

bimmer immer

June 2012

Spring Clean Up,
of course!

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- E30 Enthusiasts' Gathering • Racing at RA 2012 - Part 2
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- Reports: Red Granite Run, Spring Clean Up

BMW Car Club
of America
Badger Bimmers





bimmer immer

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Cover Photo: Meredith Joy, daughter of Jeff & Jennifer, at the Spring Clean Up

Photo by David Thuerk



2012 Calendar

We will no longer be running classified ads in the *bimmer immer*. They will be listed only on our new Web site (www.badgerbimmers.org). To submit an ad, simply click on "Enter a Classified" under the "Members" heading on the right side of the home page, and fill out the simple form.

June 9	9th Annual Badger Bimmers Car Show, 10 am, Concours Motors
June 14	Board Meeting – 6:30 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 – 6:30 pm, Concours Motors, Board Room
July 21	Annual Golf Outing, Broadlands Golf Club
August 9	Board Meeting – 6:30 pm, Concours Motors, Board Room
August 14	BMW Car Show night at The Highland House, Port Washington Rd., Mequon
August 16-19	Badger Bimmer Car Corral @ ALMS race, Road America (See Web site for details.)
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 – 6:30 pm, Concours Motors, Board Room
September 17-23	National <i>Octoberfest</i> at Mid-Ohio Race Track
September 28	Advanced Driver & Instructor Day at <i>Road America</i>
September 29-30	<i>OktoberFAST</i> Driver School at <i>Road America</i>
October TBD*	Board Meeting – 11 am, Enterprise BMW, Appleton, WI
October TBD	Fall Car Clean-up, 10am - 2pm, Salvaggio Auto Design, Port Washington, WI
November 8	Board Meeting – 6:30 pm, Concours Motors, Board Room
December 13	Board Meeting – 6:30 pm, Concours Motors, Board Room

January 12, 2013 Annual Holiday Party and Membership Meeting

*Exact date to be determined

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 Recalls

Frankfurt (Reuters)

BMW AG is recalling about 1.3 million cars worldwide for repair due to a possible problem with a battery cable cover in the trunk.

The recall affects 5- and 6-Series BMWs built between 2003 and 2010, BMW said in a statement. "In some remote cases, the battery cable cover inside the boot of these vehicles may be incorrectly mounted. This can result in the electrical system malfunctioning, the vehicle failing to start and, in some cases, to charring or fire," the company said, adding it was not aware of any accidents or injuries to people due to the problem.

Fewer than 1 percent of the cars BMW has so far inspected for the issue have exhibited the problem. So far, there have been no reports of fires, a BMW spokesman said.

BMW said it was writing to car owners. The repair procedure, in a BMW-partner workshop, would take about 30 minutes to an hour and would be free of charge to customers, it added.

The recall affects about 368,000 cars in the United States and about 293,000 cars in Germany. Another 109,000 cars are subject to the recall in Britain and about 102,000 in China, BMW said. **bj**

(Reporting by Jan Schwartz and Jonathan Gould in Frankfurt and Bernie Woodall in Detroit)

///M Logo Colors Explained

Since we've been posting some bits of BMW's history, we decided to stay on the topic and talk about the ///M logo, the three stripes that make the M-brand even more recognizable.

The first red stripe represented Texaco, the famous American oil retail brand, that had partnered with BMW during the early days of M racing. Blue represented BMW and the Bavarian region. The purple was used to represent the partnership and to allow for a nice transition between the two colors, blending as some may call it. Once the BMW/Texaco partnership ended, BMW had to buy out Texaco for the rights to the red.

For those of you who are in the imaging or graph-

ics field, here are the color names and codes used in the ///M stripes: Blue — Pantone Process Blue; Purple — Pantone 268; Red — Pantone Warm Red.

For more details, like paint, etc., go to <http://www.bmwblog.com/2009/04/13/history-bmw-m-logo-colors-explained/>. **bj**

~Darcy Yenich

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. Use it to submit classified ads.

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

One thing I never tire of...

I never get tired of being a track day instructor. *What is a driver's education day with the BMW Club, you ask?*

Well, here's the technical answer. Badger Bimmers rents the track for the day. A very capable person (Mike Clemens) organizes the event, including sign up, instructor/student pairings, explaining the day's rules at the drivers' meeting, and coordinating the corner workers and grid volunteers. Then he has to stay all day, ready to interpret the CCA's rules, gather information if there's an accident, collect evaluations, and make sure the place gets cleaned up when the driving's done. A mind-boggling job, happening largely "backstage."

HPDE (high-performance driver's education) days are probably not what you think. Most novice and intermediate drivers typically bring their everyday cars to the track. I've found that drivers of slower cars tend to learn to drive fast more quickly than drivers of super-high-performance cars. *Why?* Because, a softer suspension and less rubber on the road allow you to explore the limits of the car's grip at a lower, safer speed. In a high-performance car, exploring the limits is a faster learning event and, by nature, scarier. Everyone learns better when they're not scared.

Is a track day bad for your car? The simple answer is, **no**. Brakes and tires will have some life used up. But many sports cars come with high-performance brakes that may not see any accelerated brake wear at all. An M3 is a good example.

Might you crash? There has never been a novice driver crash in any DE track day that I've attended. It's a very rare event. Novice drivers generally have not spent much time piloting their cars near the car's limit. Most of the first day is spent working up to that point.

I've been an instructor for at least a decade and I never get tired of it — it's the fun part.

I had the pleasure of sharing another person's first day on a track May 25th at Blackhawk Farms. Andy and his father, Joel, had never driven on a track before. I thought it was a very cool thing to do as a father/son experience. Andy brought a BMW 330CI and Joel brought an M5 with a six-speed transmission. They both wanted to enjoy their cars more by learning to drive them faster. **Mike Slagle** (my brother-in-law) was Joel's instructor and I got to be Andy's.

Experiencing somebody's first day on the track is a privilege and an honor. Seeing that glint of discovery in Andy's and Joel's eyes and their smiles of satisfaction was the most thrilling part of the track day for me. More than the speeds and the camaraderie, it's what keeps me going back.

I invite anyone who has been considering a driver's school day to come to the next Badger Bimmers HPDE day and take a ride around the track with an instructor. No charge. It would be like auditing a course. *Did I mention the price?*



On the grid with (l-r) Steve Werner, Ron Pace, and Mike Clemens



bj

HPDE vs. Racing

Any similarities?

by Shields Bergstrom



Hello again,
Badger
Bimmers!

The last couple of months we've talked quite a bit about getting you ready for the driving season. It

is my sincerest hope that you'll take some of that information with you to the racetrack and improve as drivers. Maybe you'll break through your current driving plateau or start to think about how you drive in a different way. Whatever your take-away, as long as you continue to learn, you'll always improve.

Over the course of my career, I've had the privilege of driving for some of the greatest teams in the sport. And this year is no different; I am back racing with top teams and am pleased to let you know that I'm having an incredible start to the 2012 racing season. In five starts, I have picked up four wins and a second place. And truth be told, I owe a lot of that success to you, the reader and the HPDE (high performance driver education) driver. Talking with you about driving has enabled me to think more about how I drive and become a better, faster and more consistent racer. While I certainly cannot claim to have all the answers, I can share with you what I've learned in the hope that it makes you a better, faster, safer and more complete driver.

This month, I think it's important to address a question that I get asked quite frequently; what's the difference between HPDE and racing?

This may seem a fairly obvious comparison: racing is, well, racing and HPDE is noncompetitive driving. The differences between HPDE driving and professional racing are numerous, to say the least. And most of you already know the big differences such as money, the cars, the teams, the engineering, etc. But let's focus on the differences and similarities as they directly affect you, the driver.

RISK vs. risk

The first is RISK. There are always risks in driving on a racetrack, but in competition driving, the risks are always higher. Not only are the on-track speeds higher, but you are also competing against 20-30 other drivers willing to challenge you for every inch of the circuit. That type of risk is unpredictable, and all the other drivers you are competing against are variables that you have no control over. In HPDE, everyone, for the most part, drives very considerably as to minimize those risks. In defending a position there is an ever-present risk of being hit, pushed aside or being punted off the track.

But the greater risk comes in attacking or challenging for a position. You have to be willing to "lay it all on the line" in a race. To push the car and yourself beyond the comfort zone and often beyond the "limit." This is especially true during qualifying. You need to be willing to disregard what is known or comfortable to make a move or attempt a pass on a competitor. Ayrton Senna famously said after crashing himself and Prost out of the Japanese GP, "If you are no longer willing to go for a gap that exists, you are no longer a racing driver." There is always risk in driving on a racetrack, that risk is inherent. But for the racing driver, the vast majority of the risk is induced.

Managing Your Time

The next big difference between HPDE and racing is time. Or more accurately, TIME MANAGEMENT. At a typical HPDE event, everyone is spoiled for time, you are out on track for 20-30 minutes and then you have an hour or so between sessions to relax, eat, talk about your heroics, etc. In racing, every second is scripted and accounted for. Whether it's preparing the car, doing checks between sessions or analyzing data and lap times, time is critical to a race team.

I will give you a couple examples of how crucial time management is to racing teams: The 3, 10, 20 Rule for Drivers. This "rule" applies to drivers learning a new track. For obvious reason, a professional driver cannot spend the entire race weekend learn-



Racing pit crew

vs. HPDE pits



ing a new track — there’s racing to be done! So it is expected that the driver gets up to speed as quickly as possible. The “3” is for the first three laps on the circuit: you should be able to figure out where the track goes and where the line is in three laps. The “10” is for the 10 laps that it should take you to find the speed around the circuit in order to do a qualifying run. And the “20” is for the 20 laps it should take you to find all the nuances of the circuit. A pro is expected to go from no circuit knowledge to master of the track in 20 laps.

The other example I would like to share with you is about time management between sessions or stints in the car. We’ve all seen footage of the 24-hour Race at Le Mans, whether it’s Audi’s Truth in 24 series or *YouTube* clips, I think we can all agree that it’s a monumental effort of planning pit strategy, driver stints, repairs, etc. But in truth, the time between stints for a driver are just as choreographed as the time in the car. Depending on the driving order for the race, drivers have a schedule of when they need to eat, when they need to debrief with an engineer, when they need to rest and even when they need to go to the bathroom. By managing their off-track time, they are much more effective on the track. Could you imagine eating dinner at Le Mans, climbing into the car for your stint and then an hour into a three-hour run having to use the restroom? That’s why it’s important to manage your time effectively as a driver. Not only on-track but off as well. It will make you a more relaxed, effective driver.



Turn 6: HPDE at Road America

A Little Introspection

Next on the list is SELF-ANALYSIS. In previous articles, we talked about the importance of being self-analytical and what you can do to “self-coach,” but I would like to touch on a couple quick points. ALL professional race drivers are inherently self-analytical. They obsess over data, lap times, how to make the car go faster, etc. While I’m not going to suggest to you that you give up your life to sit in a darkened room while you ponder the benefits of making a half-degree camber change on your track car, I will tell you this: a notebook and pen are your best allies. Write down everything that happens on-track and all the changes you make to the car off-track. Then re-read your notes to refresh your mind about what is happening or happened on the track.

Remember that if you have data acquisition, the data is for the driver, not the car. The data documents only what is happening in the car so that the driver can analyze it and find ways to go faster.

The racer’s goal is

Continued on page 13

vs. racing at Road America



Photos provided by Mike Clemens and DAG.

Racing at RA — Part 2

Where to Eat

by Mike Clemens

Last month we presented the 2012 race schedule and reviewed how to get to the track, what to bring, where to park and where to get the best views of the track. Now, on to the really important matter...

Where to Eat

Anywhere. The food served at the track is very good. There are a number of concession stands located around the track. Many of them are run by service or church organizations. The stand on the hill above Turn 14 has great breakfast sandwiches (called egg-ers) and omelets. The stand on the hill above Turn 7 has good barbecue. Many of the concession stands have specialties, and you can always get a brat.

I like to stop at St. John's in the paddock and get a root beer float for an afternoon snack. Concession stands outside of the paddock sell beer, those inside the paddock don't.

Don't forget to drink enough liquids through the day. It's easy to get dehydrated when you spend the whole day at the track.

Everything at the track stops for a lunch break. If you want to avoid the crowds, eat lunch before or after the break. If you are in line and there's a corner worker or a safety worker in line behind you, let them go ahead of you. You can recognize the corner workers because they're dressed all in white. The safety workers are most often dressed in orange fire suits. Everything stops for lunch at the track so that the workers can eat and get some rest.

Walking Around in the Paddock

Be careful. Unlike almost everywhere else, cars have the right away. Race cars don't have horns to warn you, but they normally are loud and some drivers use the exhaust noise to warn you they are coming. When you see a driver point, he's telling you where he's going, **not** where he wants you to go.

If you have small children and want to show them the cars in the paddock, be sure to take them by the hand and pay attention to what's going on



Up the hill toward Turn 13

around you. If things continue as they have been in the past your admission ticket gives you full access to the paddock, except for the NASCAR weekend.

The Track

Road America is four miles long with 14 turns. Several of the numbered turns aren't

really turns but are corner-worker positions. There are three long straights. Most cars will reach their highest speed at the end of the straight before Turn 5 or Turn 12.

There are numerous elevation changes on the track. The highest point on the track is at Turn 1 (1050 feet) and the lowest point is at Turn 12 (900 feet). There are large hills on the front straight just after Turn 14 and between Turns 5 and 6.

On some race weekends you can pay to drive your car on the track at lunch time. Track touring is usually available during any of the spectator auto races during the year. It will be less crowded on Thursday and Friday. Often on Saturday and Sunday the entire track (all four miles) is covered with cars.

If you are interested in doing this you should sign up as soon as you get to the track. The number of cars allowed on the track is limited. **bj**

OktoberFAST Registration Open

Registration for **OktoberFAST** will open on June 1st at Motorsportreg.com. Details about the event are available on the Web site. Once again this year, **Kummrow Automotive** will be offering free tech inspections for **OktoberFAST** participants. 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

E30 Gathering

Bring out your E30 3-series 1984-1991

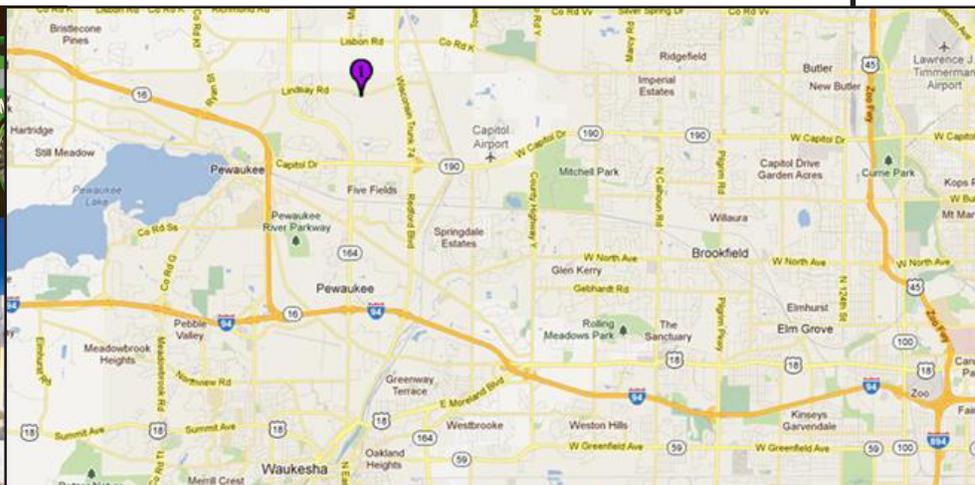
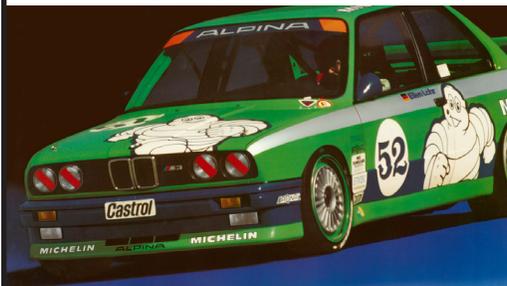
('87-'93 convertible)

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

Bimmer in the Barn

Part 5

by Bill Nicoud



As winter fades away and the days get a little warmer, I realize this project is a long way from complete. But I'm still excited about the project, and look forward to the time I can steal away to work on it.

When I talk to customers about their cars, some have definite ideas about the direction or vision of the finished project. Others have a general feel about a direction, but refine the final vision as the project proceeds. So it's been with this car for me.



I knew I wanted a nice driver car, with subtle mods, that would be in line with what would have been seen back in the day, when

you saw a lot more of them on the road, and fellow *bimmer* owners would flash their lights in recognition of one another. One of the mods and choices to be made involved a proper set of wheels for the car. If you remember these cars, you know they came with pretty anemic 13x5-inch steel wheels and large dinner-plate-looking stainless wheel covers. If this were to be a stock restoration, that would probably be the direction you'd go, but that's not the direction I have in mind.

Back in the seventies and eighties there were plenty of choices for wheels. A lot of cars were using 13- and 14-inch wheels, and wheel companies were offering lots of options. This is 2012 and wheel companies want to sell wheels in the 18- and 19-inch range. Besides looking out of place on this forty-year-old German car, fitment would be a definite issue without serious body modification.

I wanted a wheel that would look the part and fit without issues, and it would sure be nice if I didn't

have to sell a kidney to get them.

After searching old photos and magazines, looking at many Web sites, I decided on a set of 14x6-inch Minilite wheels, finished with silver centers and machined outer lips. This should keep in line with the kind of period correct, subtle modded car I have in mind.

John Targett of Targett Motorsports was a pleasure to deal with (he even had a proper English accent). The wheels arrived on time, well packaged, and they look perfect. I'm really looking forward to putting them on the car.

I guess I'll just have to find a way to steal more time for this project — stay tuned!

bj

Narrowing Down Battery-draining Shorts

Have you ever experienced one of those nagging issues with an electrical gremlin draining your battery? One of those seemingly impossible-to-find short circuits?

With an inexpensive test light available at any automotive parts store, you can narrow down the issue, especially in an older car without all the parasitic drains from computer systems and radios that require continuous power. It's simple.

First disconnect the negative cable from the battery and bridge the test light between the cable and the battery. If the light goes on — there is a completed circuit which is draining your battery. The next step is to narrow your search. Keep the test light bridged between the negative cable and the battery. Now start removing fuses until such time as the test light goes out. That is the circuit with the short. Start retracing the positive wires looking for a break or missing insulation that's causing the short. Perhaps it is a faulty switch which completes a negative lead to a chassis ground such as some stoplight switches. In any event, you at least have the circuit narrowed down.

bj

~ Ron Pace

BADGER BIMMERS

BMW Car Club
of America
Badger Bimmers



presents:

9th Annual Car Show at Concours BMW

June 9, 2012 11am

Award Presentations at 2pm

Trophies awarded for

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



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

Red Granite Run

May 12, 2012

Review and photo by B.E.Kressner

W hat a delight! On May 12th, eight cars and 14 people assembled at the north end of Riverside Medical Center parking lot in Waupaca, WI, to begin a little driving adventure and to get to know one another. The day was just right, with temperatures in the upper 60s and partly cloudy skies.

“Country Rose Shop” with homemade fudge and ice cream for the dessert we chose not to get in Mt. Morris. Thankfully, we got there about 15 minutes before being invaded by the Corvette Club, but all was well, and there was space aplenty for everyone. Some of us even met old friends who had purchased Corvettes.

But the real high-speed run was saved for the sec-



We had a good time chatting right from the start. If there is anything that can be said about BMW aficionados, it's that they get so excited about these things, they can't help but relate to each other in a very cordial way. We even had one couple join us with their Mercedes because they were in between Bimmers at the moment: we were happy to see them.

Slow Start to a Great Time

The beginning of our trip started slowly — as it turned out, much too slowly! One gentleman in an M3 teased me that he had trouble getting out of third gear. Well, we weren't about to let that happen again after lunch!

And, speaking of lunch, we had a wonderful time at the “Trading Post” in “downtown” Mt. Morris, next to a little valley, and across from a small lake. The couple who own it, **Ken** and **Wendy**, got ready for us with a special cook, and gave us the entire downstairs for our refreshments, including the current Brewers' game. The upstairs is decorated in knotty pine beams and hand-made woodwork, built largely or designed by Ken: it is something to behold.

After our repast, we traveled into Red Granite itself, and had to take a detour to get onto a great curvy higher-speed country road that led to Poy Sippi. Why Poy Sippi? Well, there just happens to be the

tion of the trip on WI 49 northward to US 10. Here we could stretch the legs of our BMWs a bit more, and gather one last time for our good-byes at the Jellystone Campground near Fremont. All things told, it was a near perfect experience. (And I even promised that we would drive faster next time!)

What about that “next time”? Well, we're planning a more elaborate tour encompassing Kettle Moraine State Park, Elkhart Lake, and *Road America*. We're shooting for Saturday, October 6th. Think autumn. Think foliage colors. But stay tuned for more details on our Web site or in the *immer* as they unfold!

Participants' Survey Said...

Everyone was asked to complete a brief survey of the event rating everything from *Day of the Week* to *Reststops OK*. On a scale of -5 to +5 (+5 being the most positive), *Tour Organization* got the highest rating: a solid +5. *Tour Duration*, *Quality of the Route*, and *Quality of Lunch* each rated an average of +3.9. The lowest rating was given to *Speeds Used*, +2.2, but opinions varied widely. As one person commented, “Speed was good considering road conditions and the fact that it was open roads.”

With no “mishaps” or tickets, and an overall average rating of +3.8, this seems to have been an unequivocal success.

bj

HPDE vs. Racing

Continued from page 7

to analyze what he/she is doing to better maximize the car's performance. The HPDE driver's goal is to analyze what he/she is doing to maximize his or her own performance.

Finding, Respecting the Limit

Lastly, there is a fundamental difference between HPDE and racing in driving at or near the "limit." In HPDE you are rightly taught to drive at 70-80% of YOUR abilities, not the car's — leaving a margin for error and preserving your equipment. In racing, it is assumed that the driver will, at all times, be driving at his maximum performance level. After all, if you show up to race and only put in an 80% effort, what would be the point of showing up? The key to successful racing is driving to the car's maximum performance, NOT YOURS. If the car is not performing well, or has a handling issue, a competition driver is still expected to get 100% of the performance potential out of the car.

Conversely, if a racer moves up into a much faster, more capable car, they are still expected to drive

the car to its maximum potential. This quite often means stepping out of your comfort zone. With that we come back to our first point in this article, risk. But stepping out of your comfort zone is a two-way street; it also has the effect of raising that comfort zone and giving the driver a new "maximum performance potential." That, in essence, is the job of a racecar driver, to drive the car at its 100%, all the time. The team assumes that you will be driving to the maximum of your own personal abilities and expects that you drive to the car's maximum abilities.

Well, there you have it, some of the fundamental differences and similarities of HPDE and race driving. Hopefully, you will have found it informative, interesting and not off-putting, especially if you are considering going racing. Racing is a whole new set of challenges from HPDE driving and shouldn't be met with fear, but with excitement. It's a sport in which I relish the challenge every weekend and always manage to end a weekend with a big cheesy grin on my face.

As always, let me know what you think or if you have additional questions. You can e-mail me at: shieldsracing@gmail.com. **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.

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Spring Clean Up

Report and photos by David Thuerk

Milwaukee

Our annual Spring Clean Up took place at O'Reilly Motor Cars on May 12th. It was an excellent spring day for the clean up. The mild spring blessed us with another day in the 60s, dry and loads of sun.

This year, 21 attended. This included a couple of future members assisting their fathers to create a highly polished and deep shine.

Nathan Loos (our president's son) and his friend **Will Brodd** (fellow MUHS student) washed our cars. Thanks, Nathan and Will, for your efforts to rid our cars of the dirt and grime from our joyous hours of driving. All around O'Reilly's shop floor the clear coat was being lovingly shined. I managed to get my engine cleaned. You know, a clean engine helps air flow on the track.

Several members left the Clean Up very happy after **Nick Sanfilippo** of Accident waved his magic wand. Nick joined us for the day to perform his magic on dents and dings. Four happy owners left dent-free, one car with three fewer dings.

Interesting project cars come in regularly. This year, John Morgan brought his 318ti with an E36M motor swap. (A new track car, I expect.) With the low weight, it will be quick — faster than an E36 M3. The day's activities were completed and the shop cleared by 2 pm.

Join us next year. It's always a good time with fellow Club members.

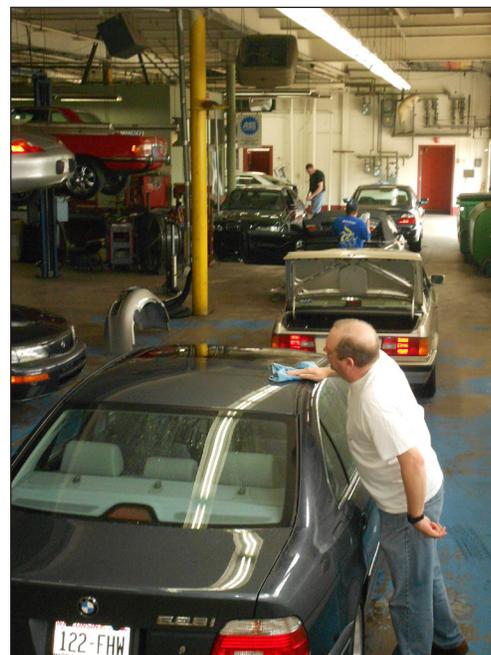
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Nathan Loos and Will Brodd



Nick Sanfilippo





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