

bimmer

May 2012

The Immortal
E30



BMW Car Club
of America
Badger Bimmers



Inside...

- E30 Enthusiasts' Gathering
- DE: Back to Basics – Part 2
- 9th Annual BB Car Show
- Racing at RA 2012
- 2012 Golf Outing



bimmer immer

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Cover Photos: BMW E30s: (top to bottom) Early Cabrio, M-Technic2, 1990 DTM M3
Photos provided by Chris Allen



2012 Calendar

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	German Car Show night at The Highland House, Port Washington Rd., Mequon
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 16	E30 Gathering, Balmer Park, Pewaukee, WI (see page 9)
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 14	BMW Car Show night at The Highland House, Port Washington Rd., Mequon
August 20	DE Day at Blackhawk Farms Raceway
August 25	Ladies' Tech Session, European Auto House, Mequon, WI (see page 9)
September 13	Board Meeting – 7 pm, Concours Motors, Board Room
September 17-23	National Octoberfest at Mid-Ohio Race Track
September 28	Advanced Driver & Instructor Day at <i>Road America</i>
September 29-30	OktoberFAST 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

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...

OktoberFAST Registration to Open

Registration for *OktoberFAST* will open on June 1st at Motorsportreg.com. Details about the event will be posted on the Web site and be in the next issue of the *immer*. Once again this year, **Kummrow Automotive** will be offering free tech inspections for *OktoberFAST*. Inspections will be done on Saturday, September 15th at their shop in Glendale. Appointments must be set up for the inspections. Call them at 414-352-2886 to schedule your appointment. **bj**

~Mike Clemens

BMW to Participate in One Lap of America

Woodcliff Lake, NJ

BMW of North America has announced that the Ball-new 560 hp 2013 **M5 Sedan** will participate in the grueling *One Lap of America* event starting May 4, 2012. Instructors from the BMW Performance Center, located in Spartanburg, SC, will drive the 3,300 mile tour that originates in South Bend, IN, and incorporates highway, skid pad, drag strip, and closed course racing during the eight-day event. **bj**

~Mustafa Emir

RA to Honor Military at Vintage Races

Elkhart Lake, WI

Road America has announced that all active, Reserve-duty military and veterans, will receive **free admission** on Saturday, May 19, Armed Forces Day, during the Spring Vintage Races at *Road America*. This is a three-day event that runs May 18-20 featuring exciting wheel-to-wheel racing of vintage and historical cars. Over 300 participants are expected to race in ten separate groups, from production and grand touring cars to sports racers, prototypes and formula cars. Admission for Saturday, May 19, is waived for all active duty members of the armed forces including activated reservists and veterans,

regardless of their state of residency.

To receive the free admission, veterans must either have a retired military identification card or a standard discharge form known as a DD214. Active duty personnel must have their photo identification card issued by the Department of Defense. **bj**

~Ron Pace

Badger Bimmers' New Web Site Ready

On April 24, 2012, the Badger Bimmers switched over to an improved, re-designed Web site. Our new site features a fresh, new look and increased functionality. It can be reached using the same URL as before.

Of course, few things like this are perfect right "out of the box." So if you experience any problems or anomalies, please contact me at mclemens@execpc.com. **bj**

~Mike Clemens

New Member Name Tags Available

We're excited to offer new member name tags that include our new Badger Bimmer 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 much 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) 388-7384.

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

Meet, Greet, and Eat... Sweet!

Happy Spring! In this issue, note the upcoming **E30 Get Together** (page 9). Some would call it a meet-and-greet. It's really just hanging out with fellow E30 owners, eating some food, catching up and talking about E30s. Huge resource if you have an E30 project in mind.

This is a "bring what you got" affair. According to the organizers, **Tim, Mike and Chris**, the gathering will be attended by members of E30 forums. Judging by other similar E30 gatherings around the country, this

could be big.

Stinky Rat Trap

Racing fell on its whiskers at Gingerman Raceway during the 24 Hours of Lemons race, April 21st. We managed to get ourselves penalized out of any contention. Turns out, passing under yellow and going four-wheels off the course is a bad thing. Who knew? Better luck next time. The Rat will rise from the ashes of despair



like a Phoenix and live to eat more cheese. Next race is at **Autobahn** in Joliet on June 9th and 10th.

Thanks to **Mike and Patty Clemens**, we really are going to have a new Web site. It looks great — check it out.

And in the meantime, the Board is working on amending the Club's by-laws to allow increasing the size of the Board by two voting members. The additions would be a representative, or liaison, from the Madison area and one from the Fox Valley area. They'd be responsible for organizing and coordinating a variety of events, including an annual Board meeting, in each of their respective parts of the state. Like all Board members, these would be elected positions with two-year terms.

Why, you may be asking? Well, simply put, we want to generate greater interest and participation in Club activities by members throughout the state, not just the Milwaukee area. And what makes this feasible without inflicting an unfair travel burden on our liaisons is being able to set up a conference call with them (as well as other Board members who may have to be out of town) during our monthly Board meetings.

We'll be discussing the by-law changes at the next Board meeting, May 10, but probably nothing will be finalized for a while. So give us your feedback as soon as you can. Better yet, come to a Board meeting and get in our face.

'til next time...

bj

Back to Basics

~Part 2

parsing your practice

by Shields Bergstrom

Hello again, Badger Bimmers, and welcome to Part 2 of our discussion. Hopefully you've had some time to read and digest the information in Part

1. My hope is that you'll start to think about your driving a bit differently, learn something or, even better, find a solution to a driving issue you're having. So let's get into it.

Fast, Long vs. Slow Corners

The reason for talking first about fast and slow corners is that most of the drivers I work with at the track day/DE/Club racing level have one thing in common: driving the slow corners too fast, and the fast corners too slow. Usually the reason for this is driver technique — not adjusting for the differences in corner speed. The other reason could be driver confidence. Some very fast corners can be intimidating, whereas slow corners, because of the lower speeds, are usually more comfortable for drivers.

Fast and long corners are lots of fun, but we have to remember the proper technique. You will be using less, if any, trail-braking when entering the corner. You will also be on the throttle sooner. Remember, "SLOW HANDS." You will be initiating the turn much more gently than in a slow, short corner. Also, your turn-in will be earlier than at a slow corner. The very general rule of thumb is the faster

the corner, the earlier the turn-in and apex. Think of these types of turns as one fluid, flowing motion of your hands and the car through the corner.

When tackling slow corners, you will typically use a later turn-in and apex. The initiation of the turn-in will also be much "crisper" than at a fast corner. Depending on the corner, you will also need to use more trail-braking to help rotate the car.

Sensory Input and Awareness

Sensory input (all the information your body and mind receive about what is happening on the track) and awareness are the keys to everything you do on-track. Your brain gets all of its information about what to do in a race car from your senses. What you see, hear, feel and sometimes even what you smell, all make up the valuable network of information that is processed when driving around a race track. The more info you can process, the better the results will be. This means that the more you can see, the better you will be able to judge your car's position on-track, reference points, how to set up the car in front for a pass, what the corner workers are telling you, etc. The more you hear (engine noise, tire noise, wind noise, etc.), the better you will be able to tell how well the tires are working, what condition the engine is in, etc. The more you feel (g-forces, track surface, suspension and aero movement) the better you will be able to judge grip levels, and the tuning of the suspension — and you'll be better able to drive the car on the limit. The more you smell (engine odors, fuel, tire smoke from your wicked victory burn-out) the better you will be able to judge engine and car condition.

All these things add up to a lot of information! Especially when you consider that your brain has to process all of this at the same time. Your job as a driver/racer is to use this sensory input to go faster. The more you see, the better your car will be placed around the race track, the more reference points you can find and use, and the better you can find ways around the people you are racing. The more you can feel, the better able you will ultimately be at driving at the limit and staying at the limit. You will have a better feel of what the suspension is doing, what the tires are doing and how it's all working together — also providing you with the info to make set-up changes and push the limits of yourself and the car. An added benefit to this is the more information you have, and in a more timely manner, the more relaxed you will be while driving. And the more relaxed you are, the faster you'll go.



Parse It Out

I know what your next question is going to be: *How can I improve the quantity and quality of information that my brain processes?* Well, it really comes down to practice. You need to practice using all of your senses on the race track, and here's how.

The next time you're on track, make sure you take five to 10 laps (more is always better) to practice seeing, feeling, hearing and smelling everything. In the first practice session, focus only on everything that you can see, e.g. changes in the track surface, are there cracks in the pavement? Does the track have asphalt with concrete patches, where does the car apex; and at the corners, are you on the curbing, near the curbing, etc. Where are all of the corner-worker stations? What does the billboard at Turn 1 say? How far through Turn 2 can you see? **Everything** you can see will provide you with extra reference points, and more quality information.

In the next session, go out on track and focus on **only** what you can feel. How does the car feel when you turn into a fast corner? A slow corner? How does the car feel over the pavement changes? Curbs? Can you feel the effect of the wings (if your car has them) when the speed increases? Everything you can feel during that session will make you more aware of what the car is doing, how the tires and suspension are performing, and will make you a better, more sensitive driver.

You can do the same for all of your senses, and it should be an active part of your driving. Focusing your senses, one at a time, will help you process more information, allow your brain to choose better quality information and will certainly make you a faster driver. It's best to do a session, focusing on ONE of your senses, then come into the pits and write it all down. De-brief yourself and find out if you actually saw more or felt more while on-track. This will ultimately make you more **aware** of everything that you are doing in the car, everything the car is doing, everything the tires are doing, and everything everyone else on track is doing.



Reference Points

This is a pretty obvious "basic." I would imagine that most of you have reference points for turn-in, apex and exit at most of the tracks you drive. Well, that is certainly good, but to become faster, those are not enough. You need to have more reference points around the track. Consider adding reference points for the spaces between turn-in and apex, and between apex and exit. How about adding a couple reference points for setting up yourself and the car for the next corner? Can you find some points that will help

you position the car under braking as you approach the turn-in? What about some additional reference points between esses on a track?

The more reference points you have, the better you will be able to position the car around the circuit and the more consistent you will be. You will also be better able to catch and correct mistakes before they get too big. To go fast, and I mean **REALLY** fast, you should incorporate more and more reference points. This can include not just where you should be looking, but also what you should be feeling. A change in track surface, a bump, a dip can all be used as references for your driving. Even incorporating a visual reference with a "feel" reference can be beneficial.

For Braking, too

The one reference point that I have omitted thus far is a brake reference point. I want you to think about this in a new way. Instead of finding a reference for when you need to start braking, I want you to find a reference for when you should be **done** braking. Why? Well, if you've ever made a mistake in a corner, and it cost you some speed, you will naturally be slower coming down the following straight. If you use the same reference point for when you should be starting your braking as you normally would, you will now be slowing the car too soon, and from a lower speed! So, the better option is to find a point at which you should be **done** with your braking. If it's a corner in which you need

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Racing at RA — Part 1

The 2012 Schedule

by Mike Clemens

There's activity on the track at Road America almost every day from late April to early October. Here are the spectator weekends:

START	END	WHO	WHAT
5/18	5/20	Spring Vintage	Race
6/1	6/3	AMA Superbike	Race
6/8	6/10	Vintage Cycles	Race
6/14	6/17	June Sprints	Race
6/21	6/23	Nationwide/GrandAM	Race
7/12	7/15	Hawk Vintage	Race
8/16	8/18	ALMS	Race
8/19	8/19	Corvette World Tribute	Race
9/7	9/9	Fall Vintage	Race
9/20	9/23	SCCA Runoffs	Race

How to Get There

Assuming you are coming from the Milwaukee area, the easiest way to get to Road America is to follow I43 to Highway 57 north. Stay on 57 until you get to County Road J. Take J west to Highway 67. Go north on 67 to get to the main gate or stay on J and go west to Gates 3 and 4. On most race weekends, there will be little traffic entering the track from gates 3 and 4. You can buy tickets at gate 1.

Road America is about 50 miles north of the Milwaukee/Ozaukee county line (see the map, page 10).

Tickets — You can buy single-day tickets and weekend passes at the track on race weekends. You can also buy tickets through the Road America Web site: <http://www.roadamerica.com>.

What to Bring

Comfortable shoes — Road America is a big place and to see it you will need to do some walking. When it's a hot day, the asphalt in the paddock will get very hot. Shoes with thick soles are a good idea.

Sun tan lotion — Don't get burned the way I did one day at Road America.

Ear protection — Race cars make a lot of noise, after several hours at the track, the sound can get to you. You can get ear plugs at

some of the shops at the track or at places like Walgreens before you go. Remember to bring enough for the kids. If you plan on attending a number of events, check out more substantial ear protection such as these over the head earmuffs (<http://www.amazon.com>).



Lawn chairs — There are grandstands at Road America but some of the best places to watch don't have them.

A camera or camcorder — You can get some great close up pictures of the cars in the paddock. To get good pictures of the cars on the track, you'll need a long, fast lens.

A stop watch — It's fun to time some of the cars to see how fast (or slow) they are going.

If you have a portable radio scanner, bring it along. You can listen to the corner workers during the races. There's no place at Road America where you can see the whole track, so listening to the corner workers can tell you what's going on around the track. The following frequencies are in use at Road America: 150.890, 151.625, 151.895, 154.570, 154.600, 464.175, 464.325, 464.375, 464.525, 469.325 and 469.375. The primary frequency used by the corner workers is 464.525.

Roller blades, skate boards and non-motorized scooters are not permitted on Road America property.

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≡≡≡ E30 Gathering ≡≡≡

Bring out your E30 3-series 1984-1991

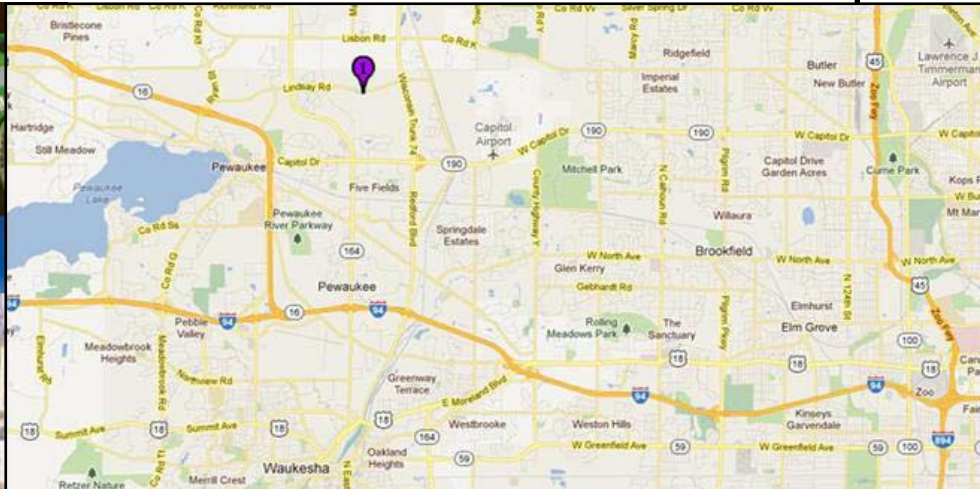
('87-'93 convertible)

Balmer Park in Pewaukee, WI

Saturday, June 16th 2:00 – 6:00 pm **Free** food and beverages.

If you have questions or would like to offer to lend a hand, please contact
Tim Jason at (262) 424-2371, Mike Tripi at (414) 550-1191 or Chris Allen at (414) 659-4908.

Balmer Park is located at N44 W23875 Lindsay Road, Pewaukee, WI 53072.



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 plenty of questions, too.

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.

bj

Road America

Continued from page 8

The Best Days

If you just want to watch the races, then Saturday and Sunday are obviously the best days to go. If you want to walk around in the paddock and get a good look at the cars and maybe even talk to some of the racers and mechanics, then Thursday and Friday are the best days. Everyone is much more relaxed and willing to talk then. The crowds are also much smaller on these days.

Where to Park

There are lots of places to park at Road America. My favorite is along the front straight near the start/finish line. It is near the paddock and there are even a few places to park in the shade. If you enter at the main gate, make a left turn once you get in and proceed around the track. As you go around the track you will go up a hill. At the top of this hill, turn into the field on your right. If you park in this field, you can get to the track by either the tunnel just north of the media center or the pedestrian bridge just to the north of the family fun zone. If you go through the tunnel, you will come out at about the middle of the paddock. If you go over the pedestrian bridge you come out in the paddock near the *Gear Works* concession stand. (I usually start my day at the track with an egger at *Gear Works*.)

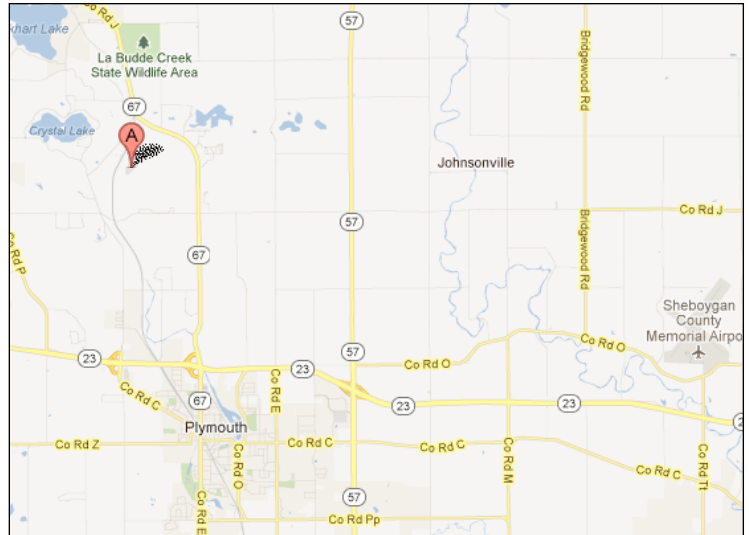
You can also park in the designated Badger Bimmer area near Turn 14. During the ALMS weekend, there will be a BMW-sponsored car corral in the Badger Bimmer area. We'll have a big tent, food and a TV with a closed-circuit feed of the race.

There are lots of other places to park around the track. On most weekends you can park one place, watch for awhile and then move to another parking place to watch a different part of the track. Don't try this on NA-SCAR/GrandAM or ALMS weekends. Finding one good parking place is difficult enough.

Best Views

Along the fence between Turns 4 and 5 — a great place to see and hear "speed".

On the hill above turn 5 — if it's a hot day and you need some shade, this is a good place to be. Besides Turn 5, you can see Turn



14 and part of the front straight. To get to this location you have to climb a long set of stairs or come over the Corvette Bridge from the back of the track.

On the hill above Turn 7 — you can see the exit of Turn 6, Turns 7 and 8 and the entrance to the carousel. There's a good concession stand here with Saz's Barbeque.

Grandstands at Canada Corner (Turn 12) — if you go to the far end of the grandstands, you can see the straight leading to Turn 12, the turn itself and also Turn 13. There's also some shade. To get to this location, you have to go down a long set of stairs. This is my favorite place for taking photographs. There's always lots of action and you are above the fence, so it doesn't get in the way. Follow this link for a great map of the track: <http://www.roadamerica.com/userfiles/file/2012%20Maps-PDFs/FanMap2012%281%29.pdf>. This map has been updated with the 2008 changes. **bj**

[We'll conclude this article next month starting with "Where to Eat" at Road America—Ed.]



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

Destination Dallas

by Cindy Ansay



Last Fall, I received an invitation from the Badger Bimmers Board to attend the BMWCCA National Congress in Dallas, TX. Being selected for this event was an honor for me. At that point, I was still unsure if I was going to run for a Board position, with elections soon to occur. This invitation was the final push — I would run again!

The trip began on a Friday in late February heading from Milwaukee direct to Dallas. There were a few other BMWCCA members making the trip so it made the flight quick. Darcy kept me in good company as we proofed the latest edition of the *Immer*.

Upon arriving in Dallas, we were welcomed by great weather, hotel, and fellow BMWCCA members. We started with a well attended welcoming ceremony and State of the Club address, and received our agendas and our daily schedules.

Social Media and Web Tips

My first break-out session was Social Media and Web Tips for Your Chapter. This was extremely informative. This session had us look individually at the methods by which we prefer to receive communications from our Chapters. Chapters are moving forward with creating Web sites, Facebook pages, and Tweeter accounts. It was determined that, for our computer-savvy and younger chapter members, social media are the most efficient and cost-effective way to communicate.

In line with this, we'd like to personalize delivery of the *bimmer immer* to each of our member's preference. Our Chapter still has many members who prefer receiving paper copies. So over the next several months, we will be considering how best to determine our members' preferences, whether for electronic or USPS delivery. Sending *immers* electronically would save on both printing and mailing costs. Right now, current and back issues of the *immer* can be viewed as PDF files on the Badger Bimmers' Web site.

Recruitment and Retention

Recruitment and Retention was another session we attended. The question is, *How can we attract and*

retain both new and existing Club members? Overall, in talking with other BMWCCA members, it seems as though there is quite a dedicated

following of the marque by a group of young and up-and-coming BMW owners. This is a group of people who do not necessarily belong to the BMW Club, yet get together quite frequently. These individuals gather evenings and on weekends for a drive, lunch, or to work on their cars and swap knowledge. Invitations for these events are quite impromptu and use social media to get the word out. We need to reach out to this group for Chapter membership.

E30 Rendezvous, Ladies' Tech

Our Badger Chapter is working on organizing an E30 "Meet and Greet" — an informal type event/picnic for both members and non-members to attend [*first notice is published in this issue, page 9—Ed.*]. No need to have an E30, just bring your enthusiasm. Members of our Board will be there to answer questions about the Club. As the date, June 16, grows closer, more details about this event will be provided on our Web site.

Another group that is showing more and more presence in the world of BMWs is women. Women are enjoying having their own BMWs, participating in track days, and are also becoming interested in learning some of the mechanics of their vehicle. The Club will be hosting a Ladies Only BMW Tech Session on August 25th in Mequon. (Please see the invitation in this issue).

We will also be making introductory "Welcome to the Club" phone calls to new members just joining our Chapter. This will provide a one-on-one opportunity for new members to find out about upcoming events and have their questions about the Club answered before receiving their first *immer* or *Roundel*.

Now for the retention part — *How can we keep you? What events would our members like to participate in? What events might you like to host or attend?* Our Club can be only as fun and "eventful" as those who are part of it. We invite each of you to provide suggestions of new ideas, and new events, as well as feedback about our various gatherings.

Think about why each of you joined the Club and what makes it special. This is your car Club! **bj**

Back to Basics

Continued from page 7

to trail-brake, that point could be the spot where you switch from threshold braking to trail-braking. This new reference point will take some practice to get used to but, in the end, you will find that you'll be braking harder and later into the turns. This will also require you to use a lot of your "seat of the pants" driving to sense the speed at which you're entering the turn and, in turn, be able to find the right spot to be on and off the brakes. This is where taking those sessions to practice "feeling" everything you can in the car really pays off.

Safety

This is really a no-brainer. Safety should be on your mind every time you head out to the track. Your car should be safe, mechanically, and you should have the best personal safety equipment you can afford.

Make sure you are maintaining your driving gear in the same way you maintain your car. Helmets should be replaced or re-padded every five years. Keep it clean and always check for cracks, nicks/dents and anything that looks suspicious. If your

car is fitted with a five- or six-point safety harness, a HANS device or something similar is a definite must. Make sure you're also checking the condition and age of the safety harness as well.

Finally, on-track safety is just as important, if not more so. Leave some space between you and the car you're following. The closer you are to the other car, the less time you have to avoid an incident.

Make sure you're checking your mirrors. In some DE run groups, the closing speed between cars is big and you should always be aware of where the other drivers are around you. It will keep you safe and everyone else, too.

Check your gauges when you're on the straights. It's the perfect time to check oil and water temperatures along with any other warning lights.

And ALWAYS, ALWAYS, ALWAYS make sure you know where ALL the corner-worker stations are. They are there to help you if something bad happens and to warn you of problems on the track. A good time to check where they are is on your warm-up or out-lap.

Well, I hope you've enjoyed Part 2 of Driving Basics. As always, I would love to hear what you think and get your ideas for future articles. Here's to a great start to your DE or racing season!

bj

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.

Classifieds

CARS

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 or **608-647-7118**. 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. Rockford, IL. 1111

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 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.

MISCELLANEA

Set of Koesi K1 RIMS ONLY — Two years old, nice condition (9 out of 10), 17 x 8.5, 5-120 bolt pattern and 40mm off-set. \$400.00. Contact Brad Kentopp (262) 227-2423 or www.bkentopp@wi.rr.com.

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.

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.

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 jerryseze@sbglobal.net.

For any of the following items, contact **Damian** at 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.

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 Mike Loos at pres@badgerbimmers.com.

Classified ads can now
be submitted through
the new Web site.

To submit a classified ad, send your preferred text to the editor at 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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