

# bimmer immer

May 2011

- Madison meet
- When Less is More
- Driving School Dates



# bimmer immer

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### Cover Photo: BMW CSL

Photo: MHT image • J R Schabowski



# 2011 Calendar

- May 7** Spring Car Care - 10 am Zimbrick BMW - Madison, WI  
Details - Contact: Larry O'Brien [madisonliaison@badgerbimmers.org](mailto:madisonliaison@badgerbimmers.org)
- May 7** Spring Car Clean-Up - 10 am Enterprise Motorcars - Appleton, WI  
Contact: Jeff Sonnleiter [foxvalleyliaison@badgerbimmers.org](mailto:foxvalleyliaison@badgerbimmers.org)
- May 7** Spring Car Clean-Up - 10 am O'Reilly's Milwaukee, WI  
Contact: Dave Thuerk
- May 12** Board Meeting - 7pm Brew City Grill - Mequon, WI
- May 24** German Car Show night - Brew City Grill 6-9 pm
- June 10** Driving School - Black Hawk Farms - South Beloit, IL
- June 11** Board Meeting 10 am - followed by the Car Show : Concours BMW - Glendale, WI  
*See page 6 this issue*
- June 18** Golf Outing at Broadlands - contact: Dave Thuerk
- June 25** Car Corral at Road America (outside turn 14) - Rolex/NASCAR Race Weekend
- July 25** Track Day Blackhawk Farms Raceway
- August 2** Badger Bimmer Car Show - 6-9 pm - Brew City Grill - Mequon, WI
- August 8-9** Audi Driving School - Road America
- August 11** Board Meeting - 7pm Brew City Grill - Mequon, WI
- August 20** Car Corral at the ALMS Race (outside turn 14) - Road America
- August 27** Masterpiece Car Club Day, downtown Milwaukee, at the Lakefront
- September 8** Board meeting - 7pm Brew City Grill - Mequon, WI

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**B**oard meetings are held on the second Thursday of each month. They start promptly at 7:00.  
Board meetings are open to all members. The Board encourages member attendance.  
**Monthly Board meetings convene at: Brew City Grill • 10250 N. Cedarburg Rd. • Mequon, WI 53092**  
**Phone: 262-238-2600**

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# From the President

Mike Loos

It's almost summer! During the drab cold spring days your Badger Bimmers board has been working up a sweat to keep this a great car club.

Badger Bimmers will have a new website soon! Board member Will Hippensteel is designing and building the site. I wish I could explain some of the details because it sounds like it will be super cool, but when Mike Clemens, Will Hippensteel and Dave Tatem talk it mostly goes over my head. Stay tuned for updates!

Mike Clemens has done a great job putting together our Drivers Education track days. Check the dates here in the Immer, the website, or of course [www.motorsportreg.com](http://www.motorsportreg.com) and sign up.

Please look at the calendar and note the car show and golf outing too.

Our next meeting will be held at Brew City Grille in Mequon on May 12th at 7:00PM. Remember, all are invited so stop in



bj

# Badger Bimmers

Presents Our

## 9<sup>th</sup> Annual Car Show at Concours BMW

June 11<sup>th</sup>, 2011

11:00 am

Awards presented 2pm

Trophies awarded for:

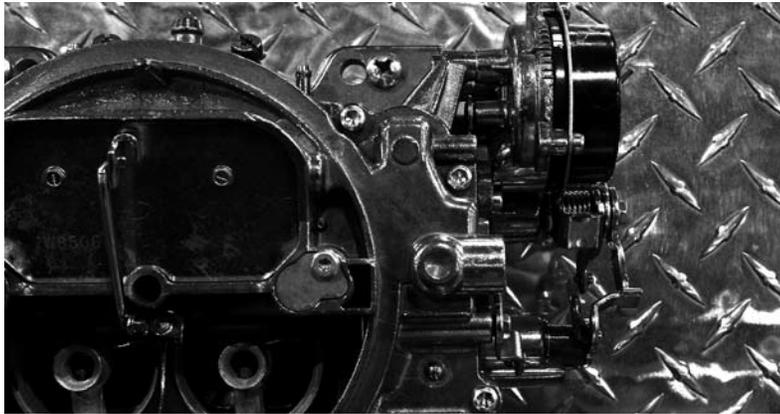
BMW's of the '70's - 80's - 90's - 2k

Plus

**The People's Choice Award**



# When More is Not Better



by Ron Pace

Some of you are old enough to remember the days of carburetors and aluminum manifolds on muscle cars that shredded bias ply tires at most every stop light. Those that don't – well it is your loss! In any event, I was part of that era and had a number of muscle cars that were 'mildly tuned' to prevail in the stop light grand prix circuit. I vividly recall when the thought of going up against 3 deuces (three 2 barrel carburetors) on a big block brought a cold sweat to a driver's palms. The Oldsmobile J2's of the 50's may have started the trend but the GTO of 1964 cemented the big dog equipment on the street. Needless to say, there was a shade tree mechanic or two who reasoned that if "trips" as they were called, were a good ticket (excuse the pun) then two 4 barrels would be the top dog. And in fact, I know of a couple who forked over a lot of hard earned dollars to buy new manifolds and carburetors only to find out that they had wasted a lot of time and money. At the time I was the proud owner of a Motion Performance Nova with a 427 solid lifter big blocked with a 4-barrell tucked under the hood. Somehow the front fender badges were incorrectly installed to indicate it was a 396. Go figure!

Well as the multiple carburetor trend started to take hold I called Joel Rosen. Rosen was the innovator who owned Motion Performance on Long Island. I told him I wanted to convert to a two 4-barrel set up on the 427. He laughed at me and suggested I do some research before he took my money. Needless to say I was taken back. But Joel was one of the most winning drag racers around at that time, so I took his advice. I researched the engineering about intake volume and found there were actually formulas and science behind how to choose the volume a power plant needed. Imagine that! As it turns out if you put too small an intake system on carburetor or throttle body system – the engine starves for air/fuel and under performs its potential. But more is not better. If you put too big a system on the engine performs even worse that if you had sized your carburetor on the small side. In fact, I had a buddy who was dying to show the Nova the tail

lights of his 65 GTO. The GTO came from the factory with a 389 but everybody knew he had dropped a 421 into the Pontiac, much like Al Wangers had done for all the car magazine test mules. He was running three two barrels and reasoned he would change that set up out for two 4 barrel 600 CFM (cubic feet per minute) Carter carburetors. So out he went and spent a tidy sum for the new manifold and carburetors. He spent endless hours trying to get the car timed correctly and jettied to stop popping and backfiring. When he was done he wanted to see if he could put the Nova in the weeds. I got him to spot me two car lengths because of the carburetor change against my lowly "396" with a single 4 barrel. Needless to say he was very disappointed to be 5 car lengths behind at the shut down markers to say nothing of the lightness of his wallet as a cool C note had been moved from it to my hip pocket.

Here is what I learned by doing the research that Rosen had told me to do. To find out the optimum intake volume you take the engines displacement in cubic inches times the maximum RPM and then divide it by 3456. So in the Pontiac owner's case 421 cubic inches times 6000 RPM (big blocks did not like to be turned too hard) divided by 3456 = 731 CFM. A typical tri-power set up flowed 700-750 CFM while what he dropped in the car was trying to dump 1200 CFM into the 421. Now I was running an 800 CFM 4 barrel. The math for me was 427 cubic inches times 6200 RPM divided by 3456 or 766 CFM. Indeed Mr. Rosen had done well in his design work!

Now for those of you who have to think in metric the formula changes a bit to: engine size in liters times maximum RPM times 61.024 divided by 3456 = airflow in cubic feet per minute.

The Nova is long since gone, Baldwin Motion Performance is a vacant field and Rosen lives in Florida, but whether the intake system is a carburetor, throttle body or velocity stack the formula holds.

bj



What happens when you shout HEY YOU in a crowded shop ... Attention!



Will and Dave surfing... um ... BMW sites ... yeah that's it ... on the iPhone.



What's that? A '71 Challenger?

The Board held its March meeting in Madison at Kelly Moss Motorsports. Kelly Moss is a high-end restoration and racing group with a spectacular facility and a very generous General Manager, Price Cobb.

We had a very good turn out of Madison area members. After the meeting and a fine lunch provided by Kelly Moss and Price gave the group a tour of the place. Did I mention spectacular? Although many of the race cars prepared there were already at Sebring, there were still many gorgeous vehicles to see in various stages of restoration. We also saw the engine building shop, the Dyno facility and a few very high-end race cars.

To finish out the day, we went for a tour and tasting at Capital Brewery. Brew Master and club member Kirby Nelson outdid himself with a great talk on beer-making, distribution and brewing history. All were invited all to have samples of the good stuff the brewery makes.

It was a good day.

bj



# eting



"Ain't enough beer here!"



bj

# 2011 Driving Events

## Blackhawk

Registration is open for both Blackhawk driving schools. This year the schools are scheduled for Friday, June 10th and Monday, July 25th. The schools this year are sponsored by the Badger Bimmer club and will be governed by BMW CCA driving school guidelines. Check [www.badgerbimmers.org](http://www.badgerbimmers.org) for links to the registration pages for these events.

## Road America

Registration for OktoberFAST at Road America in Elkhart Lake will open on Wednesday, June 1st. Check [www.badgerbimmers.org](http://www.badgerbimmers.org) starting on June 1st for a link to a detailed article about the event and the on-line registration form.

## OktoberFAST

This year OktoberFAST will be Friday, September 30th to Sunday, October 2nd. Friday is for instructors and advanced students and Saturday/Sunday is the drivers' school with run groups for novice students, intermediate students, advanced students and instructors.

Helmets must Snell M or SA 2000 or later. 2011 will be the last year that 2000 specification helmets will be allowed. Starting in 2012 only 2005 and 2010 specification helmets will be allowed.

bj



# Here's a Thing...

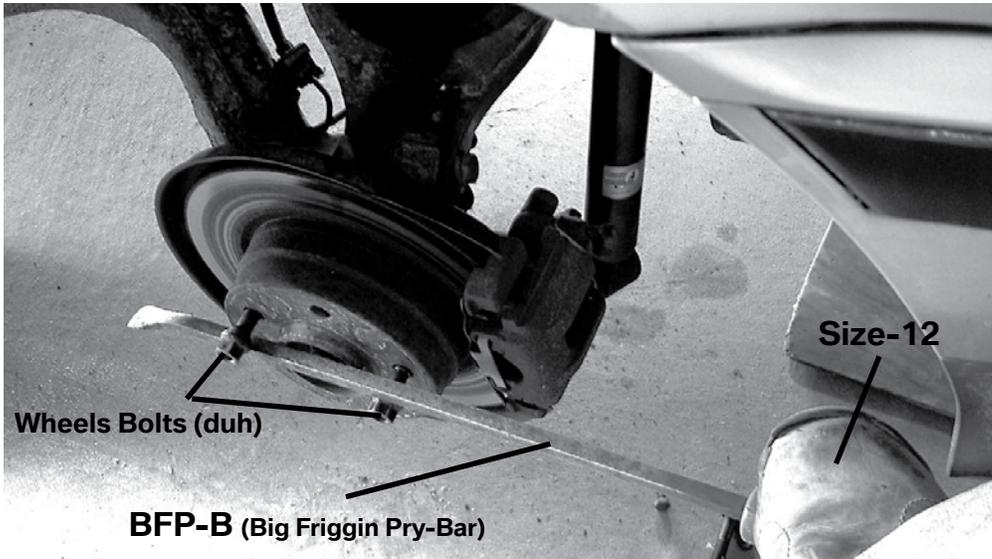
by J R Schabowski

## Rear Coil Spring Removal:

So you want to change out those rear coils to something better. Or maybe you're at the track and need to try out another set of coils on the back. Could be that you've got a broken spring needing replacement.

## Here's a quick and safe way to get that done .....

You'll need two of your wheel bolts, threaded into the hub by at least four threads, or better yet, use two longer bolts .....



... Then you rest this big pry-bar between the bolts as shown, and reef down confidently with a size-12.

Yo .. that spring has just lost it's place and literally dropped out and onto the floor, lying there like a disabled worm, waiting to be replaced by some new Eibach/Voightland/H&R thingie.

This trick works perfectly on e30 and e36 Bimmers (e34s too). Be sure you've disconnected that lower shock bolt.

bj

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# GOLF

## Outing

### **Badger Bimmers are going back to Broadlands Golf Club:**

The date for our annual golf outing is Saturday, June 18th, once again at Broadlands Golf Club. Golf Digest rates the course at 4 Stars. The club's address is 18 Augusta Way, North Prairie. The first foursome tees off at 9:00AM.

The reservation form below has to be mailed to Dave Thuerk. The cost is \$30, a very affordable fee because the outing is subsidized by Badger Bimmers.

Bring your clubs, meet and greet your fellow BMW enthusiasts, and have a fun day at the links. The event is non-competitive. (But do NOT walk in front of a player lining up a putt!) Every year some participants play only once a year and think a handicap refers to their swing. For them this is just another Driving School. You too can enjoy the Ultimate Drive down the fairway.

**Dress code - Men, collared shirts are required. No cut-off shorts allowed.**

# June 18



## 2010 Golf Outing Registration Form

- form and payment must be received by June 10th.

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**

# GOLF

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# New Members

## Badger Bimmers Welcome New Members

<b>ROBERT ANDERSON</b>	07 335xi - Milwaukee, WI
<b>AL BELZ</b>	Washington Island, WI
<b>JASON BOISVERT</b>	08 135i - Milwaukee, WI
<b>BRENDAN BURNS</b>	01 X5 - Columbus, WI
<b>MARK ECKHARDT</b>	94 325i - Greendale, WI
<b>ERIK HANSEN</b>	01 525i - Bayside, WI
<b>PHILIP HANSON</b>	02 M Coupe - Milwaukee, WI
<b>MATTHEW JENSEN</b>	87 325is - Sheboygan, WI
<b>EVAN JOHNSTON</b>	07 335i - Oregon, WI
<b>RICHARD KATZENBERGER</b>	11 335is - Waukesha, WI
<b>WAYNE KEISERMAN</b>	Appleton, WI
<b>DAN MAKOUSKE</b>	88 325i - Milwaukee, WI
<b>TOM PALMER</b>	Hudson, WI
<b>ROBERT ROMEO</b>	03 Bmw Z4 3.0S - Elkhart Lake, WI
<b>RITA SCHULZ</b>	10 335xi - Elm Grove, WI
<b>JAMES SNIFF</b>	01 530i - Verona, WI



## Other News

### **BMW CCA Foundation 1 Series M**

You may recall the BMW CCA Foundation's invitation to participate in it's raffle to help out the Street Survival Teen Driving School. Larry O'Brien our Madison liaison participated, thinking it was really a worthy cause, and could be a chance to win a very cool ride. Larry received a call from the Foundation recently to inform him he was the winner! Sadly, an insufficient number of tickets were sold to provide an actual car so he received a portion of it's value in cash. "I'm pretty happy to live with that!...", stated an exuberant Larry, "...The Foundation is a fine organization devoted to helping teach young drivers safe driving."

### **BMW Car Corral at Road America for 2011**

The Badger Bimmer BMW Car Corral will be open and invite all to park your BMW's in the fenced area outside Corner 14 for the following events. The club's grills will be fired up and available for use, so BYOM, bring your own meat to cook out if you like and picnic with us at the races! Further details to follow, keep informed on the website.

- **June 23-25 Bucyrus 200 NASCAR Nationwide Series (Saturday)**
- **GRAND-AM Rolex Sports Car Series and Continental Tire Sports Car Challenge**
- **July 14-17 Kohler International Vintage Car Challenge Racing with Brian Redman (Saturday & Sunday)**



# Classified

## CARS

**1973 BMW Bavaria** - Malaga with Tan Vinyl Interior, Oklahoma Car with little rust, Unknown Miles, 4 speed, runs and drives, many new parts, includes numerous parts from parts car (less engine, transmission, and interior), needs full restoration. (Parts for a 5 speed fuel injection conversion are available as well for an additional \$1200) \$2500 OBO Contact Kirt @ [kam1271@hotmail.com](mailto:kam1271@hotmail.com) for more information. Car is located in the Madison Area

**1985 BMW 635CSi** - 5-speed, black/black, 128,000 miles, stellar original condition. Never seen winter, no rust, paint all original deep shine. Interior near perfect, leather in incredible condition. Runs strong, pulls hard and has been well cared for. Regular valve adjustments and oil changes. Clutch solid and shifts smoothly. Front end tight and steering solid. No issues – everything works. Jim Conforti chip, Bilstein struts with Eibach springs. Rondel Style 0058 16x7.5 professionally refinished wheels with new Yokohama S-Drives. Have the entire set of 5 original TRX. Cat pipe upgraded to MagnaFlow stainless free flowing cat. Bosal exhaust. CD player. Headlights - Hella E-codes. Front air dam repainted this summer. Have actual log book of ALL maintenance done on car for past 11 years (along with receipts for parts and services). Always used BMW OEM parts when possible. Stunning condition. \$14,000. Email [markjmain\(at\)gmail.com](mailto:markjmain(at)gmail.com). Photos available.

**1973 BMW 2002** - Malaga, tan interior, mileage unknown. Runs and drives, Weber carb, crane ignition, e21 sport seats. Floors solid, needs paint and body. Car came from Colorado. Extra parts available. \$1,500.00 - contact Bill 262 268-1006 [wnicoud@wi.rr.com](mailto:wnicoud@wi.rr.com)

## MISCELLANEA

**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.

**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.

**Parting Out 1988 325iX** - Lots of good driveline parts. Motor suffered timing belt break. Text to 414.803.3385 or email: [mhtjef@gmail.com](mailto:mhtjef@gmail.com)

**Running out of space to store all your cars?** Three locations have 10' x 20' units available: Cudahy, Menomonee Falls or Random Lake. Call 414-352-3261 and mention this ad for your club discount.

### BMW CAR CLUB OF AMERICA FOUNDATION SEEKS EARLY bimmer immers

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).

Non-commercial ads are free to Club members, and are subject to space and editing. Ads run for a minimum of three insertions and then are discontinued unless the editor is notified to continue running the ad. Please notify us as soon as the item is sold. - ED.

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