

# bimmerimmer

April 2012

**Congratulations!**  
**The Mini's 10<sup>th</sup> Anniversary**



## Inside...

- 2012 DE: Back to Basics • Bimmer in the Barn • 9th Annual BB Car Show
- Red Granite Run Spring Touring • 2012 Golf Outing • Spring Clean Up



BMW Car Club  
of America  
Badger Bimmers





# bimmer immer

## • Badger Bimmers Board of Directors •

### President

**Michael Loos** • [pres@badgerbimmers.org](mailto:pres@badgerbimmers.org)

### Vice-President

**Ron Pace** • [vp@badgerbimmers.org](mailto:vp@badgerbimmers.org)

### Treasurer

**Mike Clemens** • [treasurer@badgerbimmers.org](mailto:treasurer@badgerbimmers.org)

### Secretary

**David Thuerk** • [secretary@badgerbimmers.org](mailto:secretary@badgerbimmers.org)

### Board Members

**Will Hippensteel** • **Bill Nicoud** • **Dave Tatem** • **Cindy Ansay**

### Driving Events Coordinator

**Mike Clemens** • [drivingevents@badgerbimmers.org](mailto:drivingevents@badgerbimmers.org)

### Past President

**Darcy Yench** • [pastpres@badgerbimmers.org](mailto:pastpres@badgerbimmers.org)

### Editor

**Don Gawronski** • [editor@badgerbimmers.org](mailto:editor@badgerbimmers.org)

### Membership Chairman

**Mustafa Emir** • [membership@badgerbimmers.org](mailto:membership@badgerbimmers.org)

### Chief DE Instructors

**Mary Medo** and **John Morgan**

### Madison Liaison

**Larry O'Brien** • [madisonliaison@badgerbimmers.org](mailto:madisonliaison@badgerbimmers.org)

### Fox Valley Liaison

**Jeff Sonleitner** • [foxvalleyliaison@badgerbimmers.org](mailto:foxvalleyliaison@badgerbimmers.org)

### Webmaster

**Will Hippensteel** • [webmaster@badgerbimmers.org](mailto:webmaster@badgerbimmers.org)

### Technical Service Advisor

**Jenny Morgan** • [tech@badgerbimmers.org](mailto:tech@badgerbimmers.org)

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**Cover Photo:** The John Cooper Works Countryman Mini

Photo courtesy of BMW CCA <http://www.bmwcca.org/node/4012>



# 2012 Calendar

April 12	Board Meeting – 7 pm, Concours Motors, Board Room*
May 5	Road trip (caravan) to WeatherTech®
May 10	Board Meeting – 7 pm, Concours Motors, Board Room
May 12	Spring Clean-up at O'Reilly Motor Cars, Milwaukee
May 12	Spring Clean-up at Zimbrick Motors, Madison
May 12	"Red Granite Run" touring, Waupaca, WI
May 22	Brew City Grill German Car Show night
May 25	DE Day at Blackhawk Farms Raceway
June TBD**	Tail gate party and Milwaukee Brewer's game, Miller Park, Milwaukee
June 9	9th Annual Badger Bimmers Car Show, 10 am, Concours Motors
June 14	Board Meeting – 7 pm, Concours Motors, Board Room
June 22-23	Grand-AM Car Corral at <i>Road America</i> (Check our Web site for details!)
July 9	DE Day at Blackhawk Farms Raceway
July 12	Board Meeting – 7 pm, Concours Motors, Board Room
July 21	Annual Golf Outing, Broadlands Golf Club
August 9	Board Meeting – 7 pm, Concours Motors, Board Room
August 20	DE Day at Blackhawk Farms Raceway
August 25	Ladies' Tech Session, European Auto House, Mequon, WI
September 13	Board Meeting – 7 pm, Concours Motors, Board Room
September 17-23	National <i>Octoberfest</i> at Mid-Ohio Race Track
September 28	Advanced Driver & Instructor Day at <i>Road America</i>
September 29-30	<i>OktoberFAST</i> Driver School at <i>Road America</i>
October TBD	Board Meeting – 11 am, Enterprise BMW, Appleton, WI
October TBD	Fall Car Clean-up, 10am - 2pm, Salvaggio Auto Design, Port Washington, WI
November 8	Board Meeting – 7 pm, Concours Motors, Board Room
December 13	Board Meeting – 7 pm, Concours Motors, Board Room

## January 12, 2013 Annual Holiday Party and Membership Meeting

\*New location

\*\*Exact date to be determined

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**Board meetings generally are held on the second Thursday of each month. They start promptly at 7:00 pm. Board meetings are open to all members. The Board encourages members to attend.**

**Beginning April 12, 2012, monthly Board meetings will convene in the Board Room at Concours Motors • 5990 N. Green Bay Ave. • Glendale, WI**

**Please consult the monthly Calendar (above) for exact locations and dates.**

# News of Note...

## 2012 BMW CCA Chapter Congress

Around 300 BMW CCA members from across the country attended the Chapter Congress and Driving Events Congress in Dallas, TX, in February. Your Badger Bimmer representatives were Cindy Ansay, Mike Clemens, David Tatem, and Don Gawronski. I also attended as your National Secretary.



From left: Gawronski, Yench, Ansay, Clemens, and Tatem at the Chapter Congress.

A huge part of the meetings was focused on the future of our Club. There were sessions on ways to stay current, how to recruit and retain members, and the importance of our

Web site and social media in attracting a younger audience. (Your Badger Bimmer Board is currently revamping our Web site.) In 2012 our goals will be to reach more BMW enthusiasts, have a better presence in digital media and on our Web site, and add a Facebook page. We currently have a Twitter account — please sign up if you tweet! We would like to see more members engaged online and at our Club events. We are also looking into the possibility of getting some merchandise with our Club logo on apparel and other things.

During the weekend, the national Board clarified what it means to be a member-based, non-profit Club and the IRS code that goes along with it. Bottom line, it means that to participate in events where there is a fee, you must be a member.

Mike Clemens, our newly elected North Central Region Driving Events representative attended the Driving Events portion of the Congress.

One of the best things about the Chapter Congress is it's an opportunity to meet others with the same passion from around the country and share ideas. One of those ideas spurred Cindy Ansay to develop some upcoming "women only" events, starting with a tech session.

We are always looking for ways to include more people, incorporate new ideas for events/gather-

ings and always looking for more volunteers to help with the ones we have on the calendar. If you are interested in seeing how the Club works, attend a Board meeting, meet some new people, get involved by volunteering, share an idea, or plan a new social event.

We're looking forward to a fun spring and summer with ALL of you. We have spring clean-ups planned in Milwaukee, Madison and Appleton coming up — PLAN TO ATTEND and get a clean car, too!

~Darcy Yench

P.S. Did you happen to see BMW's win at Sebring March 17? That was some kind of racing Joey Hand did at the end to win his class. Look for an opportunity to meet and greet the BMW drivers at Road America again this summer and join other chapter members at our car corral outside Turn 14. **bj**

## New BMWCCA/Badger Bimmer Member Name Tags Available

We are excited to be able to offer new member name tags that show our revised Badger Bimmer Chapter!

We would like our members to have the opportunity to show their Club support and enthusiasm with a personalized Chapter name tag. Wearing these at Club events allows much easier name recognition for other members (and they're so much nicer than sticky paper name tags). Take a look at the photo.

These tags also come with a magnetic backing that will not damage your clothes. If interested, contact Cindy Ansay at (262) 388-7384.

The cost is \$7.00 per tag. Please make checks payable to Badger Bimmers and mail to Mike Clemens, P.O. Box 345, Mequon, WI 53092. **bj**



# From the President

Mike Loos

## Some Great Ideas—Not Just Beers—Aflowin’

**W**e had a nice Badger Bimmer Board meeting at Capital Brewing in Madison on March 10th. **Kirby Nelson**, the Brewmaster, gives us a sweet deal. We talk about Club stuff and Kirby keeps the delicious beers flowing. Thank you, Kirby, for all the support over the years. I liked all the beers, but one was outstanding. Sadly, I can’t remember the name. Oh, well, I’ll have to drink them all over again.

BMW CCA had a get together of Club chapters in Dallas last month. Our contingent gathered a lot of valuable information. Check out the report on page 4.

Many great ideas are coming out of that Chapter Congress. For example, **Cindy Ansay** is putting together a **Ladies’ Tech Session**, right now scheduled for August 25th. This should generate a lot of interest. And it’s free, so non-member friends are invited, too!

**David Thuerk** is organizing a golf outing again this year and the Club will subsidize a good portion of the greens fees. This event has not drawn a big crowd in the past. Why don’t more members attend? I can’t figure it out. I’ve had fun at them, no pressure, just a nice round with my fellow hackers. **David Tatem**, at the Chapter Congress, learned that another chapter had the same experience with Club golf outings. They discovered that their members owned more guns than golf clubs. So, they dropped the golf thing and initiated a shooting outing and had a “bang up” time. Makes you wonder — *How many Badger Bimmers would attend a trap shoot?!*

Along with touring around the Red Granite area, we seem to have statewide synchronized car clean-ups going on this year, on May 12th. Speaking of clean-ups, did you ever watch helplessly as your spilled coffee disappears into the carpet of your car? Right about then you kick yourself for putting in the REAL milk. That’s going to leave a haunting curdled faint smell of death no matter how many times you scrub it. Some of you know what I mean. Your friend gets in the car, closes the door and then crinkles his nose. It might have been a twitch or a tic, but you know deep down, he’s on to the scent. Some of you don’t know what I mean because you bought **Weathertech**® all-weather floor mats. And if you’re really hip, you own Weathertech’s DigitalFit floor protection system. They use a laser to map the floor then make a complete cover, not just a floor mat. Sound interesting? WELL... **Darcy Yench** has been working with **David MacNeil**, the president and founder of WeatherTech, to set up a date for our members to tour the WeatherTech plant in northern Illinois. Looks like May 5th. Interested? Contact Darcy.



bj

# Back to Basics

~Part 1

**practice makes... what?!**

by Shields Bergstrom



**H**ello again. I want to start our conversation on driving by going back to the basics. I know what you're thinking: you've covered ALL the basics before and you're constantly reminded of the "basics" when you go to a track day or DE event. But, these basics are a little different from what you're used to. We're not going to talk about late apexing, the various phases of the corner, and all the other stuff you've heard at a track day (well, at least not in THIS article).

The basics I'd like you to think about are all the techniques, principles and theories that are the cause of, and solution to, your driving problems. (Yes, you do have driving problems. I know it's hard to admit, but I have them, too.) They can be big or small, but they're problems nonetheless. They prevent us from driving our perfect lap. Sir Stirling Moss once said that he had never driven a perfect lap in his career. If he hasn't done it, it's doubtful we will, but I would still like to get as close as possible. There is ALWAYS a way to go faster, and to find a couple of tenths or hundredths to shave off of your lap time. The way to shave those pesky fractions of a second from your lap is by going back to the basics.

I've divided this subject into two parts. Hopefully this will make digesting the information easier. But truthfully, that will keep me from filling up the entire immer with this article. So, let's get into it.

## Vision, driving with your eyes

This one seems pretty obvious, but you'd be surprised at how many students I've had who didn't drive with their eyes, looking far enough ahead, and didn't actually see much on the track. The bottom line is this: WHERE YOU LOOK IS WHERE YOU ARE GOING TO GO. Make sure that when you're in the car, on the track, you're looking at where you want to go and NOT looking where you don't want to go. If you're looking at the wall or barrier on the exit of a turn, that's where you're going to end up!

Now, this doesn't mean that you need to stare down all of your reference points. You need to look far enough ahead so that you have time to position the car where you want it. The farther ahead you look, the more time you have for this "car placement"—to gauge your speed for turn-in, to correct mistakes and see any upcoming problems (cars spinning, yellow flags, debris, etc.). Another benefit to looking far ahead is that the sensation of speed seems to diminish. Try this next time you're on the freeway: hold a constant speed and look at the lane lines as you pass them directly in front of your car. Now shift your vision to the horizon, or as far away down the road that you can. The lines appear to be coming at you much slower the further away you look, don't they? The farther ahead you look, the more your speed appears to diminish, the more time you have to react and the more time you have to position your car around the circuit. Practice looking ahead EVERY time you're in a car. It will help you on the track and off.

## Consistency, Consistency, Consistency

Why is this so important? I'm sure you've all heard about the importance of being consistent in racing. It's the ability to drive a circuit quickly lap after lap with little variation in lap time. To win races and championships regularly, this is a must. There are drivers out there who can put in a blistering lap or two, but then struggle to maintain a consistent pace throughout a race. This usually means they're caught and passed. But more importantly, without consistency, it becomes difficult for that driver and the team to engineer a race-winning car. If you can't maintain a fast pace at or very near the limit of the car, how can you develop the set-up?

What about for the DE driver? Consistency in your driving is equally important, not only if you are tuning the car, but also for your progression as a driver. It becomes extremely difficult to gauge your performance as a driver if you're not consistent.

Consistency should be one of your goals every time you get on track. Think of it like the foundation of a house — if the foundation isn't even or level, it's not a very good platform to build the rest on.

Your driving is the same way, a consistent lap time is like your "foundation"— a level platform from which you can gauge and build your performance as a driver and that of your car. Ideally, you want to be able to drive at or very near the limit of your car with lap times varying only within a second or so. If you watch the pros, they can do this with lap times varying within a few tenths and even hundredths of a second.

This, of course, takes practice. You need to be patient, focused, relaxed and settled into a driving rhythm. Start by driving at a reasonably quick pace. Don't shoot out of the pit lane and try and put in your fastest lap right away. Build up the pace as you get more comfortable and into the rhythm of driving the circuit. You will reach a point at which you are driving fast and can maintain that pace for the length of a session. This is your baseline/foundation lap time. From then on, you will have a consistently quick pattern of driving the circuit, from which you can start to build.

### Identify your habits

Don't continue to practice bad habits. We all suffer from bad habits, some more than others, but we all have them. Bad habits not only lead to mistakes, but they'll also slow your progress as a driver.

It's important for you, as a driver, to be continually analytical about your driving. Ask yourself questions about your driving. For example, was the reason the car under-steered into Turn 1 car set-up or your technique? What are you doing with the controls at Turn 1? Once you've identified the bad habit, you can now come up with a strategy to change it. Remember, the only way to get rid of a bad habit, is to replace it with a new, GOOD habit.

Sometimes, it becomes difficult to identify these bad habits. This is where having an instructor or driving coach really pays off. If you're a DE driver, have an instructor ride with you and watch what you're doing. If there is a specific technique, corner



and in the AMR DBR9 test mule at Sebring.



Shields, in the "insane" Corvette ZR1 at VIR...

or habit that you're concerned about, ask your instructor to watch those areas specifically. If you're in a race situation or drive a car that does not lend itself to giving rides (open-wheel, prototype, etc.), have your instructor/coach hang out at a corner and watch what you do around



in an R8 on a very wet Grattan Raceway...

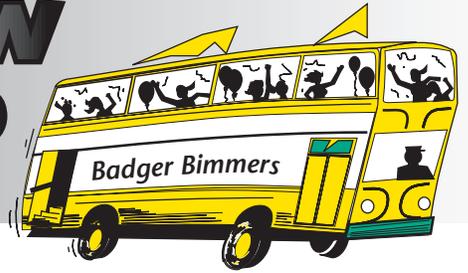
the track. If you've got in-car video, sit down with your instructor/coach and analyze the video together. Sometimes, just watching the video yourself will allow you to see things that you didn't even know you were doing.

### The elusive line

The "line" around a racetrack is NOT static. That's right. The line around EVERY racetrack is not static, it is dynamic. When you attend a driving school, DE or are learning a new track for a race, there is a lot of discussion about the "line." Typically, the line that is taught is the "ideal driving line," i.e., the fastest theoretical route around the circuit. While it is usually a good starting point, don't get into the habit of rigidly adhering to that one line. The line, in fact, is ever-changing. As you become more comfortable and faster on a particular track, you will need to adjust your line around the circuit. This usually means that, the faster you go, the

Continued on page 9

# Chicago Auto Show Motor Coach Trip



Thirty-one members and friends took the Badger Bimmers Motor Coach Trip to the Chicago Auto Show on Saturday, February 11th. We picked up people at two locations, on the north and south sides of Milwaukee, stopped for breakfast on the way, spent a great day at the show and had a relaxing bus ride home! We even had a couple come in from La Crosse to join the group. Enjoy some of the sights of the show. Great turn out, Bimmers!

**bj**



## ATTENTION:

### *Ladies of Any Age!*

#### **Come have breakfast and bond with your Bimmer!**

On Saturday, August 25, **European Auto House**, located at 11020 Buntrock Ave. in Mequon, will host a **Ladies-only Tech Session** for our Club.

The tech session will begin at 9:00 a.m.

This event will be a wonderful opportunity to talk one-on-one with **Nathaniel Sumner**, a factory-trained BMW technician and owner of European Auto House. A grouping of different models of BMWs will be on hand to help us go through the basics of car care. He will also cover more specific details about your own particular vehicles. So bring your questions

Please RSVP to **Cindy Ansay** at (262) 388-7384. Kindly leave your name, and the year and series of the vehicle that you will be bringing to the event.

bi

## A Milwaukee Masterpiece

Every August there's a fabulous Concours d'Elegance and car club show on the shores of Lake Michigan at Veteran's Park. This Milwaukee Masterpiece is Wisconsin's answer to Pebble Beach and Meadowbrook, coupled with the welcoming blue waters of a truly great Lake. Some of the finest examples from around the world gather at this annual event.

August of 2012 promises to continue the tradition and be of particular interest to those who own or follow German cars. The traditional "club day" (Saturday, 8/25) is open to all marques. But there's a special class for the feature day (Sunday, 8/26) — a class for Teutonic Touring and Track Cars, open to German touring and race cars from '73 or older. Eligible marques include Mercedes Benz, Porsche, Audi, BMW, VW, etc. (How about a Ford Lincoln/Mercury Capri rally car?)

Sunday is a by-invitation event. You must apply for acceptance, but it's really painless. Send a few digital pictures of the car and a paragraph or two describing why the vehicle's unique and special. Send the material to either **Mike O'Krongly** at [mokrongly@aol.com](mailto:mokrongly@aol.com) or to **Ron Pace** at [ronald.pace@kohler.com](mailto:ronald.pace@kohler.com). Space is somewhat limited so get your submission in quickly. See you in August.

bi

## Back to Basics

*Continued from page 7*

earlier you will need to turn in and apex.

How your car is handling also affects the line. Certain set-up changes may make your car want to take a slightly different line around the circuit. The other variable in the line is track condition. Certainly when the circuit is wet, adjustments to your line need to be made, but this can also be the case with very hot or cold days on the track. Overall, you as a driver need to be constantly adjusting your line around the track. Don't get focused on sticking to one line and forcing your car to drive it. Your car will tell you where it wants to go around the track. As you get faster and faster, remember to adjust your line for the increase in speed.

### **Pursuing perfection**

Use ALL the track. This one sounds like a no-brainer but many drivers don't use all the racetrack available to them. You paid to be there, so get your money's worth and use it all. When you're driving a particular track, be conscious of where your car is at the entry, apex and exit of the turns. Are you at the very edge of the track on entry? Are you clipping or on the curbs at apex? Are you using all the track at exit? The more track you can use, the larger you make the radius of the corner and, as a result, the faster you can drive through it! If you leave even a foot or two of space at the entry, apex and exit of the turn, you reduce the radius of that corner significantly. This can often translate into 5 to 10 mph at the end of the straightaway. At large tracks, such as Road America, this can mean several seconds of lap time lost.

Practice DOES NOT make perfect — only PERFECT practice makes perfect. When you're on the track practicing, make sure that you're practicing the correct technique, line, etc. Be careful not to develop bad habits by practicing incorrectly. This is where having a coach or driving instructor at the track helping you or watching you is most beneficial. It's always easier to practice the correct technique than it is to break a bad habit and replace it with a good habit.

I hope this will give you some things to think about and practice before your first DE, track day or race. As always, let me know what you think. What are some of your bad habits? Do you practice looking far ahead on the street?

Email me at: [shieldsracing@gmail.com](mailto:shieldsracing@gmail.com).

bi

# Bimmer in the Barn

Part 4

by Bill Nicoud



**W**ell, work continues on the 2002 and to my relief, finding parts has not been the needle in the haystack affair I feared. I have been buying parts for years for an '02 project, but there were still a few pieces I needed.

After disassembling the car so all that was left was a body shell with suspension and a dashboard, it was time to begin the hard work. I decided to start at the front of the car so when the engine was done, I would have a nice shiny place to put it.

## Goo, be gone

The car had been repainted in Silver during its early years, but rather than take the time and effort to paint the engine compartment and trunk, they were covered in undercoating. It was a quick and easy solution then, but a pain to clean up and paint properly. The job required lots of hours, with solvent and scuff pads to remove all that black goo.

With goo removed, and prep work done, it was time to spray some nice Caribbean Blue. And having a shiny place to put an engine, I needed to make some more decisions regarding that engine.

I had always thought any 2002 I would own and drive should have a snarling pair of side draught Weber carbs to move that German wonder and announce it's arrival. But now that I actually have a 2002 again, a new question arises: Fuel injection?

## Technology's temptations

You could certainly argue that fuel injection would be more reliable, offer more power and probably better mileage, but at what cost. This could also be the slippery slope of modifications and improvements,

which would change the basic character of the car I remember. So where to draw the line? I had already decided on a slight brake upgrade, a color change, and a black headliner to replace the original white vinyl piece. I know there are great injection systems, and some that even mimic the look of carbs, but this wouldn't be a

cheap alternative, and frankly I don't have unlimited funds to throw at this project. If I install fuel injection, do I install a nice 5-speed transmission, maybe

air conditioning, maybe a killer sound system? Well get thee behind me, Satan — I'm going with the Webers. I know this could require some careful tuning, less power, etc.... but I'm the customer this time. Bring on Mr. Weber!

As for the rest of the project, there are more choices to make, more parts to buy; there's

more metal to cut and weld, more sanding, a lot more paint, and then a lot of re-assembly. But in the end it will be cool and it will be my own.



Stay tuned!

**bj**

# BADGER BIMMERS

BMW Car Club  
of America  
Badger Bimmers



presents:

*9th Annual Car Show at Concours BMW*

*June 9, 2012 11am*

*Award Presentations at 2pm*

Trophies awarded for

*BMW's of the '70s, '80s, '90s, 2000+  
& People's Choice Award*



*5990 N. Green Bay Ave. (north of Silver Spring) in Glendale, WI*

# ~Red Granite Run~

## Some Spring Fun in Central Wisconsin

The “Red Granite Run” promises to be a stirring two-hour trip through the backbone hills and valleys of Wisconsin! The trip—our first of what I hope can be a series of touring adventures for Badger Bimmers of the “Upstate persuasion”—starts in Waupaca; heads south to the quaint village of Mt. Morris; winds over to Red Granite for lunch; goes up the back way to Poy Sippi; then moves northward for a higher-speed, smooth-and-wide section on 49 to intersect US 10 once more.

The date for this adventure is Saturday, May 12th. We’ll assemble at the north end of the Riverside Medical Center parking lot and start touring at 11:00 a.m. sharp. That location should give us enough space for a dozen cars or more without bothering anyone. This starting time, with touring time plus lunch, should allow everyone to get home by late afternoon.

Once we’re all together, we’ll head south on the slightly bumpy (and unavoidable) Road E, which is Berlin St. in Waupaca. I’ll take the lead. (I’ll be in a black BMW Z4 convertible.) No racing, just good touring fun. If anyone has to stop along the way, we’ll all stop: just flash headlights or call me on my cell phone (I’ll give out the number at the meeting location). We won’t leave anyone stranded. I have put together an eight-page Word® document, a more detailed map of the entire trip, if anyone wants one. I can e-mail it to you, if you wish (my e-mail address is below).

Once we get into Red Granite, we’ll stop for a lunch break or just some refreshment. Hopefully, we can chat a bit and get to know each other, too. But there is one thing: I’ll have to have a response from those who want to come, simply because I still need to determine which of the three or four places in Red Granite could handle however many of us



Map of Waupaca rendezvous area.



Aerial photo of Waupaca rendezvous area.

there would be. So, please RSVP by May 5th (e-mail: [nmgom@earthlink.net](mailto:nmgom@earthlink.net), or home telephone: (920) 738-9548).

Also, if it is absolutely pouring windy rain or heavy snow (*no, Dorothy, this is not Kansas anymore*), I’ll need everyone’s contact info in order to cancel: we aren’t going to be doing any hazard experiments here.

So, let’s kick off springtime with this short and hopefully happy adventure. The scenery is great and the roads are Bimmer-ish! There are others that could be done, perhaps in the fall, with choices increasing in length to four hours, then six hours, and

finally 12 hours for the hardy and dedicated “touring aficionados.”

Good Driving, Folks!

**bj**

~Bernie Kressner

### DIRECTIONS

For those coming from the Green Bay area, just head south on US 41 and get off directly on the US 10 exit near Menasha, then head west. For those coming from the south, say the Fond du Lac area, just go north on US 41, but get off at the US 45 exit near Oshkosh and head diagonally NW until you intersect US 10; and again, head west. For those coming from the Manitowoc area, you’re already on US 10: just keep going! If you’re coming from the west, US 10 is your only major route east.

Once you’re near Waupaca, get off US 10 at the Churchill St. exit and head north into town to intersect Park Ave. Nelson’s Shell Station is on the corner of Park and Churchill for a rest stop, AND real V-power gasoline: yes, 93-octane and NO ETHANOL. (I spoke to the owner, Michael Parnham: he fuels up all the antique cars for the shows around the area, and knows all about good gas.)

# Last Notice of Spring Clean-up

We sure have been fortunate with an easy winter through mid-February. I took advantage of the dry roads and drove my M3 many times until that first snow in January. With every turn of winter toward cold and snowy, I'm glad to think about our Spring Clean-up and start planning for it.



This year's Clean-up date is **Saturday, May 12th**. We'll be returning to our favorite location, the O'Reilly Motor Cars facility. Mike Loos, our Club's president and owner of O'Reilly's, has invited the Club back for yet another Spring Clean-up.

Mike provides support for washing cars and a heated shop for all the finishing and detailing you may want to complete on your car. Activities will start at 10:00 a.m. on that Saturday. Car washing will continue into early afternoon.

Bring your car to the rear of the shop for wash-

ing, and then drive around into the heated shop so you can wax, clean the interior or have a chat with one of your fellow Club members.



*Nick SanFilippo repairing a dent at the Clean-up 2011.*

O'Reilly Motor Cars is located on Cherry Street between 3rd and 4th Streets, just north of downtown Milwaukee.

I am inviting Nick SanFilippo from Acci-dent to attend and offer paintless dent-removal services. Their dent removal results have been amazing. If you're interested in having a dent removed, contact Nick SanFilippo at 414-305-5005 several days before the event and let him know the location of the dent(s). Some repair locations require special tools, so Nick needs to know what special tools he may need to bring for your specific repair.

If you have questions, call me at 262-784-4180. **bj**

— Dave Thuerk

## 2012 Golf Outing at Broadlands Golf Club

The 2012 golf outing is scheduled for **Saturday, July 21st**. I have arranged to return to **Broadlands Golf Club**, a links course that provides interesting and fun holes. Golf Digest gives this course four stars. Broadlands is located at 18 Augusta Way, North Prairie, west of the intersection of Highways 59 and 83. Check out their Web site to see the course layout. Tee times start at 9:00 a.m. Mark your calendar and send in the reservation form below. Badger Bimmers is providing a special rate of \$30 for greens fee and golf cart, covering the remaining cost to give you this excellent opportunity to spend time with other Club members, make new friends and have a fun day at the links.

Don't worry if you aren't a low-handicap player. This is a non-competitive event, purely for fun. Join us for a fun day with other BMW lovers. If you don't attend our driving schools, here is your opportunity to make the ultimate drive down the fairway.



### ~ 2012 Golf Outing Registration Form ~

Name \_\_\_\_\_ Badger Bimmers Membership number \_\_\_\_\_

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

**Form and payment must be received by July 12th.**

Make check payable to Badger Bimmers for \$30 per person. Send payment and registration form to

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



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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.

**1984 BMW 528E** (WBADK8308E9209380) – Black w/beige cloth interior. One owner; 262K miles. Virtually no rust, always garaged. Everything is original equipment. Recently replaced all shocks, brake discs and pads, all steering joints and timing belt; replaced upholstery. Auto trans. type ZF4HP22 s/n 1043 - 010144 and has no forward drive. Will reverse. Engine and all other parts run well. Located in Richland Center, WI. [Littledalefarm@countryrspeed.com](mailto:Littledalefarm@countryrspeed.com) or **608-647-7118**. 0412

**2003 BMW 325xi Wagon** – silver, 111K miles. Maintained by independent shop Kummrow Automotive, has had 90K service resulting in new rear suspension. Drives great. Purchased with 50K miles in 2006. Some surface rust, Ronal wheels, newer tires. Call Charles at **414-690-6746**. Located in Shorewood, WI. 0412

**2009 M3 Coupe** – 11,300 miles, Jerez Black Metallic exterior. Black leather interior; Cold Weather, Premium & Technology Pkgs, M Double-clutch transmission, 19" wheels, iPod adapter, Enhanced Premium Sound System, Sirius radio. Never driven in winter. No stories, dings, dents or accidents. Sticker \$72,575. Will sell for \$52,000. Contact Ron Pace at **847-909-8060**. 0312

**2002 BMW 330i** – (WBAEV53422KM01203) Steel Blue/Black leather, 126K miles, 5-speed, sport, premium & cold weather pkgs, navigation (w/'08 DVD), BMW alarm, homelink, H/K sound, bi-xenon lights, H&R coil-overs, UUC sway bars & short-shift kit, 18" M-wheels, Jim Conforti Shark Injector, DICE iPod integration. Clean, runs great, garaged, non-smoker, no accidents, newer clutch & battery, Red Line trans/diff'l fluids, maintenance records. \$8500/OBO. Call Dave at **815-979-3625** or e-mail at [david.borgetti@gmail.com](mailto:david.borgetti@gmail.com). Rockford, IL. 1111

## SECOND NOTICE

NEW DATE

### ATTENTION BADGER BIMMERS!!!

#### Let's Caravan to WeatherTech®

**D**ave MacNeil, owner of MacNeil Automotive Products Limited, has invited our Club to visit their new location, just over the border in Illinois, on **Saturday, May 5th**.

This is an opportunity to join your fellow Badger Bimmers in a caravan to the MacNeil Automotive facility to see how the products that wear the **WeatherTech®** brand are made.

MacNeil Automotive Products is located at 1 MacNeil Court, Bolingbrook, IL 60440.

Watch our Web site ([www.badgerbimmers.org](http://www.badgerbimmers.org)) for more information. If you are interested in attending this event, please contact me at [pastpres@badgerbimmers.org](mailto:pastpres@badgerbimmers.org).

— Darcy Yench

# Classifieds

**1973 BMW Bavaria** – Malaga w/Tan Vinyl Interior. Oklahoma Car w/ little rust, unknown mileage, 4-speed, runs and drives. Many new parts, many parts from parts car (less engine, transmission, and interior), needs full restoration. (Parts for 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. Madison Area.

**1987 M6** – An 80K miles beauty. Blue w/light gray interior. California car, purchased in San Antonio. Little rain, no winter conditions. Kept in heated, garage w/AC. Minor paint chips. Leather interior, almost no wear. Some shrinkage at defroster outlets; dash, rest of leather like new. BBS chrome/gold wheels w/Michelin Pilot Sport tires w/at least 50% tread life. All options, accessories work as intended. New Berber floor mats w/M6 logo from Bavarian. Never tracked or abused. \$17,500. Offers considered. Dave: **1.920.450.3017** or [buettnerdav@fvtc.edu](mailto:buettnerdav@fvtc.edu).

## MISCELLANEA

**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**.

**1999 e36 M3 Fender** — Driver's side, coupe, Cosmos Black, great condition. Make offer. Text to **414.803.3385** or email: [mhtjef@gmail.com](mailto:mhtjef@gmail.com).

**e36 Coupe Interior** — Manual front seats, black, and rear folders, black leather, great condition. Make offer. 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 Magazines** — \$0.50 each. Huge list of issues. Contact: Jerry Szefflinski at [jerryenze@sbcglobal.net](mailto:jerryenze@sbcglobal.net).

For any of the following items, contact **Damian** at [damian12@charter.net](mailto:damian12@charter.net) or **262-751-9866** cell.

#### Wheels

2 – 18x8 OEM fronts from E46 M3 \$225 has curb rash great for track  
2 – 18x9 OEM rears from E46 M3 \$250 has curb rash great for track  
2 – 18x9 OEM rears from E46 M3 \$375 refurbished in nice shape!  
Plus shipping if not local to the area. I had the 4 18x9's on with P265s for a square setup on my M3. It's fantastic.

#### PFC DD Floating Rotors for E46 M3

Front and Rear PFC Direct Drive floating rotors. If you want an OEM braking system on E46 M3, these rotors perform great for track use. Approx 60% before discard! New rotors can be put on the existing centers once they are used up. \$300+ shipping (if not local) per PAIR.

#### Titanium backing plates for E46 M3 or 330 OEM calipers

1mm 4-piece set for front calipers \$50 shipped. These are great for dissipating heat and not boiling brake fluid.

#### Solid Caliper guides E46 M3/330

Set of front solid caliper guides for OEM brakes \$50 shipped.

To submit a classified ad, send your preferred text to the editor at [editor@badgerbimmers.org](mailto:editor@badgerbimmers.org).

Please do your best to avoid wordiness and excess praise of the vehicle you'd like to sell, in spite of all the TLC you've given it.

Non-commercial ads are free to Club members, and are subject to space limitations and editing requirements. 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.

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