

bimmer

June 2014

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20 Commerce Street



BMW Car Club
of America
Badger Bimmers



Inside...

- The Spring Tour • Busing through Ferrari • Bimmer in the Barn
- TUDOR Championship Race Car Corral ...and more



bimmer immer

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Technical Service Advisor

Jenny Morgan • jmorganix@mac.com

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Editor • editor@badgerbimmers.org

Cover Photo: *The Spring Tour Group*
Photo by Heidi Dohmen



2014 Calendar

June 7	Badger Bimmers 11th Annual Car Show @ Concours Motors, 10 am–2 pm
June 8	PCA Autocross at Miller Park parking lot, 7:30 a.m.
June 12	Monthly Board Meeting @ Concours Motors, Glendale
June 16	DE Day at Blackhawk Farms Raceway in Rockton, IL.
July 10	Monthly Board Meeting @ Concours Motors, Glendale
August 4	DE Day at Blackhawk Farms Raceway in Rockton, IL.
August 9-10	Bimmers' Car Corral @ <i>Road America</i> for Tudor racing series
August 12	BMW/Mini Cruise Night @ Highland House, Mequon
August 14	Monthly Board Meeting @ Concours Motors, Glendale
August 23	Club Saturday at the Masterpiece Car Show
September 11	Monthly Board Meeting @ Concours Motors, Glendale
September 20	Ladies' Tech Session at European Auto House
September 26-28	<i>OktoberFAST</i> at <i>Road America</i>
October 16	Monthly Board Meeting @ Concours Motors, Glendale
November 13	Monthly Board Meeting @ Concours Motors, Glendale
December 11	Monthly Board Meeting @ Concours Motors, Glendale

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.

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.

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...

Badger Bimmers Invited to PCA Autocross

It's *Return to Miller Park* time. Come out **Sunday June 8th** for a day of artful cone dodging while you see what you and your Bimmer can do. Spectators are welcome, but participation is strongly encouraged! Audi and BMW Club members pay the PCA price when presenting their membership card. *All makes of automobiles are welcome.* We expect 8-10 runs



per person.

A limited number of loaner helmets will be available (reminder: Snell 2005 or later year, SA, M, or K rating).

Drivers under 18 years of age must see PCA competition rules for additional rules and liability waivers. The Liability Waiver form for minors, which **both parents must sign**, can be found at the address below. **bj**

Timetable & Registration Fees

7:30 – Tech opens • 8:00 – Course walk • 9:30 – Drivers Meeting, then first car out

\$45 PCA member • \$50 non-member

A valid Driver's License is required.

Location: <http://wikimapia.org/12839836/Uecker-Lot-Miller-Park>

Minor Liability Waiver: http://www.porschepark.org/content/Minor_and_Parent_Form_Wavier.pdf

Driving School Insurance

Many automobile insurance policies now exclude coverage for events that take place on a race track. The only way to know if your policy still covers driving schools is to read your policy. If you find that your policy does not cover our driving schools you can purchase event insurance from **Lockton Affinity Motorsports** (<http://locktonmotorsports.com/product/track-insurance/>). BMW CCA members get a discount on the purchase of both single and multiple event driving school insurance. **bj**

Why We Drive

During our *OktoberFAST* event in 2013, large parts of a movie named *Why We Drive* were filmed. If you were there, you probably remember seeing a white Porsche GT3 Cup car driving in some of your sessions. **Shields Bergstrom** was driving the GT3 and is producing the movie along with **Don Ford Productions** and **Blackhawk Visual LLC**. A couple of trailers for the movie have been posted on the website for the movie — WhyWeDrive.com. Check 'em out! **bj**

2014 Driver's Ed Events Scheduled

For 2014, the Badger Bimmers will hold three driver's education events. Two of the events will be at **Blackhawk Farms Raceway** near Rockton, IL. The Blackhawk events are scheduled for **Monday, June 16th** and **Monday, August 4th**.

OktoberFAST will be at Road America at the end of September, scheduled for Friday, September 26th through Sunday, September 28th. Friday is reserved for our advanced students and instructors. We'll also hold an instructor clinic for new instructors on Friday. On Saturday and Sunday, there will be run groups for novice, intermediate and advanced students as well as instructors.

Registration for all three events will be done through motorsportreg.com. Registration for both Blackhawk events opened on March 1st. Registration for *OktoberFAST* will open on June 1st. Last year *OktoberFAST* was full by the first of August. Don't miss out on *OktoberFAST* — register early. **bj**

From the President

Erik Ivarson

Up to Speed...

Seduced by Spring (repairs, that is)

It's the season to drive! Well, it's also the season to get caught up on car repairs. Automotive critical mass is reached when there are enough things wrong that, seemingly, the only way out is a new car. Our '98 M3, my wife's car, has gotten there and needs to be brought back. The little hole in the seat bolster, the vanishing radio display and the drooping headliner all make the ultimate driving machine just another tired compromise car. At least the ex-California car is still rust-free and really worth fixing.

Milwaukee's Edlo Auto Trim has been doing headliners and more since before I was born. They would do the job for around \$500; just bring the car. *Hmmm, what if I bring them the pieces?* "Oh, that's much less."

The Interwebs have plenty of descriptions to help remove the headliner from a coupe. It seems the hard part is to get the bulky fiberglass board out of the car without it being permanently creased. My mind wandered nervously toward shelling out the \$500, but the thrill of adventure and a looming deadline said, "Go for it!"

My first BMW interior work told me I needed a few tools, but some that many people don't have. The plastic pry bar and the forked pry tool are great for lamp bezels and door thresholds. I grabbed a Phillips and an 8 mm nut driver as well. Working from the driver's seat, the sun visors, lamps and sunroof control parts came out without fuss. Moving to the A-, B-, and C-pillar coverings, no matter how gently, the posts and clips work only half the time. Either the post breaks at the base, or the clip comes off with the post. If it breaks, try ABS glue (usually found in the sprinkler section at the hardware store). Gently pull the clips off and press them into the body holes before reassembly.

I used the 8 mm driver on the seat-belt bracket that hooks into the B-pillar from one side. Maybe it didn't have to be removed. Getting the seat-belt pivot bolt out brought me back to the toolbox for a 16 mm on a 3/8" ratchet. The blue Loctite on the goofy nut does not have to be reapplied until the 3rd or 4th removal. The seat-belt height adjuster simply pulls off.

As recommended on an online DIY, I left the driver's side B-pillar covering alone. After moving the passenger seat full forward, the headliner could be unhooked from behind the post. Laying the seatback fully down, I got the headliner out the passenger's rear door. Wow, I never imagined it would fit through there!

OK, now there's no headliner and all the devices are just hanging there. Reinstall the sun visors and you can tuck in the pieces temporarily. Replace the door and window gaskets, making sure to use the correct groove. If the sunroof gasket is in the wrong groove, it will create a resistance that makes it sound like the motor is dying. It sounded much better in the right spot.

Now I can take the headliner to the masters and let them do their stuff: Remove the old glue, spread new glue, wait for the stuff to get tacky, and lay, cut, form, and trim the new material — and all without wrinkles or creases. Could I do that myself? We'll have to see next month. Now, about that radio display... capacitors?

Check badgerbimmers.org for calendar updates. I hope to see you at an event soon!

Happy motoring!



bj

Touring Ferrari

Part 1

Report and Photographs by David Thuerk



I was watching the Formula One race at Monza when the announcer started talking about Ferrari's home town of Maranello being 1½ hours south of Monza. My wife had recently arranged a vacation to Italy — our plan was to drive across Italy from Rome to Florence to Venice. So I had to check out Ferrari's web site to find out where Maranello is. Our route from Florence to Venice was passing within 30 miles of the Ferrari Plant & Museum complex. A side trip to Maranello was inserted into the Italy schedule. Next I needed to find out what was available to see at Ferrari.

Their web site indicated that a tour of the plant complex and test track was available. We purchased advance tickets for a late morning bus tour of the factory grounds and test track. After the tour, we planned to spend the remaining time in the Ferrari museum.



On the Road Again... through Italy

That day finally came. Chris and I headed from Florence to Maranello on the Autostrade. The Autostrade is very much like Germany's Autobahn. The long stretches between cities are unlimited speed zones. I had realized on our trip from Rome to Florence that the Fiat *Panda* I rented became unstable at about 80 mph on the rougher section of the Autostrade. This forced me to hold back on the speed for much of the drive across Italy. Since I was traveling at relatively low speeds, I was passed by many vehicles. These were primarily BMWs, Mercedes, Audis, VWs and an occasional Ferrari. It was enjoyable to cruise at 80 mph without fear of being ticketed.

We reached Maranello in two hours. As I entered the roundabout leading to the Ferrari complex, a very large "Ferrari" appeared on a factory wall. We followed signs to the Museum and parked in sight of the massive sign with the iconic Ferrari Prancing Horse. After spending some time just soaking up the ambience of being in the Ferrari complex, we headed into the museum to get the details of the plant and track tour.

Since we had time before the tour started, we browsed the Ferrari store connected to the museum. The store contained the typical clothing and accessories. You could purchase items from a \$3 pencil to a racing suit. (I didn't pick up anything since nothing had a Roundel on it.) They all sported that prancing horse emblem, and all the clothing was





in red and red/white.

Who'd believe I owned a Ferrari anyway?

Busing Around the Grounds

We wandered through the shop until it was time for the bus tour through the plant and track grounds. When the time came, the tour group was gathered near the tour bus (red, of course) and the guide explained the restrictions including "NO PICTURES." As you entered the bus, the guide placed a sticker over the camera lens of all cell phones to ensure that people complied. The tour consisted of a drive through the plant grounds.

The guide described the function of each building as we passed by. I did feel a strong desire to tour the Design and Engineering Facilities, but that was not about to happen. As we cruised through the grounds, we did see a few cars and car bodies that were outside the buildings or being moved around from the paint shop to the assembly lines. A tour of the factory interior is restricted to owners.

At the completion of the factory grounds tour, we headed to the near-by test track facility, which is the home of the Formula One Engineering/Design Group and the assembly facility for the F1 cars. The guide reviewed the history of the test track. Who do you think has the track record? No surprise here: Michael Schumacher in one of his winning F1 cars.

Even though I could not get inside any building, it felt special to be in the Ferrari plant complex.

Next, off to the museum.

bj

[Next month, in Part 2, David will take us inside the Ferrari Museum. —Ed.]



The Spring Fling Tour

May 3, 2014

Report by John Dohmen

With the weather change that took place during the night before this year's Spring Fling Tour, Club members planning on joining the tour were greeted with a perfect spring "touring" day: sunny skies and dry roads. I may not have been the only one in the group that had my "fun" car out for the first time, but it sure felt great to be back in my 991 Carrera S Cab again. Here I am, enjoying this beautiful morning with my wonderful wife Heidi in a great sports car setting out with one purpose: to enjoy the company of fellow enthusiasts on some of the best roads that this state has to offer. For me life can't get much better.

We left home at 8:00 a.m. Saturday with our first stop scheduled at 8:30 to meet **John Morgan** and **Darcy Yench** in their Touring and their two friends, **Bill** and **Deb Konrad** in their red 1987 Porsche 911 Targa, to caravan out from Milwaukee to our official tour starting point in Verona, WI. It was all expressway from there to Verona.

On the Road Again...

We arrived early enough to determine a good staging area there and to get my notes and materials ready for the introductions and tour briefing prior to our scheduled tour start of 10:45 a.m. Within 15 minutes of our arrival, we were greeted by eight more glistening BMWs. This left us all enough time to gas up, grab a few snacks, sign the Club waiver, get introductions from all 22 participants, listen to my tour briefing and be on the road at the scheduled start time of 10:45. Apart from Bill's and my Porsches, we had a great touring fleet ranging from M3s, Z3s and 4s, newer sedans and a nice dark blue Touring — and their proud owners — for the start of our journey. Darcy and John were good enough to help with the event by offering to serve as the group's "caboose." By using the family radios Darcy brought along, we would keep informed of upcoming hazards, turns at intersections and to know the status of the group's progress through our route.



Photographs by Darcy Yench and John and Heidi Dohmen



Our first leg of the tour was a 43.6 mile run to **Mineral Point** for our scheduled lunch stop at **The MP Dinning Co.** We started on Hwy 151 to **Mt. Horeb** and then on to some great back roads with very little traffic — *ahhh, now we can drive!* Once we arrived, our lunch hosts, **Charlie** and **Susan Socher** and **Bill Penton**, opened their doors and presented this special group with a taste of their American Comfort Food. During the meal Bill Penton gave us a historical



and an occasional rafter of wild turkeys as we interrupted their afternoon snack time on our way over to Rustic Road R-70 in Grant County.

The first section of this route, Scenic Road, is gravel through which I paced the group at a blistering 16 mph top speed so as to keep the gravel and dust on the road and not on our cars. That speed gave us a chance to “smell the roses” over a 1.6 mile run before connecting with pavement again on Sleepy Hollow Rd. It also gave a couple of farm dogs the chance to come out into the road to greet us looking like they were begging for a ride in one of our group’s BMWs. We cautiously drove around them and carried on to **Lancaster**.

Once we arrived there, we took a brief stop at the Kwik Trip in town and admired the Grant County Court House as we drove around the town square before continuing on our way down to Dickeyville via Boice Creek Rd. This, too, was a slower section of the route which meanders along Boice Creek and takes on the look and feel of driving up a local’s driveway on more than one occasion.



Next Stop, the Grotto

We crossed over Boice Creek a number of times before making our way into **Potosi**, home of the **Potosi Brewing** and wine tasting. Making a late start after lunch, we did not have time to deviate from our route to “duck in” and say hello to the proprietors there. That stop just might have to be addressed on some future tour.

Our stop then was in Dickeyville at the Church of the Holy Ghost Grotto — a true historic landmark of our state dating back to 1925. Built by the

parish priest of that time, Father **Matthias Wernerus**, it is located right on the church grounds. It’s comprised of eight different shrines — all hand constructed from stone, mortar and small objects ranging from fossils, stalactites, corals, colored glass and minerals from all over the world. A stroll around the grounds gave us a welcomed chance to stretch our legs before embarking on the last stage of our tour.

The last 20 miles of our trip brought us through the far southwestern corner of our state and into Illinois. Comprised of rolling farm country, this section continued to provide our group with some great technical roads before arriving on Hwy 80 just north of **Hazel Green**, for a straight shot to the outskirts of **Galena** — our final destination.

As we drove through the outskirts of Galena looking back, I noticed we were losing some of our group as they peeled off into their respective hotels

Continued on page 12



overview of the town’s mining heritage along with some insight into their restaurant business. Right in back of the restaurant are some examples of the caves that were excavated by earlier “badgers” for their living quarters.

At 58.3 miles, the second stage of the tour was the longest, taking us from Mineral Point through **Lancaster** and down to **Dickeyville**. This section of the route introduced us to the rolling hills and valleys of the Driftless Area of the state — that unaffected by the glaciers of the Ice Age.

This is true sports car country, highlighted by significant elevation changes, broad sweepers, and blind, off-camber, 90-degree turns. It took us through some sleepy little towns like **Rewey** and **Livingston** that left enough time only to consider the question of their origins before we had slipped through town to the open roads again. We garnered the attention of grazing cows

TUSC Bimmerstrause BMW Corral @ RA

August 9 & 10

by Darcy Yench

Join the Badger Bimmers on August 9-10, 2014 in our 6th Annual TUSC Bimmerstrause BMW Car Corral at Road America. All members welcome! The newly formed TUDOR United SportsCar Championship takes over *Road America's* 4-mile circuit for what will be the most incredible weekend of sports car racing in the world. Plan on coming out to our Car Corral for a TUSC race at *Road America*. Hear presentations by team members at their paddock areas, sponsors and officials from BMW. Enjoy the camaraderie of your fellow BMW CCA members and BMW owners.

Variety of Races Scheduled

Fans will get to see the **Continental Tire Sports Car Challenge** race on Saturday, August 9, with the TUDOR United SportsCar Championship event on Sunday, plus races from the **IMSA GT3 Cup Challenge**, **IMSA Prototype Lites** and the **Mazda MX-5 Cup** all weekend. Fan activities include an open grid, autographs, tech talks, fan forums, and *Tour de RA* bike event.

The Badger Bimmers Chapter will provide private BMW parking outside Turn 14, a hospitality tent with TV showing the race feed, private bleachers, paddock talks and hot pit tours during the race with

this year's Z4 Race Team. Paddock meetings with RLL Racing, *BimmerWorld* and other BMW teams are being arranged. Donations of \$10/car/day will be going to our charity, *Feeding America of WI*. Box lunches each day will be provided but must be arranged for ahead of time, so register at <http://www.motorsportreg.com/events/tudor-uscr-road-america-car-corral-bmw-cca-badger-bimmers-775833#.U1v7zqKmWk8>.

Purchase Track Tickets Separately

Contact Darcy Yench (dryench@att.net) if you have any questions. Only one guest per registered member permitted — no exceptions. You can purchase your track-day tickets online directly from *Road America*. Weekend tickets are \$105 but advance pricing ends July 31, 2014. Go to [www.roadamerica.com/Races/Race Information.asp?id=245](http://www.roadamerica.com/Races/Race%20Information.asp?id=245). Keep



abreast of the latest news on Facebook ([facebook.com/badgerbimmers.org](https://www.facebook.com/badgerbimmers.org)), on our web site (www.badgerbimmers.org), and watch your *bimmer immer* newsletter for information about this event. You must pre-register for this event to be counted for lunches.

bj

Bimmer in the Barn

Part 12

by Bill Nicoud



The planets finally aligned, and schedules finally cleared. The time had arrived to finish the fitment of the rear sheet metal, and permanently attach it to the chassis.

The first item was finishing fitment of the sheet metal. After the initial fitment, I was still not quite happy with the door gap to the rear quarter panel on the left side. A bit of pushing, jacking, and adjusting was required to set the gap to a reasonable width.

I also wanted to fit the bottom of the left quarter-panel to the rocker panel. There was a small misalignment that needed to be addressed. This required some hydraulic persuasion and gentle words of encouragement to put things in order.

Once that was done, I moved to the rear panel. I wanted to improve the fit to the trunk floor. This required only the use of my trusty welding clamps and a few well placed raps with my 24-ounce hammer. The right quarter panel fell into place initially, and didn't need any further persuasion.

'Original' Down to the Welds

With panels fitted, clamped, and tack-welded into place, it was time to make things permanent. There are a few ways to do this: tig welding, resistance

welding, mig welding, brazing, structural adhesives, or Vulcan mind-meld. My choice for this job was a mig and resistance welder. The resistance welder is used along flanged areas, where two panels are pinched together. Current is passed through the panels using two copper prongs and a bunch of electricity. This leaves behind a beautiful dimpled, factory type weld. The mig welder is used for everything else. This includes areas that the resistance welder can't reach,

and places where two panels are flush-fitted together. With these two methods, I can pretty accurately recreate most welds originally found on the '02.

After a few hours of grinding and sparking, the welds were dressed and seams were smoothed. The back of the car was

now one complete piece. This has been a long time in the making, and it felt good to have a significant piece of this project finished.

The only welding that remains is the small seam on the front fenders, above the headlights. Not much, but I need to do some painting behind the fenders before they can be welded in place. This means waiting for the planets to align again.

Well, one step at a time!
Stay tuned...



Continued from page 9

Spring Tour

— all with the understanding that we would reconvene at **The Irish Cottage Hotel** at 4 p.m. sharp for our 45 minute trolley tour of Galena. The tour was a nice touch since it provided us all with a great depth of historical insight into the town's people and origins. The town's name, Galena, comes from the Latin word for lead sulfide. Galena's history is steeped in lead mining, shipping and Civil War significance being the home of seven Civil War Generals, including the home of **General Ulysses S. Grant**, which was gifted to him upon his return home from war by some prominent local Republicans of the time. Over 85% of Galena has now been declared a national historic district.

After the tour, we had a few minutes to freshen up before getting together for our 5:30 p.m. reception at the Irish Cottage Hotel. The reception gave us our first real opportunity to get to know our fellow travelers, sharing stories and our backgrounds over some wonderful *hors d'oeuvres* and refreshments from the open bar. We had the pleasure of the town locals, Trevor and Elizabeth Davies, join us at the hotel and for the dinner that followed at the Italian restaurant **Vinny Vanucchi's** back in town. With the thought that the group may have had enough driving for the day, Heidi and I provided a shuttle bus for the group to get there and back. With the dinner marking the official completion of the tour, we said our good-byes and returned to the hotel for the night with a full stomach and a full day. A few couples opted to return home that evening, but most of us stayed the night and had the opportunity to visit Galena the next day prior to returning home.

It was a day to remember; not just because of the fun drive but because of the time spent with one



another sharing friendships — new and old — with fellow enthusiasts. There were some newcomers to the tour scene, like **Marty Challenger** and **Michelle Shadrick** in their blue M3. They had such a great time that they look forward to future Badger Bimmer tour events. **Bill** and **Deb Konrad's** red Targa kept asking for a “little more” on the back roads, but they kept their place close to the end of the string of BMWs and just enjoyed the scenery. **Paul** & **Marisa Zschaechner** had a more spirited run in their silver 2000 Z3M Roadster staying right up with me in the #2 position. **Gary** and **Darla Spielman** enjoyed the run in their black 2013 328i and now look forward to future events. **Randy Smith** was back out on the tour with his friend Catherine in his spotless, white 2012 F30 328i which still looked great at the end of the day. Our group was comprised of 11 great cars and 22 great enthusiasts.

A big thank you to all who helped me put this trip together: my wife, **Heidi**, for making many of the Galena arrangements and reservations, **Darcy Yench** and **John Morgan** for their assistance in answering my many pre-

tour questions and for their “caboose” work, **Hugh Davies** for serving as navigator on my second reconnaissance run, **Trevor Davies** for his recommendations in Galena, **Mike Clemens** for the **motorsportreg.com** posting and Club e-mails regarding the tour, **Ron Pace** for the Club filings, **Bernie Kressner** for arming me with his previous tour materials and, of course, to the wonderful group of tour enthusiasts who joined us for the day. These are big but rewarding projects when you get help like this!

I hope that I have the chance to see all of you again on future Badger Bimmer tour events. **bj**

Brew City (BMW) Cruise Night

Tuesday August 12

by Jeff Fait

Brew City Cruise Night Invites Badger Bimmers!

Tuesday, August 12, is the third annual **Badger Bimmers BMW & MINI Night** at **Brew City Cruise Night** in Mequon, WI, and we would like to invite everyone to attend!

Brew City Cruise Night is a weekly gathering of car enthusiasts from around southeast 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 feature marque, club, or theme.

For the August 12th Badger Bimmers night, BMWs and their owners will come from far and wide to show off their cars and socialize with other enthusiasts. At our 2013 event, there were over 90 BMWs in attendance among the over 150 cars at the show.

Along with the car show there will be door-prize giveaways, with excellent items from **Acci-Dent**, **North Shore's Finest Auto Detailing**, **Michelin**, **Tire Rack**, **Rock Auto**, and **Highland House Restaurant**. Plus food and drink discounts and specials from the Highland House.

Be sure to put this event in your calendar — it's going to be a highlight of your summer!

bj



What: Brew City Cruise Night Badger Bimmers' BMW/MINI Night

Who: ALL BMW and MINI owners, old and new, and their friends

When: August 12, 2014

Where: Highland House Restaurant
12741 N. Port Washington Road
Mequon, WI 53092

Why: Because it's *FUN!*



ATTENTION:

Ladies of Any Age!

Come have breakfast and bond with your Bimmer!

On Saturday, September 20, 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) 388-3740. Kindly leave your name, and the year and series of the vehicle that you will be bringing to the event.

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