tee Time!

**B**adger Bimmers are going back to Broadlands Golf Club. The 2010 golf outing is scheduled for Saturday June 19th. Broadlands is a links course that provides interesting and fun holes and Golf Digest rates this course with 4 stars. Broadlands is located at 18 Augusta Way, North Prairie. Tee times start at 9:00 AM. Mark your calendar and send in the below reservation form. This year the club is providing a special rate of \$30 for green fee and golf cart. Your club is covering the remaining cost to give you this excellent opportunity to spend time with club members, make new friends and have a fun day at the links. This is a non competitive, purely a fun event. Don't worry if you aren't a low handicap player. Join us and you will have a fun day with your club members. If you don't attend our driving schools here is you opportunity to make the ultimate drive down the fare way. Dress code - Men, collared shirts are required. *No cut-off shorts allowed.*

bj



## 2010 golf outing registration form

*Form and payment must be received by June 12th!*

Name \_\_\_\_\_

Phone Number \_\_\_\_\_

Email \_\_\_\_\_

Badger Bimmers membership number \_\_\_\_\_

***Make check out to Badger Bimmers for \$30 per person.***

***Send payment and registration form to:***

***Dave Thuerk, 1225 Veranda Ct Brookfield, WI. 53005***

# BB Club Event News

## Driver Education... time to get schooled

### Blackhawk Farms Raceway

Last year the Blackhawk Events were sponsored by the Badger Bimmers. This year both of the Blackhawk events are sponsored by the Milwaukee Region of the Porsche Club of America (PCA). Registration for both Blackhawk events is open at [www.motorsportreg.com](http://www.motorsportreg.com). The Milwaukee Region invites Badger Bimmer members to register for the two Blackhawk events. More information about these two events is available under events at the Milwaukee Region Web site, [www.porschepark.org](http://www.porschepark.org).

Friday, June 4 and Monday July 12 - Blackhawk Farms Raceway, Rockton, IL.

### August 23-29: Oktoberfest

The national BMW CCA convention. There will be drivers' education events on Wednesday (the 25th) through Sunday (the 29th). Registration for Oktoberfest will open on March 1st at [www.bmwccaofest.org](http://www.bmwccaofest.org). Registration for instructors for Oktoberfest will also open on March 1st at [www.motorsportreg.com](http://www.motorsportreg.com). There will also be club racing and a club race school during Oktoberfest. More information about the club race and the club race school is available at [www.bmwccaclubracing.com](http://www.bmwccaclubracing.com).

### October 1-3: Oktoberfest

The traditional Badger Bimmer Road America event. Registration for *Oktoberfest* will open on July 1st at [www.motorsportreg.com](http://www.motorsportreg.com).



### Additional Road America events available to all Badger Bimmer members:

#### May 7-8: Milwaukee Region Porsche Club of America Hallenbeck Drive into Spring

Registration for this event is open now at [www.motorsportreg.com](http://www.motorsportreg.com). More information about this event is available under events at the Milwaukee Region Web site – [www.porschepark.org](http://www.porschepark.org).

#### August 9-10: Audi Badger Chapter annual Road America event

Registration for this event will open May 1st at [www.motorsportreg.com](http://www.motorsportreg.com). More information about this event will be posted at [www.badgeraudis.com](http://www.badgeraudis.com) in the coming weeks.

If you have questions about any of these events, email Mike Clemens at [mcclemens@execpc.com](mailto:mcclemens@execpc.com).

bj



## GET FUELED UP AT OKTOBERFEST

Join us at Road America, Elkhart Lake, Wi.

To register, or  
for more details, visit  
[www.bmwccaofest.org](http://www.bmwccaofest.org)  
or call  
800-878-9292

| Monday 8/23              | Tuesday 8/24        | Wednesday 8/25  | Thursday 8/26   | Friday 8/27                                  | Saturday 8/28                                    | Sunday 8/29                 |
|--------------------------|---------------------|---|---|--|--|-----------------------------|
| First Timers' Meeting    | Concours            | TSD Rally<br>Gymkhane<br>Car Control Clinic<br>Driving School<br>Club Race School | Autocross<br><br>Car Control Clinic<br>Driving School<br>Club Race School | Autocross<br><br>Driving School<br>Club Race | BimmerMeet II<br><br>Driving School<br>Club Race | Driving School<br>Club Race |
| Fun Rally<br>Beach Party | Fun Rally<br>Buffet | Fun Rally<br>Lunch at Road America  | Fun Rally<br>Buffet at Road America<br>Karting<br>Drive-In Movie          | Fun Rally<br>Final Banquet                   |  |                             |

# BMW National News

**A**n exciting BMW model unveiled at the Geneva Motor Show was the BMW M3 Coupé face-lift with Competition Package. The M3 Coupé, Sedan, and Convertible models become 2011 models this spring and BMW ups the ante on the M3 Coupé and Sedan by offering a new “Competition Package” for MY2011.

The package (ZCP) further enhances the highly responsive chassis by installing a 10mm lower suspension and 19” wheels with greater offset for a wider track.

Combined with remapped Electronic Damping Control and Dynamic Stability Control systems, the M3 with Competition Package is the best handling production M car ever built.

Design wise, modified rear lights with glass cov-

ers in a homogeneous red color provide an additional visual accentuation in the BMW M3 Coupé and the BMW M3 Convertible. With two harmoniously illuminating light banks fed by LED units, they create a characteristic nocturnal design.

The M3 with Competition Package also comes with an exclusive color, the stunning Monte Carlo Blue. In the U.S., the Competition Package is available on the Coupé and Sedan models for \$2,500.

bj



**S**o, you went out and bought that new BMW a few years back, but now the end of the warranty is in sight. You're thinking of keeping it because you realize it's the best car you've ever driven. What about the free service that you've been getting ... you know that goes away too, right? How do you know there isn't some surprise waiting for you just around the corner? You don't. No one does. All you can do is cross your fingers and hope the dealer caught everything covered under warranty before it was too late.



As a professional I hear many other stories from other professionals about cars coming to them after warranty is up and finding things that could have been fixed earlier. From talking with other professionals nationally this issue seems to be a common trend that could easily be prevented. The vast, vast majority of technicians at dealerships are ethical, hard working folks that take their job responsibility very seriously. Sort of like your doctor or dentist does. But no matter how much you trust your doc, do you get a second opinion if something serious comes up? Of course you do. This is a great tip to keep the costs low and get as much as you can out of your warranty. Your car coming out of warranty, or one that you are considering purchasing should be handled no different. From what I have heard from professionals nationally, always get another set of eyes looking and assessing. Something serious is counted in dollars and if there is any chance of getting an issue corrected while the car is in warranty, have it done, at the factory's expense. Many times people don't think about getting a second look until their warranty is already up. This is to inform people that you can get a second look and it might pay off in the long run.

An independent shop does have a dog in the race. They hope that you will choose their shop to service your car in the future as an alternative to the dealer. Maybe you will, maybe you won't. If the shop you choose is worth their salt, they will do everything they can to insure a thorough assessment and advisement of your car at the time of inspection. Also, consider a separate, complete readout of all stored fault codes. Fault

## PAT'S PERSPECTIVE

by Pat Kummrow

codes are stored for nearly all the car's systems and sometimes can help establish predictions of what will be at issue in the future, not just what's wrong this moment. It's equally important to remember that no one can foresee the future and that not all repair issues show themselves for a period of time before going critical. Any inspection, assessment or review of a car is only a snapshot of the car's condition at that time. For example, if a wheel bearing is dying, it will usually make noise before becoming so serious that it has to be changed NOW. However, a part like an ABS controller or a heater controller can be good one day and dead in a week, for no apparent reason. Chances are, no one would have seen this coming. So think about it a bit and give a call to your local independent shop and schedule for a near-warranty-end assessment. It could pay off well.

bj



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# New Members

## Badger Bimmers Welcome Newest Members

**Joseph Bachman** - 2003 M3, Milwaukee  
**Jon Calder** - 2007 Mini S, Little Chute  
**Louie Fisher**, Stockholm  
**Dustin Haaland** - 2007 530i, Hudson  
**Anthony Korcovelos** - 1990 325is, Antioch, Il.  
**Melinda Rivers**, Monroe  
**Greg Sperry** - 2001 330 Ci Conv., Schofield  
**David Stank** - 1983 & 1984 633CSi's, Appleton  
**Aaron Ziltener** - 09 328i, Madison



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# Classified Ads

## CARS

**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).

**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/Alcantra headliner, burl wood, part-distance control, M audio, 29K mi. 6-speed/performance clutch, Dinan 3.45 gears (0-60@ 4.4 sec), hard wired 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)

**2001 525i Automatic** - 4DR, Jet Black exterior, Black Leather Dark Burl interior, rear air bags, heated seats, moon roof, extra deep all weather mats, new electronic thermostat, new module with 5 year warranty, Blizzak tires and a set of Michelin all season radials, one owner, dealer service records, very clean, non smoker, 91,000 miles, asking \$11,500. Scott Niedermeyer 414-881-4041 [scott@snaconsulting.net](mailto:scott@snaconsulting.net).

**1995 BMW M3** Daytona Violet with gray cloth/alcantara seats. 172K miles. Borla Exhaust, K&N CAI and Dinan reflash. Engine runs well. WI emissions exempt. Eclipse CD. Good condition, minimal rust. Fairly new all-season Sumitomo HTR+ 235/40ZR17 tires. Set of winter wheels. Rebuilt rear subframe. Instrument cluster recently replaced. AC compressor out. \$4000 OBO. Dave 414.881.8276

**2007 M5** - 6spd manual, 25K miles, Interlagos Blue, black interior. HUD, split rear seat/skibag, rear side airbags, comfort access. \$48,900. Factory warranty and maintenance to end of March 2011. 262 252 3693 or [emmsm77@wi.rr.com](mailto:emmsm77@wi.rr.com)

## 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 pickup. 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).

**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.

**Winter Tire/Wheel package** - (4) Borbet wheels with (2) Hakkapelitta 205/55R16 M&S and (2) Dunlop Graspic DS 215/55R16. Used one season. I had them on my 1996 M3 which had 17" wheels. Should fit any 3 series that has 17" or 16" wheels. Contact Wolfgang Hemschik at [whemschik@wi.rr.com](mailto:whemschik@wi.rr.com). Selling for \$300.00 complete. 262-968-2850

**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 @ 414-640-6476.

**BMW parts for sale** - X5 (E53) BMW front and rear All Weather floor mats, black--\$50 , X5 (E53) BMW rear All Weather cargo liner - \$45. 5 Series (E60) BMW front All Weather floor mats - \$ 45. 5 Series (E60) BMW All Weather cargo liner, black - \$ 45. BMW 645/650 BMW front All Weather floor mats - \$50. 5 Series (E60) CoverCraft Form-Fit indoor car cover, black - \$100. All in like new shape. Call Chris 414-587-8000

**E39 Sport Package Wheels** - Full set of OEM BMW Style 42 Cross Spoke Composite II wheels from a sport package E39 530i. These are the original 17 X 8 two piece wheels from a 2003 530i I no longer own and will fit all E39 cars as well as other BMWs. Three of the wheels are in very nice condition and the fourth has a bend in the rear bead from a pothole but is cosmetically excellent. This wheel can be easily straightened back to new by a wheel repair shop and will need no refinishing. All the wheels include BMW wheel centers but no tires. I will take \$500 for the whole set (less than the price of one new wheel from BMW). Email me at [05elise@milwpc.com](mailto:05elise@milwpc.com) for photos or more information or call Dan at 262-554-4921

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