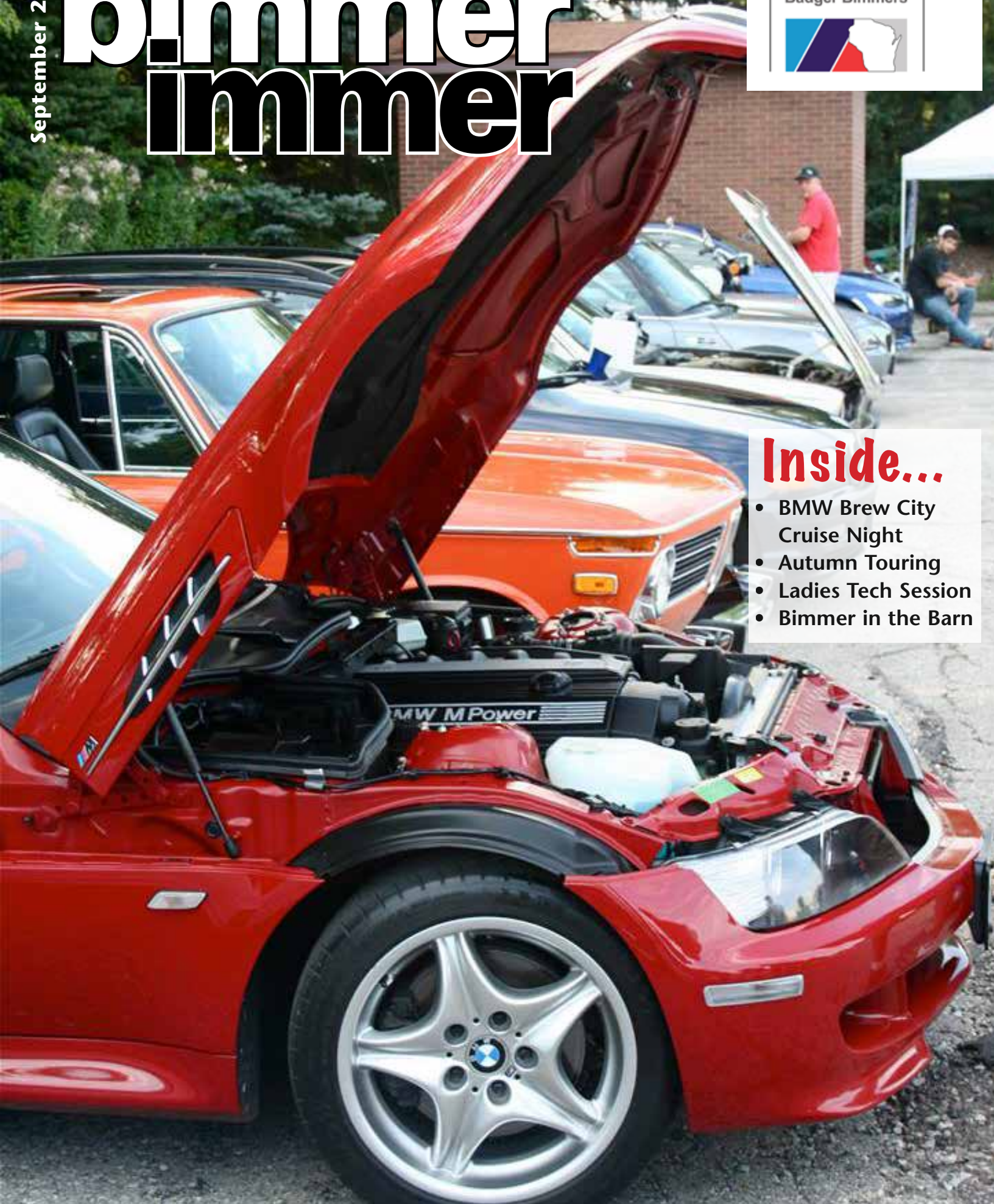


September 2013

# bimmer immer

BMW Car Club  
of America  
Badger Bimmers



## Inside...

- BMW Brew City Cruise Night
- Autumn Touring
- Ladies Tech Session
- Bimmer in the Barn



# bimmer immer

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**Cover Photo:** *Second Annual BMW/MINI Brew City Cruise Night*  
Photo by Robbie DeGraff



# 2013 Calendar

September 12	Board Meeting – 6:30 pm, Concours Motors, Board Room
September 27	Advanced Driver & Instructor Day at <i>Road America</i>
September 28-29	<i>OktoberFAST</i> Driver School at <i>Road America</i>
October 5	Fall Tour, Tomah WI
October 12	Board Meeting at <i>Zero-to-Sixty Garage</i> , Sherwood, WI (Check our Web site for exact location and further details)

**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 Erik Ivarson at [eicarguy@wi.rr.com](mailto:eicarguy@wi.rr.com).

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**Board meetings *generally* are held on the second Thursday of each month. They start promptly at 6:30 pm. Board meetings are open to all members. The Board encourages members to attend.**

**Beginning April 12, 2012, monthly Board meetings will convene at 6:30 pm 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...

## BMW vs. Tesla: A Future Rivalry?

By Horatio Boeriu  
www.bmwblog.com  
August 12th, 2013

With the launch of the new BMW i3, the Munich-based automaker has officially entered a new premium segment, this time the challenging one of electric vehicles. While the other premium automakers are working on their own mass production electric vehicles, BMW is finding itself in a position where it could crash course with the California-based Tesla Motors.

While the new BMW i3 electric car is not competing for the same customer as the Tesla Model S, future German-engineered models may create a BMW-Tesla rivalry. A BMW i5 electric model is said



to be in works and other future i models could follow, as indicated by the BMW trademarks for the i1 through i9 naming conventions.

A future i7 sedan (or whichever badge will be sold under) is most likely on the drawing boards at BMW and with their extensive knowledge in CFRP and now hybrid and electric drivetrains, will eventually be used to build Tesla competitors. One of those vehicles, even though in hybrid form, is the BMW i8, a vehicle that positions itself at the high-end of the electric premium segment and one that will have similar customers to the Tesla Model S: early adopters, tech-driven 30+ old entrepreneurs and those that embrace the latest and greatest in non-conventional drivetrains. Both Model S and i8 come with a premium price and options, and both offer the performance of a sports car with the highest efficiency possible. **bj**

## OktoberFAST Now in Waiting List Mode

**O**ktoberFAST for 2013 is scheduled for Friday, September 27 through Sunday, September 29 at *Road America*.

Friday, the 27th, is for advanced students, instructors and our instructor clinic. On Saturday and Sunday, we'll have a standard BMW CCA driver's school. Once again this year, **Kummrow Automotive** will be offering free tech inspections for *OktoberFAST* participants. Inspections will be done on Saturday, September 14th at their shop in Glendale. Appointments are necessary. Call them at 414-352-2886 to schedule your appointment.

As of press time, all groups (advanced, intermediate and novice) have long waiting lists. Total registration for the event is currently at 200. You can still register for *OktoberFAST* at [motorsportreg.com](http://motorsportreg.com) if you're willing to be placed on a waiting list. **bj**

~Mike Clemens

## New Member Name Badges Available

**A**gain we want to offer our members new name tags that include our new Chapter logo!

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

These tags also come with a magnetic backing that will not damage your clothes. If

interested, contact **Cindy Ansay** at (262) 388-3740.

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

Erik Ivarson

## Up to Speed...

### Mister Fix-it

Last month I gave the 325xit a test with the flooring load. This month I have an oily puddle at the left rear and a leaky shock above. I think the load made the shock seal hit some rough terrain at the top of the shaft. I worked a feeble shock to failure but OK, I fix. This is a DIY, especially with *YouTube*, *RealOEM* and your favorite parts house.



I ordered parts from **AutoHausAZ** and started poking around *YouTube*. Thanks to **FCPEuro** for their video. They showed all the covers, brackets and trim to remove. The shock was the easy part. I had some time before the parts arrived, so I tore in!

After removing the easy stuff, I noticed there was plenty to clean out. The previous owner used the car for pets and construction. Aside from a pound of dirt, cleaning netted a few fasteners left over from the technician who did the last set of shocks. I also found a broken cover mount tab and a loose screw on the battery clamp. With this much discovery, I knew it was time to remove, clean and replace the battery.

When I took the battery out, the biggest surprise was stuck to the side (see photo). Either English is too complicated to read, or someone was in a hurry. The plug goes in the vent to the rear and the elbow goes in the front vent for connection to the hose. I even blew the hose out with compressed air before making the final connection.

BMW changed the battery holder to hold the top and added a bunch of weight compared to the old simple bottom clamp. Now the design is SCCA race grade and six parts. It also makes it hard to see the vent connection. Removing it should be as easy as taking off two 8mm bolts. That's just one more fastener than before.

*Back to the shocks!* As in the **FCPEuro** video, the bump stop seemed loose. It didn't seem right to let the bump stop fall to the bottom and bounce around, so I used creativity to suspend the dust shield and bump stop.

**Continued on page 14**



# Bimmer in the Barn

Part 10

by Bill Nicoud



**A**s it happens with old cars and big projects, about the time you think you're finished with one part of the project, another surprise pops up to delay things. Yup, this car is no exception. I thought I was ready to move on to fitting of the rear sheet metal when another remnant of that rear collision showed up.

## Surprise!!

The rear sheet metal bracket that supports the rear of the differential had been damaged and never repaired. To be honest, I don't think the damage

it in my car. Simple enough, but I'd be lying on my back, grinding and cutting, then welding the new bracket in place — not my idea of a fun day.

After all the grinding, fitting, and welding, the bracket is in.

## Happy day!

Time to start fitting rear sheet metal! This may not seem like big excitement, but it means the car will finally begin to look like a car again. I'm using all

factory sheet metal. This should mean parts will fit well, and all gaps will be even and straight. With long nights and weekends ahead, I planned to have this car at the Club show in June, no matter where I was with the project. By the week of the car show, I managed to have all rear sheet metal, doors and front fenders fitted and temporarily screwed and bolted into place. OEM parts **do** make a difference — don't let any one tell you otherwise! The gap on the driver's side needs a bit more adjustment, but I'm pleased in general with the way things have gone.

The next step was a road trip to Pat Kummrow for engine installation, and then an appearance at the Badger Bimmers car show. I'm happy to see finally what looks like significant progress, and for others to see what is involved with a project like this.

*Stay tuned!*



would have affected the way the car drove but, after all the work I've done so far, I couldn't bring myself to leave it alone. Spare parts to the rescue again!

A spare trunk floor that I've been saving happened to have the part I needed, still attached. The plan was to carefully remove the welded bracket from the spare floor, clean it up, prime it and install

# Bimmin' & Women

August 10, 2013

Report & photographs by Cindy Ansay

**O**n Saturday, August 10th, Badger Bimmers hosted our first **Ladies' Tech Session** at **European Auto House** in Mequon. Upon our arrival, owner and BMW technician, **Nathaniel Sumner**, greeted all of us. A lovely breakfast from **Panera** was provided by the Club to get us started.

The event began with us introducing ourselves, what we drive, and why we drive BMWs. The attendees all received safety glasses, a BMW oil pouch, a quart of synthetic BMW oil, funnel, rag, a tire pressure gauge, paper, and a pen. We were ready to learn about our BMWs.

Those attending were **Wendy Sky** ('09 335XI), **Anne Arriso** ('73 3.0 CS), **Annemarie Sawkins** ('03 325I), and myself, **Cindy Ansay** ('75 2002).

We were each fortunate to spend an hour of one-on-one time with Nathaniel as he went over each

of our cars from underneath and under the hood. He informed us about air intake, exhaust, quality of fuels, oil, tire pressure, use of diagnostic computers, battery life, different filter usages and their importance, service increments, and he topped off all fluid levels in our vehicles for us.

As part of show-and-tell, we got to see several examples of worn, replaced parts and learned about the importance of routine car care for the long-term use of our vehicles. All questions that we had were welcomed and clearly answered in relation to our respective vehicles.

Both Nathaniel and I would enjoy hosting this event again next year, and look forward to many more women signing up. It truly was a great experience to learn more about our Bimmers!

Happy motoring!



Anne Arriso (l.), Annemarie Sawkins, and Wendy Sky



Nathaniel Sumner and Wendy Sky



# BMW, MINI Cruise Night

August 6, 2013

Report by Jeff Fait

*Photographs by Robbie DeGraff*

**T**uesday, August 6th, was the second annual **Badger Bimmers BMW & MINI Night at Brew City Cruise Night** in Mequon, WI. Few people believed that we could top last year's event — a huge success by all accounts — but I think we set yet another benchmark that everyone will still be talking about at next year's event.

Brew City Cruise Night is a weekly gathering of car enthusiasts from around southeastern Wisconsin. They host 22 Tuesday night car shows (from May through September) at the **Highland House Restaurant** in Mequon, with each week being dedicated to a featured marque, club, or theme.

### Sharing the experience

For the August 6th Badger Bimmers night, BMWs and their owners came from far and wide to show off their cars and socialize with other enthusiasts. Before the night ended, over 70 BMWs and over 20 MINIs put in an appearance, along with over 100 other cars, with people who came to share the BMW love and enjoy the fantastic Wisconsin summer weather. Club members from all over southeast and central Wisconsin, along with northern Illinois, made the trek in an astounding variety of BMW vehicles: CS, '02, 1, 3, 5, 6, 7, 8, M, and X were all well represented, plus a BMW *Street Carver* skateboard rolled on through.

The night was topped off by a big door-prize giveaway, with excellent items from **Accident**, **North Shore's Finest Auto Detailing**, **Michelin**, **Tire Rack**, **Rock Auto**, and **Highland House Restaurant** finding new homes.

Start making plans for next year's third annual event, tentatively scheduled for August 5, 2014. I'd like to thank everyone who attended this year for coming out, and also give a big round of applause for the **Brew City Cruise Night volunteers** who helped make the night a special one.

**bj**







# Bimmers' Fall Foliage Tour

## The Tomah Trip

October 5, 2013

By Bernie Kressner

**W**ell, this is it! I hope you have marked your calendars for **Saturday, October 5th**. We will be going on a spectacular tour through the western part of Wisconsin to experience autumn-colored rolling hills, deep valleys, and curves like you've never seen before (except maybe in Bavaria). This location should allow some of our Club members who may live in Wausau, Stevens Point, Eau Claire, and La Crosse to have better access to our touring events, while still being within easy reach by previous tour participants.

But unlike our other tour adventures, this one will start innocently enough with food. Our hosting restaurant will be **Burnstad's European Restaurant** on Clifton Street in Tomah. Our lunch reservation is for 11:00 am to no later than 12:30 pm. Surrounding boutiques will be open much earlier to allow some shopping opportunities, if desired. There is also "Kwik Trip" ETOH-free gasoline in Tomah.

### Follow the tour map

We then will head southward on **WI 131** to Wilton and Ontario, after which we ride a majestic and challenging **Route 33** through **Wildcat Mountain State Park**. It's a beautiful side-trip, with plenty of great overlook scenes and curves. And this time, when the sign says 15 mph, there's a good reason for it!

Next, we rejoin **WI 131** to continue to Viola, where Angie is able to offer some country crafts at the **Viola Gift Shop**. This will have to be a brief visit, but after the wild Wildcat side-trip, maybe a quick walk-around would be a good idea. Yes, a restroom is also available.

We continue our venture south through Readstown, which pro-

vides us with our traditional stop for "touring ice cream" at **Kickapoo Corners Family Restaurant** — Karen is expecting us. We follow that little treat with another stop in historic Soldiers Grove with its famous **War Memorial**. Then it's on to Gays Mills and Steuben, ending at **Husher's Wayside Park** for a "top-of-the-world" view of the surrounding countryside. Looking down, the cows in the fields below are the size of ants!

### Down to the river

We leave Husher's Park and **Route 131** with a great descent that includes over 20 severe, forested, downhill curves leading to the plain by the **Wisconsin River**, at the intersection with **Route 60**. This part of the drive demands second gear, good brakes, and somewhat fresh tires!

From here, we move east on **Route 60** at higher speeds through the parklands adjacent to the Wis-





The Wildcat Mountain descent



Wisconsin River overview from Route 60



View from Husher's Wayside Park



The Soldiers Grove Memorial

consin River, but then branch off northward on **County Highway W**, a winding road with farms and forests. We continue eastward on **County S** and **F** into the quaint village of Boaz, with its major road blocked! But no need to worry, since we'll take **County E** and **Q** directly into Richland Center, our next stopping point. Here we can catch another "Kwik Trip" to refuel our cars and ourselves, and there's ample parking surrounding the Community Building across Main and Seminary Streets.

**Almost done**

At this point, we'll be about 2/3 of the way through our tour. The remainder will have no formal stops, and wind along **County G, Route 23, Route 154, and Route 136**, through the village of Loganville, finally arriving at **Mirror Lake Road**. This little-known secret passageway avoids all the commercial strip-development along major roads leading into the village of Lake Delton and our restaurant. There's an ETOH-free Shell station on Munroe Avenue there.

Finally we arrive at **Sprecher's Restaurant and Pub**, featuring European dishes and specialty beers, and they know we're coming. I tried their *sauerbraten-over-spätzle* and Weiss beer: fantastic! And I can guarantee that, after this adventure, you'll need a good beer!

**Some "top-up" information**

- 1) The driving part of the Tour will take about 4.5 hours but, with stops, we can estimate 6 hours for total time, NOT counting the meals at the start and end.
- 2) Our scheduled arrival at Sprecher's is 6:30 pm.
- 3) The trip will occur rain or shine, but we'll cancel if there is a certain prediction of severe storms.
- 4) Because of car control and restaurant space, the maximum number of cars will be limited to 20; maximum number of people, 30. Register early!
- 5) The driving on this adventure does require some skill, experience, and comfort with curvy, hilly, claustrophobic roads.
- 6) We'll have to sign the usual Insurance Waivers. As you register, I'll email the forms to you and collect them at our first restaurant, Burnstad's. I'll have extras with me.
- 7) Road surface quality varies from ultra-smooth and new, to some broken pavement, but no potholes.
- 8) You can register directly with me though email ([nmgom@earthlink.net](mailto:nmgom@earthlink.net)), or through **Motorsport Reg.com** (<http://www.motorsportreg.com/>).
- 9) Shopping is also available after dinner, at your choice, in old downtown Wisconsin Dells, across the bridge on Route 23.

**bj**

# Who Was Carl Kiekhaefer?

by Ron Pace

**N**ot a household name unless you're from Wisconsin — but who was **Elmer Carl Kiekhaefer**? Was he the person who founded an aluminum foundry in Cedarburg; was he the person who founded Mercury Marine; how about the person who founded a boat-racing equipment juggernaut? Was he the person who owned a secret lake in Florida for testing race equipment known as Lake X, or perhaps the person who owned and ran a Chrysler-based team that won multiple NASCAR titles? The simple answer is *Yes!*



*Carl Kiekhaefer (1906-83) in 1981*

## A workaholic

Kiekhaefer was born to a farm family in rural Wisconsin. He studied as an engineer and early in life began to accumulate patents concentrating on engines and equipment. Having an entrepreneurial spirit, at the age of 33 he raised about \$20 thousand to purchase the remnants of a company that eventually would become **Mercury Marine**. The company had started as a farm implements company. When he bought it, several hundred outboard motors were part of the deal. Carl rebuilt the motors so well that he acquired a reputation for building reliable two stroke outboards. The orders poured in and the rest is history as Mercury Marine was on its way to fame. As World War II drew to a close, Kiekhaefer saw the opportunity to capitalize on the need for speed and recreation by the returning GIs. He used sports marketing and entered offshore competition with the famous *MerCruiser* using stern drive. He was noted as a workaholic, working seven day a week, through holidays and late into the night.

A bit of a paranoid person, he went to great lengths to guard his development activities. He has a reputation of being a tyrant as a leader. He eventually sold the business to Brunswick Corporation (the same company that also owns Harley).

## First super team?

So where did the NASCAR connections come from — after all, Carl was not a bootlegger or one of the “good old boys from the south”? It started in 1955 when Kiekhaefer launched a multi-car team which was fully sponsored by Carl. The team showed up with Chrysler

300's which were prepared to the nth degree. Some claim he created the first “super team.”

He hired the best drivers, used enclosed transporters and bought the most powerful cars of the day. His teams showed up at the races with the best prepared cars and, in a short two year period from 1955-56, he won a remarkable 52 races and two NASCAR Grand National Championships.

Out of the 190 races entered, in addition to the 52 first place finishes, he scored 116 top five finishes and 30 top ten finishes. A very significant accomplishment. He employed the legendary **Buck Baker** to bring home the 1956 championship. He also had

**Herb Thomas** of Hudson fame as a driver. NASCAR was astounded; they had never seen a team this well prepared dominate the series. There were rumors of rules violations although no action was even brought against Carl. Kiekhaefer walked away from automobile racing and jumped into water-based motorsports founding what would become the go-to place for boat racing equipment. **bj**



*Baker's 1956 car (Photo courtesy of Henry Ford Museum 8/2012)*

# Venture Crew 9446/Fox Valley Sports Car Club 2013 Fall Colors Fun Rally! It's like a board game on wheels!



**September 29th, 2013**

**Waverly Beach  
N8770 Fire Lane 1  
Menasha, WI 54952**



**Registration: 12:00-1:00pm  
Drivers Meeting: 1:00pm  
First Car Out: 1:30pm**

**Registration Fee - \$25\***

2 person teams consisting of a driver and navigator  
(more passengers are welcome)  
(Maximum of 40 Teams)

**Prizes\*\***

1<sup>st</sup> - \$100

2<sup>nd</sup> - \$75

3<sup>rd</sup> - \$50

**Please join us to raise funds for Venture Crew 9446  
Venturing is a Boy Scouts of America Program  
Designed for Young Men and Women (Ages 14-21)  
Seeking High Adventure Activities**

\*To Pre-Register contact Tom at 920-450-2860

\*\* Minimum 12 teams must be registered for full prize amount.  
Any less than 12 teams and prize money will be adjusted accordingly.

Teams will receive a set of instructions guiding them through scenic areas around the north end of Lake Winnebago. During the trip the teams will be competing to earn points by answering questions and completing the various tasks described.

**Family friendly event!**

# Up to Speed

Continued from page 5

So far, it's quiet.

I feel better now that the battery is vented and held down tight. It is a relief that the battery didn't leak acid all over the compartment. The shocks are mighty fine, too, returning the ride to like new. They may be good for another 100k miles if I keep the loads reasonable. (I think it's time for a trailer.)

Congratulations to those who contributed food at ALMS Road America. We raised \$1011 at the ALMS/Grand-AM event. A check has been sent to Feeding America of Eastern Wisconsin.

More kudos to the 150ish drivers who brought their BMWs to Highland House on August 6. We might have to limit this next year since it was hard for the regulars to find a parking spot.

Election time is coming up for half the Board positions. If you'd like to help or know someone who might, e-mail or call me. bj

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