

January/February 2014

bimmer**inner**



Inside...

- holiday Party
- The Art of Making Mistakes
- Bimmer in the Barn
- Spring Fling Tour
- ...and more

Election 2014

BMW Car Club
of America
Badger Bimmers





bimmer immer

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Cover Photo: *Bimmers' 2014 Board of Directors.* Photo by Darcy Yench

(l-r) Mike Loos, Bill Nicoud, Tim Jason, Erik Iverson, Ron Pace, Dale Kressin, Cindy Ansay, Dave Thuerk, Larry O'Brien, Mike Clemens, Dave Tatem, Jeff Fait

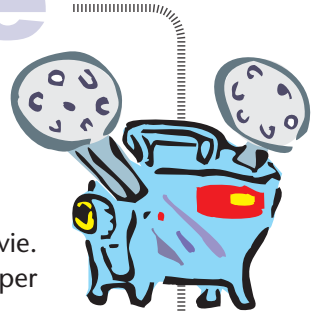
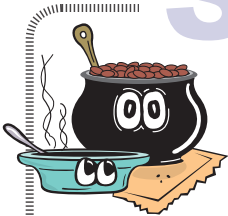


2014 Calendar

February 8	<i>Chili and a Movie</i> in Ron's Garage, Saukville
February 13	Monthly Board Meeting @ Concours Motors, Glendale
February 15	Tech session at CS Motorsports in Lannon, WI
March 1	Board Meeting 11:30 am @ Wisconsin Brewing Co., 1079 American Way, Verona, WI with lunch to follow
March 15-16	Chapter Congress, Dallas, TX
April TBD	<i>Street Survival Drivers' Clinic</i>
April 10	Monthly Board Meeting @ Concours Motors, Glendale
May 3-4	<i>Spring Fling</i> Driving Tour to Galena, IL
May 8	Monthly Board Meeting @ Concours Motors, Glendale
May 10	Spring Car Clean-ups: Milwaukee, Madison, Fox Valley area
May 10	E30 Gathering and picnic (and swap meet?) @ Frame Park in Waukesha
May TBD	<i>Street Survival</i> Teen Driver Education. Location TBD
June 16	DE Day at Blackhawk Farms Raceway in Rockton, IL
August 4	DE Day at Blackhawk Farms Raceway in Rockton, IL
August 23	Club Saturday at the Masterpiece Car Show
September 26-28	<i>OktoberFAST</i> @ Road America

Save the Date

Chili and a Movie



Where: **Ron's Toy Barn**
678 N. Progress Drive • Saukville

When: **February 8, 2014 11am 'till 6pm**

Come join us! Enjoy some great member-prepared chili and a race movie. If you bring chili (6 quarts) the event is free; if not, the cost is \$5.00 per person, which will be donated to charity. Beverages provided.

But bring your own chair!

Attendance is limited, so register early on Motorsportreg.com.

Also see the preview of Shields Bergstrom's new movie — *Why We Drive*.

(Most race movies are PG13/R so plan accordingly.)

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...

TRAP SHOOT: A MEMBER RESPONDS

Weapons or Firearms?

I am a BMW CCA member and also a NSCA clays instructor and NRA pistol instructor. Your article by David Tatem in the Nov./Dec. *bimmer immer* referred [stet.]to the shotguns as “weapons” which is an unfortunate and uninformed choice of words. Anti gunners are always looking for a reason to restrict guns and this just fuels their fires. The correct term is “sporting firearms” or just “Firearms.” Is a bi-athlon rifle a firearm or a weapon? It is only used for targets therefore NOT a weapon but a sporting firearm.

Thanks.

John Camacho

bi

Badger Bimmers' 2013 Charitable Donations

We're proud to announce that our Club donated more than \$4300 to a variety of charitable and performing arts organizations last year.

Here's the list of our 2014 contributions:

Fox Cities Performing Arts Center	\$1000
Overtun Center for the Arts	\$1000
Milwaukee Symphony Orchestra	\$300
Florentine Opera Company	\$150
Milwaukee Ballet	\$250
Milwaukee Repertory Theater	\$100
BMW CCA Foundation	\$500
Feeding America of SE Wisconsin	\$1011
Twenty pounds of food	

bi

~ Mike Clemens, Treasurer

Catch R.A. Bus to Chicago Auto Show

Road America is sponsoring three bus trips to the 2014 Chicago Auto Show. The trips are scheduled for February 10, 12 and 15. There are two pickup stops in the Milwaukee area — one at the Park-and-Ride lot on Highway C in Cedarburg and the other at the College Ave. Park-and-Ride lot. More information is available at www.roadamerica.com/buy-tickets/chicago-auto-show.html.

bi

~ Mike Clemens

'The Autumnal Tour' Addendum

Our report on the fall tour, published in the November/December 2013 issue of the *bimmer immer*, neglected to credit the planner/organizer of the event — **Bernie Kressner**.

In Bernie's own words, “Tours don't just get 'called' with everyone showing up spontaneously, automatically. They are a tremendous amount of planning and work, with multiple runs (at least two), checking of hospitals/clinics, towing facilities, gas stations, rest stops, restaurants, etc.”

So, thank you, Bernie! Sounds as though it was an exceptional tour.

—Ed.

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2014 Spring Clean-up x 3

This year, Bimmers' spring car clean-ups will happen in three parts of the State on the same date — **May 10**.

If you're interested in joining one of these gatherings to spruce up that wonderful machine (in an environment far more stimulating than your driveway or garage), contact one of these Board members:

In the **Fox Valley Area** @

Bergstrom Enterprise Motorcars in Appleton
10 am – 12:30 pm • Contact **Dale Kressin**

In the **Madison Area** @

Zimbrick BMW

9 am – 12 noon • Contact **Larry O'Brien**

In the **Milwaukee Area** @ International BMW

1:00 – 4:00 pm • Contact **Dave Thuerk**

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—Ed.

Member Discount on Avis, Hertz BMW Rentals

From *Roundel Weekly*

If you're flying to one of BMW CCA's National events this year and are interested in renting a BMW, be sure to check with Avis. You can rent BMWs from Avis at numerous locations and save money using the Club's Hertz and Avis discount. And if you're headed to O'Fest this year, the Denver Airport location has a number of models to choose from, including the X5, X3, 528i, and 328i.

bi

From the President

Erik Ivarson

Up to Speed...

Happy New Year, All!

As I write, the holiday party is only a few hours away. The weather is looking somewhat cooperative and temperatures are 50 degrees warmer than the misery we endured last week.

Notice of the arctic blast was given early enough that I could prepare. That meant checking out the vehicles and I start with Gas Oil Air Torque GOAT, just like at the track. In theory, fifty degrees is enough to change tire pressure by 10% and cold, under-inflated tires have a habit of suddenly flattening.



Since I was working around the wheels, it was time to identify the rattle coming from the left front of the e46. I noticed it happened over left side bumps, with and without brakes applied. After kicking the wheel to make sure it was still noisy, I jacked it up and started disassembly. There aren't too many things that can make the rattle. I figured it was the sheet metal splash shield that protects the inside of the wheel and brake. The unit is held by three screws, except

mine which decided to corrode thru around each one. This left no support for the shield so it was free to bounce off the hub and brake caliper with accompanying noises and embarrassment.

The purist would replace the unit with new but that's not me — at least not this time. I had an hour to spend and wanted that noise gone. Access to the screws is easy — once the rotor and caliper are out of the way. That's when I saw there is no way to remove the shield without dealing with the wheel bearing or a tin snips. Next, I removed the screws, which are like M6x10 with integral washer, making thread engagement short. As luck would have it, I had a few 1/4" stainless washers with 1" outside. They would be able to grab the heat shield over the rusted-out holes. Since the sheet metal stamping has pockets for the mount points, I got a little creative and hammered the new washers into cup shape to fit nice and flush. The tool that worked was a 25 mm

socket that the washer fit into and the screw and socket to keep the smacks centered. The pictures show three shiny spots and the screws are just long enough to torque without stripping. Taking the caliper off was different because BMW went to 16 mm for the bolt head, from 17 mm on all my previous rides. My 5/8" fit better than the 16 mm (well .0049" better) so I used that. The caliper mounting



Continued on page 14

The Art of Making Mistakes

~Part 1

by Shields Bergstrom

Happy New Year, Badger Bimmers!

Usually around the start of a new year, we reflect on all that's happened over the previous 12 months and make some resolutions, that we seldom keep, for the next year. Sometimes we look back at the previous year and think about the mistakes we've made and how to avoid them in the future. This should be part of your "year in review" for driving and racing as well.

Experience in Doing Things Wrong

Often when I'm in a car, on track with a student, I am complimented on two things; smoothness and mistake-free driving. The smoothness part is probably correct, but the mistake-free driving is not. The reality is that all pro drivers make as many mistakes on track as you do, often more. But, the big difference is that a pro driver typically recognizes and corrects the mistake sooner, lessening the impact on the lap time and the balance of the car. This is mostly

due to the fact that we've made those mistakes before and can quickly correct for them. Experience in doing things wrong, in other words.

Talking about mistakes may not seem like the type of "driving tip" that will turn you into the next Sebastian Vettel, but we all typically learn more from our mistakes than successes. And I know that many of you have told me how awesome your laps on-track would have been had you not made that little mistake that prevented you from being a race-track God. If we can eliminate those mistakes, or at least lessen their impact on your driving, your skill level will dramatically improve, you'll have more fun on-track and, best of all, stay safe and bring your car home in one piece.

Before we get into the "art of making mistakes," I think it's important to state that this article is NOT a lecture, a condemnation of anyone's driving skills or meant in any other way than to help you become better drivers and to stay safe. We are all told, over and over again, to drive within our limits, don't spin, don't crash and don't make mistakes. We are seldom taught how to correct mistakes, how to recognize them early and most importantly, how to learn from them. Hopefully this article will address most of that.

Small Ones Lead to Big Ones

When we think about making mistakes on a race track we usually think about a spin, an "off" or hitting the wall. These are what I would categorize as BIG mistakes. They are the result of a series of events that have left you without control of a car traveling at a high rate of speed. Unless it's a result of a catastrophic mechanical failure, these big mistakes all start with a small driver error that spirals out of control.

That brings us to the first part of our discussion on mistakes — preventing them. *Know thyself and know thine car.* I have never gotten into a race car without knowing what the car was capable of and what I was capable of at that very moment. Chances are, this is true for you, too. You know when you're



Photographs by Mike Clemens

getting fatigued, and when you start making errors in your driving (when you didn't get enough sleep or stayed out at the pub too long). The biggest mistake you can make is not listening to yourself. If you're not feeling up to driving the first session or the last session, sit it out.

When you feel tired or fatigued, the first things to go are your mental capabilities. You'll start to lose focus, concentration, and the ability to drive the car on-the-line consistently throughout the session. This is usually when most drivers start to make mistakes, and it typically happens later in a track day. You start to get tired, lose your concentration and start making driving errors.

How do you prevent that? A good night's sleep (7-8 hours), proper nutrition (high protein, low fat), proper hydration (starting three days in advance of the event) and recognizing when you're starting to "slip" and it's time to stop.

Respect the Warm-up

Another way to prevent on-track mistakes is to remember, "cold track, cold tires, cold brain." The cold track part applies to the first session of the day, and is pretty self-explanatory. It's all but guaranteed that, when you arrive at a race track in the morning, the tarmac will be cold, possibly dewy, maybe wet, almost certainly dirty and have low levels of grip.

Whether it's the first session of the day, or the last, remember that your tires will have cooled significantly since your last session. Also remember that the more you heat-cycle tires, the longer it takes to get them up to temperature. Example: A brand-new set of Hoosier R6 tires will take 1.5 laps of *Road America* to scrub off the release agent from the manufacturing process and another lap or two (depending on car and warm-up techniques) to get up to optimal temperature. As you use the tires more and more, it takes longer and longer for them to get up to temperature. This is due to how the compound reacts and cures with heat. We'll save the tire seminar for another article, but the important thing to remember is that by the end of the life-cycle of those tires, it can take up to five laps of *Road America* to get them up to temperature.

A "cold brain" applies to every session. Your brain "cools" just like a set of tires. You've gone from a high intensity period to a very low intensity period between sessions and your brain needs the same warm-up period to achieve maximum performance.

How do we prevent a "cold track, cold tire, cold brain" mistake? Well, that's what the warm-up lap

is for. The first lap of every session should be dedicated to getting the car, the tires and YOU up to temperature. Take that lap and feel-out the track. Conditions on a race track are always dynamic and change drastically from morning to afternoon.



Now we get to the more complicated part of making mistakes, correcting them. Unlike writing, you can't go back and edit your driving. You essentially have one shot, every lap, to get each corner right, the braking right, the throttle application right and the line right. We're not allowed to stop on-track, back-up and try again. Neither you nor I will ever run a perfect lap, and it's certain that each lap will contain one or a series of small mistakes. Most of the time, this is a car placement mistake — either you've braked too late and run wide or you turned



into the corner incorrectly and were not on the line. Those mistakes are relatively easy to correct and involve you adjusting your reference points, techniques and how you balance the car, all stuff that we've talked about in previous articles. But what about the mistakes that turn into skids, spins, and unrequested body-panel modifications?

* * *

Shields will conclude his analysis of these mistakes in the March/April issue of *bimmer immer*. —Ed.

Annual Dinner... and Election Results

Photographs by Darcy Yench and DAG

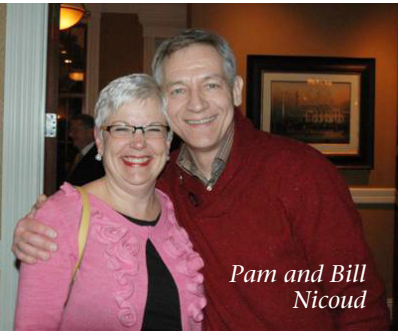
Report by Darcy Yench



Charles High and Nancy Priem



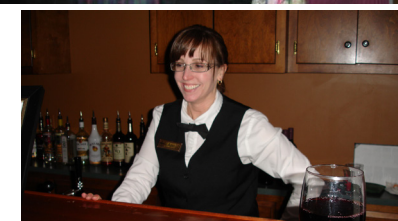
Linda and Tim Jason



Pam and Bill Nicoud



Dale and Joanne Kressin



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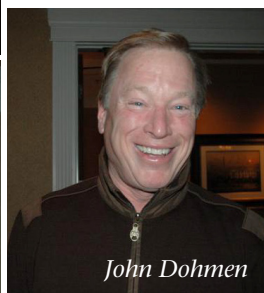
ith a return engagement to **The Delafield Hotel**, the Annual General Membership Meeting and Holiday Party of 2014 was a great success. We missed our first registered participant, **Alex Blok**, because he got stuck in Boston in a snow storm. We did however have 68 Club members and guests attend this year. We even had a guy from the party next door stop-in and make an inquiry since he has a Z4 and wondered about joining!



Ron Pace



Jeff Fait



John Dohmen

On the evening's agenda was a welcome from the President, **Erik Ivarson**, a talk from our own member and famed pro race car driver **Peter Cunningham**, and some live music from **Loo\$e Change** that kept quite a number of us dancing until almost midnight. It was a great evening of friends and fun.

The election results were announced. Newly re-elected officers are **Ron Pace – Vice President**, **Dave Thuerk – Secretary** and **Board Members Bill Nicoud** and **Cindy Ansay**. New to the Board and a voting member is **Dale Kressin**, liaison for the Fox Valley area. We even got them all to pose for a picture (see the cover).

Door prizes from our generous donors were overly abundant as usual. We had over 100 items to share.

A very special thanks to all of our sponsors and donors:

- | | |
|----------------------------|---------------------------|
| Cindy Ansay | Mueller Motorwerks |
| Badger Bimmers | Larry O'Brien |
| Burt Levy | O'Reilly's |
| Bill Nicoud | Pat Kummrow |
| BimmerWorld | Dave Tatem |
| Mike Clemens | Tire Rack |
| Concours BMW | Chris Thuerk |
| Enterprise BMW | Turner Motorsport |
| International Autos | Yokohama Tires |
| Michelin | Zimbrick BMW |

bj

And extra-special thanks to **Cindy** and **Darcy** who did most of the heavy lifting in helping to plan this year's event.

Enjoy the pictures!

—Ed.





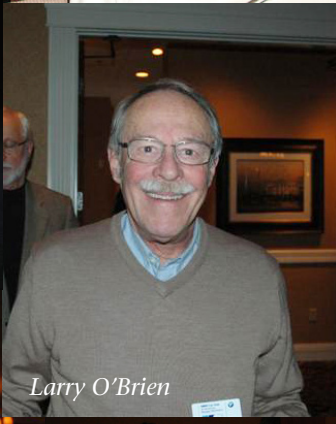
Hugh and Mary Davies



Erik and Leslie Ivarson



Julie and Rich Friman



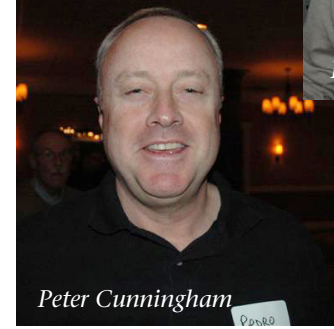
Larry O'Brien



Dave Thuerk and Jeff Joy



The band Loo\$e Change with Cindy Ansay



Peter Cunningham



Mike Loos, Darcy Yench and Peter Cunningham



Larry Boyer and Mary Medo



n Havas and Jeff Joy



David and Chris Thuerk

Continued on page 10



Mike and Patty Clemens



Pam Nicoud and JoAnn Povlich



Darcy Yench, John Morgan, and Leslie Ivarson



Mike and Claire Slagle



The desserts

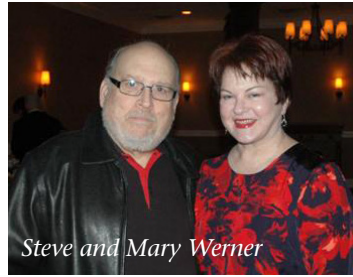
Holiday Party and General Membership Meeting



Mike and Diane Loos



Heather and Scott Anders



Steve and Mary Werner



David Burman



Norma and Fred Kropp

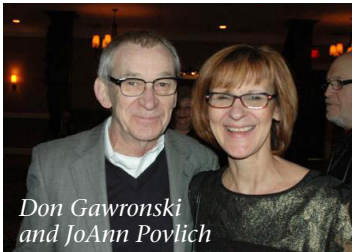


Susan Austin and Michael Schultz

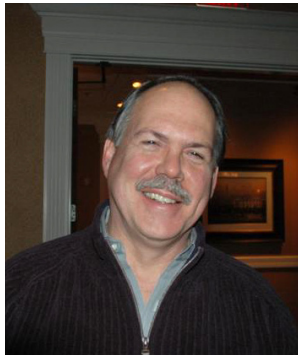
Where should we go next? If you have any ideas, please make your voice heard: speak to or e-mail a member of the Board — we're always looking for a good venue to host our next Holiday Party. If you missed out on all the fun, plan to attend next year's Holiday Party in January 2015! Mark your calendars now!



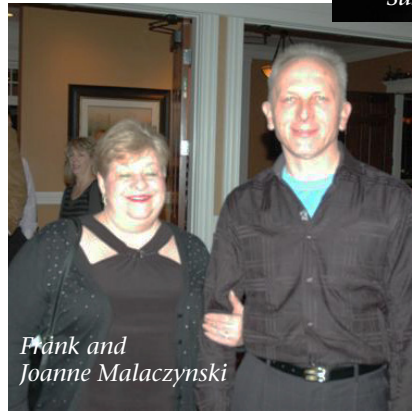
Jeff Fiori and Annemarie Sawkins



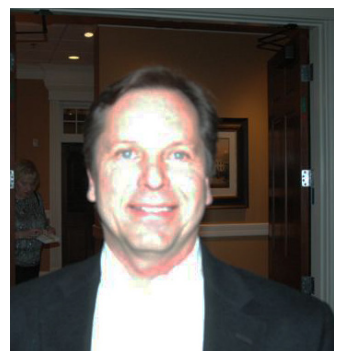
Don Gawronski and JoAnn Povlich



Mark Prodoehl



Frank and Joanne Malaczynski



Mike Tripi



Pat Kummrow and Tehemina



Steve and Suzanne Wirtz



Audrey and Rich Biere

Bimmers' Spring Fling Tour 2014

Report by John Dohmen

Our "Auto-Reiseleiter," Bernie Kressner, contacted me last fall, asking whether I would have an interest in taking the reins as the Spring Fling Tour guide this year. Based on the great time that I had with other participants on his Door County tour last spring, I told Bernie that I would be delighted to assume the role and serve as the spring tour guide for the Club.

What could be more fun than working on behalf of like-minded car enthusiasts for a blast down some of Wisconsin's great sports car roads to start the enthusiast season off? I learned a lot from Bernie; he has put in a significant amount of time in developing fun routes, mapping out the necessary support services along the routes, finding great restaurants, and applying a dash of fun historical knowledge to the area toured. Armed with Bernie's methodology, I'm ready to take on the task.

For this year's spring event, I plan on developing a route that will take us down to Galena, Illinois and offer tour participants the opportunity to stay the night there. Since the tour will take place a little earlier this year, I want to make certain that we don't head in a direction toward any more snow. In typical manner, we'll get a start Saturday morning giving us a chance to take in some great scenery and get our cars warmed up before lunch. I will base our rendezvous and starting point on where the confirmed tour participants will be coming from that morning. My favorite Welshman, Hugh Davies, has also signed on and will help in developing a program and route that offers a little regional history and some roads that will offer some technical and lively driving opportunities (I hope that we won't have any Isettas trailing along!).

My plan is to meet with the Board on January 18th and confirm the availability of May 3rd and 4th for this year's tour. From that point forward I will be working with Hugh in mapping out the best route from point A (TBD) to point B (Galena). By the release of the next issue of the *immer*, I plan on having the reconnaissance work done in order to provide you with some of the stopping points and tour highlights. In the meantime, check your calendars for availability on the first weekend of May — check your cars over. Before the enthusiast season begins is the time to change your oil and filter, replace your brake fluid if not done recently, check brake lines and brake pads, check coolant level and inspect your tire tread depths. More time spent preparing your cars for the event and the season equals less time



The old Mineral Point train station, now train museum



The Dickeyville Holy Ghost Catholic Church Grotto

spent stranded along the road.

I look forward to having you join me this spring!

All The Best,

~John Dohmen

PS: I hope you won't mind if a Porsche is in the pack again this time!

bj

Bimmer in the Barn

Part 11

by Bill Nicoud



After the appearance of the Bimmer in the Barn at the Badger Bimmers' car show, the car went back to Kummrow Automotive so that a few of the mechanical items could be finished up. Clutch and brake hydraulics were finished and the system bled. I now have working brakes and a clutch that clamps and unclamps according to design.

Home, Sweet Home

With the car back home, the next task was finishing up the fitment of rear sheet metal. After some pushing, adjusting, and tweaking, I think I finally have gaps and fitment I can live with.

Time to break out the welder and make things permanent. The plan was to tack-weld everything into place, then take the car to work and finish the welding with the heavy duty welders I use there. I managed to weld everything as planned at home, and began waiting for the schedule to open up so I could get the car to the shop and finish the welding. *[Story Editor's note: What he neglects to tell you, readers, is the fun part — that he brought the car home on a trailer, in non-running order, on the day of an important family event that was being held HERE! We finally got enough strong folks together to push the darn thing up the driveway and into its little temporary home. Grumble, grumble, grumble. :)]*

Taking Smaller Bites

Customer deadlines and personal life complications conspired to keep the Bimmer in my barn for the next couple of months. These are the times when I think it might be nice to write a check or wave a magic wand and get some of this work underway. But I don't think it would be as special if I let someone else do what I'm capable of.

With limited time and a tight schedule, I decided to take some smaller bites of the project and use the time I had available to get some smaller parts of the car done. I decided to take some of the bolt-on parts (doors, hood, and trunk lid) and begin the process of stripping paint and laying down a base of epoxy primer.

There are several ways to strip paint and/or filler from body parts. Chemical stripping, media blasting, mechanical stripping, or dip stripping are all valid ways of removing paint and old fillers from body panels. They all have advantages and disadvantages. I could spend an article just discussing all the pros and cons of each method. I made the choice to use a combination of mechanical and media blasting for this job.

After stripping the first part, I had some good news for a change. Only the one repaint and no filler at all on the first piece. Time to apply a couple of coats of industrial epoxy, and move on to the other parts. Once all the original parts are stripped and primed, and the welding is finished I should be able to move on to basic body and filler work.

My mantra seems to be *Much to do, gotta be smart.*

Stay tuned... **bj**



Petrol-free Racing!

Part 2

Report by David Thuerk

The Sparks-Renault SRT 01E was unveiled in September at the 2013 Frankfurt Motor Show. Four cars will be available to 10 teams for the start-up year. Each team will provide two drivers. The car performance is expected to be 0 to 100 kph (62 mph) in under 3 seconds with a max speed of 220 kph (136 mph). The battery will provide 180 bhp for power saving mode and 270 bhp using a 'push to pass' boost system which will have a restricted number of uses.

Format for practice, qualifying, and the race

- **Practice length:** One hour and can use one or both cars.
- **Qualification:** Restricted to one car. Maximum of four laps — two are timed laps plus one in-and-out lap. Cars will be staggered-released to eliminate traffic.
- **Race length:** One hour. Standing start will be used.
- **Pit stops:** Two mandatory pit stops, one being for a car change (the reason for two cars per driver).
- **Tire changes:** No tire changing is allowed except to replace a punctured tire. (So what's supposed to occur during the second pit stop?)

Race locations and schedule

Beijing, China	September 20, 2014
Putrajaya, Malaysia	October 18, 2014
Hong Kong, China	November 8, 2014
Punta Del Ests, Uruguay	December 13, 2014
Buenos Aires, Argentina	January 10, 2015
Los Angeles, USA	February 14, 2015
Miami, USA	April 18, 2015
Monte Carlo, Monaco	May 9, 2015
Berlin, Germany	May 30, 2015

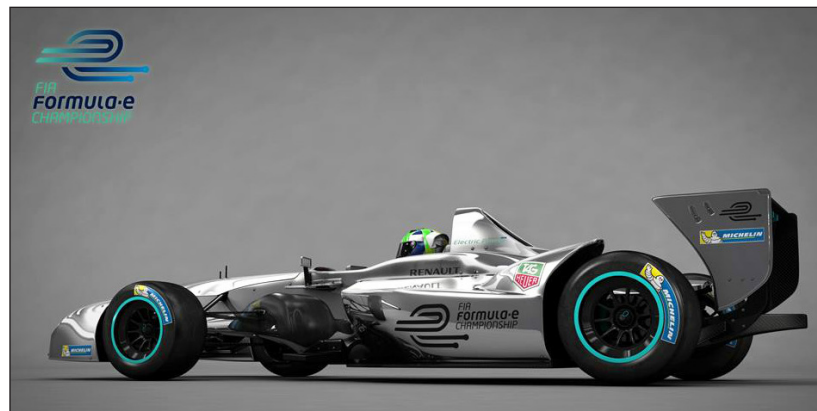
The Teams

Five race teams have signed up:

- **Drayson Racing**, based in Oxfordshire, UK
- **China Racing**, based in China



- **Andretti Autosport**, based in Indianapolis, Indiana (Michael Andretti CEO)
- **Dragon Racing**, based in Los Angeles, California



- **Edams**, based in LeMans, France (Co-founder, Alain Prost)

Drivers and teams will be working toward a driver's championship and a team championship.

Formula E is operating the series as an open championship to encourage other car builders to participate in future years.

It will be interesting to see how much interest develops and what the Formula E electric car racing program develops into. The Formula E web site has many videos about the new series and new cars, and even an audio track of the expected car sound during racing. Sounded like a jet fighter, in my opinion. **bj**

Continued from page 5

Up To Speed...

screws do not get anti-seize. There was some locking compound originally and plenty of drag left when tightened.

After clean-up, lowering the car and torquing the



wheel, an authoritative kick gave satisfaction that the shield was the noise — quiet is restored. I even remembered to pump up the brakes before turn 1.

If I don't see you at the annual

dinner, perhaps it will be at one of the upcoming events. Check the *immer* calendar and online at:

<http://www.badgerbimmers.org/Badger-Bimmers/Calendar.htm>

bj

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