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Join Us for the 2018 Madison Area Meeting

The Annual Badger Bimmers Madison Area Board Meeting will take place on April 14th

Join the club for lunch at the Old Feed Mill Restaurant followed by a private tour of the Midwest Microcar Museum in Mazomanie.

See inside for registration details.

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BMW Car Club
of America
Badger Bimmers



From the President

Jeff
Fait



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Now that Daylight Savings time has arrived you are probably wondering what the heck you are going to do with that extra hour of daylight. Great news – Badger Bimmers is here to help you out!

Now that winter is (mostly?) behind us there are some fun and interesting things coming up on our club calendar. First – and requiring immediate action – is our April General Membership and Board Meeting extravaganza! Larry O'Brien and Chris Wenzler have put together a great event for the Saturday, April 14th meeting.

First, chapter members (and a guest) attend the membership meeting and have lunch at the Old Feed Mill Restaurant in Mazomanie at 11:30 am. You can choose from either pot roast or chicken marsala and the club will pick up the tab!

Then, at 1:15 pm, we have arranged for a private tour of the Midwest Microcar Museum also in Mazomanie and just minutes away from the restaurant. The museum houses an eclectic collection of some of the most bizarre and unique vehicles out there. Sure to be an interesting time!

To attend, E-MAIL LARRY O'BRIEN BEFORE APRIL 11th (ashark@charter.net) with your intent to attend and your meal selection. Also, Larry can answer any questions you might have.

Old Feed Mill Restaurant
114 Cramer St.
Mazomanie, WI 53560

Midwest Microcar Museum
103 Crescent St.
Mazomanie, WI 53560

The annual spring Car Cleanup events have been scheduled – May 5, 10:30am-12:30pm at Bergstrom Enterprise BMW in Appleton, May 12, 9:00am-noon at Zimbrick BMW in Madison, and May 12 1:00pm-5:00pm at International Autos BMW in West Allis.

The Annual E30 Picnic is May 19 10:00am-3:00pm at Frame Park

Dates have been announced and registration is open for our three driving events for 2018! We will be at Blackhawk Farms Raceway on June 11 and August 13, and OktoberFAST will be at Road America September 21 through 23. These are all fantastic, fun, and educational events which will be the highlights of the summer.

June 11 Blackhawk - <http://msreg.com/june112018bhf>
August 13 Blackhawk - <http://msreg.com/august132018bhf>
September Road America-
<http://msreg.com/BadgerBimmersOFast18>

Events 2018

Details on Events can be found on the website: www.badgerbimmers.org

April 14	Board meeting – Mazomanie Mini Car Museum
May 5	Spring Clean Up – Enterprise BMW Appleton
May 12	Spring Clean Up – Zimbrick Madison and International BMW Milwaukee
May 10	Board Meeting – BMW of Milwaukee North
May 19	E30 Picnic – Frame Park, Waukesha
June 2	Annual BMW Car Show – BMW of Milwaukee North
June 11	Blackhawk Farms Driver's school
June 14	Board Meeting – BMW of Milwaukee North
August 4-5	IMSA Car Coral – Road America
August 5	Concours d'Elegance Club Day
August 13	Blackhawk Farms Driver's school
August 14	Brew City Cruise Night – Badger Bimmers Night
September 21-23	OctoberFAST – Road America
January 12, 2019	Save the date – Annual Holiday Party



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Snowy Chili & a Movie

Words by Ron Pace – Photos by Darcy Yench

Each year the region hosts a winter event featuring cooking championship chili and the most recent release of an automotive related movie. For 2018 eleven Badger Bimmers members gathered on February 3rd at Ron's Toy Barn to share some winter comradery, bench racing, 6 varying types of chili with all the fix 'ins and the new movie about Bruce McLaren's life. Mother Nature granted us snow but the team shouldered on. The chili ranged from a white sauce based chicken offering to a true chili con carne with a number additional great choices. The author brought mystery chili which was quite spicy. As is traditional, we took time to tour and learn more about the vehicles in the Barn. Particular interest and discussion occurred about the under 2 liter Can Am Lola racecar which is powered by a 2cycle 1700 cc Kohler motor. After the tour we took time to vote for our favorite chili with Brent Starry taking the honors with the chili of choice. His chili con carne was to die for! Next we went to the movie. Lights dimmed and we sat to view the new McLaren movie. It was a wonderful documentary with original vintage footage of Bruce including commentaries ranging from original team members to world champion Mario Andretti. With our stomachs fully satisfied and the movie complete we called it a day at about 3:30 PM to brave natures' gift of snow.



Don't confuse tire pressure with tire temperature!

By Dale Kressin

Driving cars on track is a lot of fun but we all need to be aware there is real risk! There are several risks to manage when driving on track, but as we approach another track season; it is appropriate to remember we are in Wisconsin. Our days in April and May can be very cool especially at the start of a track day. On a relatively cold day, we need to warm ourselves up to think more clearly. If you are shivering, it is more difficult to concentrate on driving safely. You definitely want to dress warm on those cool mornings. We also need to warm up our tires. Attention to this detail can make all the difference between a real fun day and a disastrous day.

It is interesting to study and understand the tire contact patch concept. Cold tires can be hard and shaped so that the tire contact patch is suboptimal. Suboptimal tire track contact translates to poorer grip. Driving track on cold tires can be like driving on ice or wet grass. So we must be thinking about tire temperatures as well as the ambient temperatures.

Some thoughts on tire temperature management before you go to track your car on any morning and especially in the early spring or late fall; is that ambient air temperatures matter. We can use a tire pyrometer to measure temperature across all four tires from inside to outside. This will tell us specific information about our tires, tire pressures and our suspension, but most of our drivers do not have a tire pyrometer. Most of us have a tire pressure gauge and many (ok some of us) of us have a TPMS that allow real time tire pressure assessment while driving on track. If you have TPMS, I strongly recommend you use this!

Clearly tire pressure does not directly correlate to tire contact patch or grip, but these measurements can help us get a rough idea of tire temperatures and relative grip. Drivers must be aware of the ambient temperatures when they go out on track as well as their cold tire pressures.

All tires are not created equal, in fact track focused DOT approved tires differ significantly (Michelin Sport Cup 2, Hoosier A-7, Hoosier R-7 and several others). In general, there is a relationship to tire temperature and tire pressure, but ambient temperature must also be considered carefully.

It is generally recognized that most of these tires grip very well between 150 and 200 degrees F. For approximately every 1 psi of tire pressure realized through driving (warming up), the tire temperature will have risen around 10 degrees F. As we drive our cars on track at high speeds, tire pressures increase as they heat up and the grip improves significantly. We can get some idea of our tire temperatures if we keep track of our tire pressures. For the select few of us with tire pyrometers, records on tire temperatures with regard to tire pressures can be correlated.

If the driver set the cold tire pressures to 26 psi on a 75 degree F morning and after 1.5 laps of Road America; the tire pressure may rise to ~29 psi; it is reasonable to consider the tires at a good temperature for reasonable grip (but not yet optimal grip). Three degrees increase in tire pressure correlates to roughly 30 degrees F temperature increase from the ambient temperature of 75 degrees F. This 105 degrees F (75 F plus 30 F =105 F) should offer reasonably good grip with correct driving techniques. With this recognition of increase in tire pressure; the driver can more safely increase driving speeds. At the end of a 20 to 25 minute session, the tire pressure may have risen to 34 or 35 degrees F. This then can be correlated to an approximate tire temperature of 155 to 165F (7-8 tire psi increase or 70 to 80 degrees F increase in tire temperature) which is closer to optimal.

Immediately after the session has ended and the car is stopped in the paddock, the driver may want to reduce tire pressure before the next session. Experience with starting cold tire pressure and ending hot tire pressures need to be managed by the driver (and perhaps with help of a coach or an instructor).

Now we cannot confuse tire pressure with tire temperature without consideration of the ambient temperature. Consider the cool morning in May at 40 degrees F. The driver set tire pressures at 26 psi and after 2 laps of Road America the tire pressure is at 29 psi. This should create some level of concern. We can estimate the tire temperature has increased by 30 degrees F but we only started at 40 degrees F. Driving on track with 70 degrees F tires will not offer the same grip we would experience on the warmer days. Drivers must be aware of the importance in warming up those tires! On a cool day you might want to drive an extra lap to get the tires warmed up for better grip. This could make the difference between a fun and a disastrous track day. I would recommend novice drivers discuss tire contact patch, tire pressures and tire temperatures (cold and hot) with your instructors. Be safe and warm up your tires. I hope to see you this summer and fall at Octoberfest.

The Story of 10 Brooks

By Chris Wenzler

It started about two years ago. Let me back up... It started about 21 years ago, as you may know from my previous article entitled "The BMW and the Hooptie, An Enthusiasts Story." My first car was a 1975 BMW 2002. Since then, I've always had a love for the 2002. Not the most practical of things for the Midwest climate, but they sure do make fun sunny day cars in the summer months.

So about two years ago, I found a 1976 Agave Green 2002 for sale in southeastern Wisconsin. I remember it vividly because my wife had a girl's night at our house, so I was kindly instructed to take our two children over to my brother's house for the evening. He was kind enough to let us all sleep in his basement.... As I lay there awake on his half inflated air mattress, my coping mechanism was to feverishly search the internet for BMWs on my phone.

When I was younger, I was willing to travel all over the United States to find "the right car." In fact, I've been as far West as California, south as Florida, east as New Jersey, and north as the UP to buy cars. Unfortunately, the older I get—and the larger my family gets—the less interested I am in traveling all over the place on car missions. As a result, most of my searches entail a "distance nearest first" search filter to help with the acquisition of any car.

I was pleased when it popped up in my search. The 1976 Agave was located about an hour from my house. It had reportedly been stored outside for some time, and as a result had some issues with the paint. The listing had a cell phone number in it, so I began texting with the owner. I asked him the standard questions. They usually start with something like, "any rust, or accident history"? If the car passes those two tests, my interest level begins to rise. The next questions involve an attempt to get a better idea about the car's maintenance and general aesthetics. I usually ask about any maintenance records that come along with the car. How the shocks, brakes, and exhaust are. If the body has any dents or scratches. It ends up being quite a grueling list of questions for any particular seller, but once we're through them, I'm usually pretty certain that I will buy the car if I can get there in person. From that point, I begin negotiating on price given that I have a pretty good idea about the generalities of the car. In fact, as a general rule, I don't like to mess with the price in person unless something is drastically different and misrepresented. I prefer to come to some sort of an agreement before I even go and look at any particular car. This '76 checked all the right boxes, and from that point it was only down to price.

I remember asking the seller how flexible he might be, and at that time he said "not very". I thanked him and asked him to keep me in mind as the sale process proceeded. Fast forward several months and the car was still hanging around. In fact, the seller was getting ready to move, and the car was going to stay in southeastern WI with his folks. I got back in touch and made an offer. I remember thinking he wouldn't take it. However, when you've moved on geographically, it is sometimes better to just cut ties and let go. So, he agreed to my price, and we set up a time for me to go and see/buy it.

Like any car guy can attest, my hobby has a tendency of getting in the way of some family time. That particular Sunday was a birthday party for my nephew. I sweet talked my wife Lisa into agreeing to swing through the party with me first and then go buy the 2002. By the time we actually made it there it was dusk. Something I've neglected to mention up until this point is that the car had some electrical gremlins... I agreed to purchase the car, but that one hour drive home was a bit hairy. The car had headlights, but no instrument lights and no taillights. Lisa followed as close behind as she could, but it was pretty dicey on those dark winding country roads, and she was not too thrilled with me by the time we made it home.

As with most people that spend any amount of time around cars, I have several "guys" for car related stuff. I have a "detailer guy" and a "dent guy". I called both of them the following week, and scheduled times for them to come out and work on the '76. My Detailer was able to get most of the signs of outdoor storage removed from the car. It actually shined up very nicely. My Dent guy was able to remove most, if not all, of the door dings using the PDR process. Those two acts were enough to really add some brilliance to the car. I worked on it a bit more, and did some interior fixes as well as some brake work. By this point, it was getting pretty late in the season, and I was almost ready put it away for the winter.

Story and photos continues at badgerbimmers.org



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