

bimmer

November 2012

The Fall Foliage Run



Inside...

- 2013 Election: Board Candidates • Kettle Moraine Fall Touring
- ALMS Car Corral Part 2 • M School First-hand • Octoberfest Mid-Ohio



BMW Car Club
of America
Badger Bimmers





bimmer immer

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Cover Photo: Fall Touring in the Kettle Moraine

Photo by Susan Austin



2012 Calendar

November 8

Board Meeting – 6:30 pm, Concours Motors, Board Room

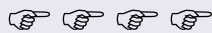
December 13

Board Meeting – 6:30 pm, Concours Motors, Board Room

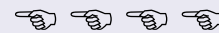
January 5, 2013 Annual Holiday Party and Membership Meeting at
The Delafield Hotel, Delafield, WI



The Delafield Hotel



IMPORTANT NOTICE



The Badger Bimmers' Board of Directors would like to make the Liaison positions in the Madison and Fox Valley regions voting members of the Board. In doing this, more of the state will have representation on the Board, and the Board will be better able to promote the objectives of the Club in sharing good will and fellowship and offering more social events in these areas.

Expanding the Board requires amending the Chapter's by-laws. The Chapter membership must be notified of any proposed amendments and given an opportunity to approve or disapprove their adoption.

This year's election ballot (page 9) invites you to vote whether to adopt or reject this amendment to the Badger Bimmers' by-laws.

The affected sections of the by-laws will be reproduced in full for your review in our December issue.

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.

M-School Rush

Report and Photographs by Mitch Smith

My desire to attend driving school began long before BMW ownership. The fuse was lit when I made my first trip to *Road America*. It wasn't until 2010, when I got my first BMW, that it started all over again.

I spent hours poring over forums learning more about the car, and discovered the BMW Performance Center. This summer I received a *Roundel Weekly* e-mail advertising available spots in a BMW CCA-sponsored Two-Day M-School. All my dreams of driving on a track came rushing back. I decided to make the call. I never expected my first trip would be an M-School, but with my wife's encouragement, I took the leap and booked the trip to South Carolina. Little did I know the entire experience — from being delivered from the airport in a 535i GT to our hotel, where we received outstanding food and drink with every meal — was about to exceed my expectations before we even got to the track.

Very Special Instructors

I knew I was going to have a blast, but never imagined being comfortable pushing the cars as hard as we did. The instructors have a real knack for inspiring confidence in everyone's abilities and knowing when to push each person a little further. I started out thinking everything was too complex and the next thing I knew, I was carrying more speed through each corner. The rush is amazing.

On Day 1, we learned heel-and-toe down-shifting in the 1M Coupe, large skid-pad exercises in the F10 M5, and corner entry/exit drills in the M3. In the afternoon, we put everything together for timed autocross runs in the M3, timed laps in the M5, and a fun competition in the 1M on the small skid pad. We left wondering what would possibly be in store for us the next day.



Finally Hot Laps

Day 2 began with figure eights on the skid pad in the M3, high-speed corner drills in the M5, and a challenging technical section in the 1M. The instructors convinced us that once we

put all of the sections together, we would be comfortable with extreme hot-lapping after lunch. With helpful coaching for late-braking, carrying more speed through the corners and easing onto the gas more smoothly, we all improved over the weekend.

Every minute spent in the M3 and M5 on the large course was a complete thrill. I thought it couldn't get much more fun than the 560hp of the M5. Then, I stepped into the M3 and experienced more confidence with every lap to push just a little harder.

If the thought of a BMW driving school has ever crossed your mind, it is worth every penny. Within a safe and controlled environment, the instructors and fellow BMW enthusiasts combine to create an amazing experience. The only thing I'm left wanting is to do it again soon.

bj

From the President

Mike Loos

As 2012 Wanes...

Holy cow! It's been almost two years. Thanks to everyone on the Board for the job they do. This is a successful BMW Club chapter for one simple reason: great members.

My term as President will end at the Holiday Party on January 5th. I wanted to go out with a bang, but the restaurant we chose does not allow smoky theatrical explosions or billowing plumes of confetti. The **Delafield Inn** wants to do what they do best, fine dining. I hope to share that with about 100 of my closest friends.

And here's what's in store for us at the Delafield Inn —



Annual General Membership Meeting and 40th Anniversary Holiday Party 2013

Saturday, January 5, 2013

Doors open at 5:50 pm • Drink tickets and cash bar • Hors d'oeuvres at 6:00 pm

Dinner buffet at 7:00 pm includes...

Rosemary roast pork loin and Baked Salmon with lemon-chardonnay cream
Ginger honey-glazed carrots
Roasted garlic mashed golden potatoes
New York cheesecake with fruit topping

Door Prizes and Program at 8:00 pm with announcement of election results
Feeding America donation recommended

Cost: \$30.00 per person for members

Registration on line at <http://www.motorsportreg.com/>
See Our Web site for the link to registration

Donations for door prizes are greatly appreciated. Call Darcy Yench if you have door prize donations or if you have any questions at 414-352-3261.

Reservations MUST be made by December 29, 2012.

For Directions: <http://www.thedelafieldhotel.com/>

A block of rooms has been reserved for \$149.00/night.
Mention the Badger Bimmers for the group rate.

Call 262-646-1600 or toll-free at 800-594-8772 to make your reservations.

The Fall Foliage Run

by Mitch Smith

Not that anyone needed a reminder, but Fall has officially hit Wisconsin. As you read this, many will have stored their cars or swapped their wheels for the winter set. The Badger Bimmer members who arrived at Rolling Meadows Golf Course on the chilly morning of October 6th realized there was no turning back. With temperatures barely in the 40s and strong wind, we were reminded that Old Man Winter is just around the corner.

This did not stop us from having a great time. We assembled at the Rolling Meadows parking lot and braved the brisk winds to introduce ourselves and check out each others' rides. The Golf Yellow E9 3.0 CS and E23 735i were the most unique cars* of the bunch.

We hustled into our cars to warm up and followed our confidant and tour leader, Bernie Kressner, south to Kewaskum where we entered into the Milwaukee River State Natural Area and connected with Kettle Moraine Scenic Drive. Some sections were past peak, but once we entered into the canopy of the Kettle Moraine the colors became increasingly vibrant.

Always Time for Fudge

We made a brief pit stop at the Parkview General Store for the members to interact protected from the elements and pick out some amazing fudge. The temperature may not have warmed up, but that's nothing a pound of fudge can't fix...or can it? My eyes were definitely bigger than my stomach, and there were so many flavors to choose from. Judging from the bags that left the store, I suspect many felt the same way.

From there, we continued on our way through the canopy of the Kettle Moraine with great driving roads, elevation changes, and beautiful views all the way to Elkhart Lake. There, we were welcomed at Three Guys and a Grill in the heart of the Sheboygan Marsh. We dined, shared stories about ourselves and the origins of our cars, and welcomed a new BMW owner. We think we



Photos by Frank Skof



The Parkview Store

Three Guys and a Grill



View from Sheboygan Marsh Fire Tower

might even have a new CCA member.

After that we said our goodbyes, cried about winter, and some of us checked out the 80' observation tower that peers over the marsh. A camera mounted at the top of it can be controlled from within the restaurant for those that are afraid of heights.

We look forward to everyone's feedback, future route suggestions, and any improvements.

* * *

* I should note that perhaps one of the most unique "Bimmers" of all was an immaculately preserved, blazing red, 1970s Porsche 944, brought by Greg Black!

bj



Photos by Susan Austin

Closing Note...

We had a GREAT time on the Kettle Moraine Adventure! There were ten cars and 18 participants. We all filled up with fudge from the Parkview General Store.

Nope, nobody got a ticket, although one person again felt that I was driving too slowly! Me, of all people!

Regards, Bernie.

Greetings! My name is **Jeff Fait** and I'm running for the position of Board Member with the Badger Bimmers. I've been a BMW CCA and Badger Bimmers member for 10 years and decided it's time to get more involved and give something back to the Club I enjoy so much. I'm



a self-employed civil engineering consultant but my passion is cars, cars, and more cars! Over the last few years, I've also discovered that I really enjoy organizing automotive-related events and also found out that I'm pretty good at it. I'm hoping to be able to apply that knowl-

edge for the betterment of our Club. My goal is to encourage as many people as possible to, first, join our Club, and second, participate in Club events. I hope my enthusiasm is contagious! Please vote for me and be sure to submit your ballot before the deadline or at the Holiday Party. Thanks for your consideration!

Jeff Fait

Hi, Dave Tatem here, and I'm running for re-election to a Club Board position. I am an engineer by vocation and, after working for more than 40 years in industry (25 for a German power tool company), I've organized a small consulting firm in Erin. And why is this important? Because I am committed to continue bringing this training, experience and enthusiasm for cars — and particularly BMWs — to bear to further the goals of the Badger Bimmers. Setting my own schedule gives me the opportunity to devote adequate time and resources to the Club to make the position mutually beneficial.

I am the proud owner of an E39 540i with the M-Sport performance package, and have a good time with the challenges of repair and restoration, some of which I have written up for the *immer*.

As I complete my first term on the Board, I look back to volunteering at multiple track events, the 2012 ALMS Badger Bivouac and picking up multiple administrative issues as they came along. I have attended most all the Board meetings, played a supporting role in the development of our new web site, and taken the lead in the successful development and approval of our new Badger Bimmers logo — meeting the stringent BMW AG corporate identity standards. I was fortunate to be one of the attendees representing our Club at the BMW Congress held last February in Dallas.

If re-elected, I plan to continue taking the role of Board Member at Large jumping in wherever and whenever needed.

Thank you for your consideration, and I ask for your vote!



Dave Tatem

Election 2013

My name is **Tim Jason** and I would like you to consider my application for a Board position with the Badger Bimmers. I have been fortunate enough to own, restore, and renew many of fine cars. And through this, I have discovered a passion for BMWs has grown every year. I have attended several Board meetings during the course of this year to experience the inner workings of our Club. In doing so, I have had the opportunity to present and help organize our first E30 gathering. This event was a great success and made me want to promote our local BMW CCA Chapter. During my ten years as a member, I have been fortunate enough to win several trophies in the Peoples Choice/Concours events and a first place trophy at Oktoberfest. I have also experienced several driving schools — as I begin to learn of the limitations of the car and myself, I have become an even bigger fan of BMW! I am a hard-working, personable, do-it-yourself man who would be honored to be more involved. Let me, help you, promote your ideas to the Club. Thank you for your consideration.



Tim Jason

for President

Hi, my name is **Erik Ivarson** and I am running for President of the Badger Bimmers. I've been a member of the Club since 1977, on the Board a few times, Chief Instructor, Club Racer and helped on many events. I am familiar with the position, responsibilities, and the great people with whom I'd be working. It would be my honor to serve as your President, represent our Club to BMW CCA, and get to know even more Badger Bimmer enthusiasts.

Erik Ivarson



for Treasurer

Hi, my name is **Mike Clemens** and I'm a candidate for re-election as Treasurer of the Badger Bimmers. I have been Treasurer for the last two years and on the Board for the last six years. I've been a member of the Club since 1997. In addition to my duties as Treasurer, I've organized the driving schools at Blackhawk Farms and Road America for the last seven years.

Mike Clemens



BALLOT

2013 BADGER BIMMERS ELECTION

PRESIDENT

ERIK IVARSON

Write-in Candidate _____

TREASURER

MIKE CLEMENS

Write-in Candidate _____

BOARD MEMBERS & BY-LAWS AMENDMENT

(We are electing two candidates, so vote for two.)

JEFF FAIT

TIM JASON

DAVID TATEM

Write-in Candidate _____

I vote to APPROVE the proposed amendments to the Chapter's by-laws. YES
NO

Your BMW CCA Member Number _____

After you have voted, bring your ballot to the Annual Party, January 5, 2013, or mail to:

2013 ELECTION
c/o Badger Bimmers • P.O. BOX 71139 • Milwaukee, WI 53211

2012 ALMS Badger Bimmers'

Part 2



Car Corral

by David Tatem

OK, last issue I promised to spill the beans on what it's like to go behind the scenes during an ALMS race, with the full tour of the infrastructure and the actual "hot pits." Our three groups were organized and hosted by Kathy Kerber, Media Coordinator for BMW NA, with superb technical Q&A from Matt Russell, Product & Technology Manager for BMW NA.



Kathy Kerber and Matt Russell

Photo by Glenn Tatem

communications system with headphones and a transmit/receive module so we could hear the presentations over the full race noise. Kathy explained that this is the "locker room" for both drivers and crew. She also explained that the reason for the ceilings being low was because the trailer has a complete parts department on the "second floor," with enough spares to completely rebuild one of the M3s. At the end of this trailer we found a noise-insulated rest area for the drivers and crew to regroup during and after the actual race events.

Stepping across the aluminum gang-plank connecting the two trailers, we see the car and tool transport area to the right, and to



Photo by David Tatem

Team RLL campaigns two BMW M3s, supported and transported in two special tractor-trailers. Visualize the two trailers parked side-by-side with about 4 to

6 inches between them. To their right is an area covered by a canopy, at least 50 feet wide and as long as the trailers.

Our tour started in trailer #1, the farthest to the left. First step was to don the official crew coveralls. They are thicker than I imag-



Photo by Glenn Tatem

ined, likely to give a degree of fire protection, and decidedly warm. Thicker than full drivers' suits I am familiar with. Each of us was given a commu-



Photo by David Tatem

the left of the engineering HQ, with a full complement of computers and counters for the drivers, engineers and crews to plan strategy and changes.

One interesting and humorous tidbit from Kathy is that the race cars are loaded into the trailer nose-to-nose to eliminate any bragging about "who is in front." Each car has its own complete crew, and to say there is competition between the teams would be



Photo by Glenn Tatem

an understatement.

OK we are all suited up and ready to enter the “hot pits” or the actual area right behind the pit wall where all the race action takes place. There was a sea of new tires, as seen to the left, complete with a Dunlop team that measures wear and temp of the tires as they come off the race cars relaying this info to the engineers as they consider geometry adjustments. We are warned that while in the actual hot pits we need to be absolutely aware of everything going on, and keep our butts against something solid and our feet out of the walk areas. The crew is responsible for split-second fuel/tire/driver changes and anybody in the way is just so much road-kill. Fortunately nobody suffered any severed toes, or other mishaps and we got to see one of the fastest



Photo by Glenn Tatem

pit stops in the race, which of course we believe was the turning point that led to Bill Auberlen’s victory hours later!

Did you know that it’s against the rules to do anything mechanical to the car while it’s being refueled? The team is all poised to deploy the jacks, remove and replace the tires, and any other mechanical adjustments necessary in a split second. I swear the tires are already spinning as the car is plummet-

ing off the jacks. It’s a symphony of mechanical mayhem leading to a distinct Team RLL advantage.

I have always wondered how much actual input the team owners have into the execution of the race. We were very impressed to see the concentration and clear take-charge body language from Bobby Rahal as he direct-



Bobby Rahal

Photo by David Tatem

ed mission control during the event. It’s noteworthy that each car has more sensors and points of telemetry than a patient in the ICU, fed to video screens displayed in front of the techs and Mr. Rahal in real time. Multiplexing the RF signals keeps them secure and distinct from the other teams, as the engineers monitor loading and temps to make pit stop adjustments pay off.

As all good things come to an end, so must our visit to the pits. The race continued, and we were left with ringing ears, vivid memories, huge smiles and hundreds of digital photos! Sure, we tried to talk Kathy into letting us keep the team coveralls, but maybe next time!

Thanks again to Kathy, Matt and the terrific team from BMW North America for providing us a truly unique experience, and more tangible evidence of the value of membership in BMW Car Club of America!



Photo by David Tatem

bj Glenn Tatem

Oktoberfest 2012

Report and Photographs by David Thuerk

A road trip, a visit with my son, and two days driving on Mid-Ohio Race track

My son Nathan bought a John Cooper Works Mini last fall. My thoughts immediately focused on driving with him on his local track, Mid-Ohio. I can combine a driving event with a visit. What could be better for two car nuts?! Knowing that BMW CCA's annual Oktoberfest was scheduled for Mid-Ohio, signing up was a no-brainer.

Wednesday of Oktoberfest week I departed on the 450 mile trip to my son's home. I planned a 5:30 a.m. start to get through Chicago before heavy traffic. It worked. I was south of Chicago and on the widened I-80/94 at 7:30 a.m. I arrived in Columbus, Ohio, in the afternoon, swapped the brakes out and was ready to drive the remaining hour plus very early Thursday morning. Nathan and I arrived at the track around 7 a.m., just early enough to secure



the staging area. My instructor was waiting and climbed in. Grid workers came by for a clean tech and applied a sticker to the windshield. After the track cleared, we proceeded out for our first lap under yellow as my instructor talked me around the track.

The front portion, Turns 1 through 5, is relatively easy to remember and includes the Keyhole. But I wasn't able to make the correct line through the Keyhole consistently until later in the first day. The Keyhole is an off-camber 180° turn.

More Intense on Back Half

The Keyhole is followed by the back straight, which is two straights connected by a slight kink (referred to as the "kink"). After the straight, activity becomes intense. The back half was quite the challenge — turn after turn with little or no straight between



a parking location in the paved paddock near the garages — prime location by the food, classroom, garages full of local instructors' cars and the entrance to the grid. We completed the track registration, emptied our cars, walked around to get familiar and waited for the 8 a.m. drivers meeting.

The call came for my run group and I drove to



them. For many laps, my instructor repeated his instructions starting at corner 7. Hit the apex and move out to mid-track, left now up the hill over Madness, a blind corner. At the apex on top of the



hill, unwind a little and let the car drift out to the right on the steep down slope. When the suspension loads back up, add some throttle to get weight transfer to the back for rear traction and move to the left edge to enter Turn 9, a tight 90° right turn. Hit the apex and drift out about half the track and drive up hill toward the apex at the crest of the hill of another blind corner, the left hander, Turn10. Stay on the left edge until the turn in for 11. Once you get over the crest, you can see the down-slope into 11. Drive to the apex of 11 and head toward the orange concrete patch at the end of the rumble strip, turn-in point for 12. Brake in a straight line for the blind right turn at 12. Hit the apex at the crest of the hill and unwind the steering input for the downhill exit into Thunder Valley. You are heading across the track on a downhill slope after you pass the apex. After the suspension is loaded again, squeeze the throttle and head to the right to cross the track to the turn in for a minor right turn at 13, and align the car with the track edge.

Thunder Valley

Thunder Valley is the passing zone on the back side. It is a short straight with a slight bend. You are reminded every time that you must unwind going over the crest at the apex of 12 and let the suspension load up before moving over to allow passing or heading for 13. Brake at the exit of Thunder Valley and turn in early for 14. Hit the apex at the top of the hill and head toward the bleachers. Align the car with the right edge of the track and brake to get ready for the 180° right-handed Carousel.

The Carousel is the second

off-camber turn and is handled like the Keyhole. Continue straight and deep into the corner about half way across the track and then turn in and rotate the car until you can take a line toward the apex, and then squeeze the throttle. You need to stay close to the inside edge to keep off the steeper off-camber outer edge. As you reach the apex of the Carousel, head directly toward the apex of 16 for entrance into the short front straight.

A One-minute Mind Blower

It was a lot to comprehend in about one minute. I was on my third lap and in the back section several turns after the back straight. I realized that I did not know what turn was coming next. I did not know how far into the 7-through-14 corner sequence I was. The 15th corner, the Carousel, was easy to identify. I was still heavily dependent on my instructor for guidance. I needed to pick identifying features to remember so I could tie the line to the corner. By the end of the first session, I knew a few corners and could anticipate some of the instructions that were coming. Keyhole and the Carousel were improving. I was feeling better but I needed more visual assistance.

I went out with my instructor for his next session. This allowed me to keep count and study the corners and visually identify features. After that session, I had time to study the track map and watch cars go through the back corners. My second session was an improvement. By the session end I could identify the corners and could anticipate almost all of the instruction coming. I also knew what corner

Continued on page 14



(Continued from page 13)

BMW CCA Oktoberfest at Mid-Ohio

I was approaching. I had moved out of that confused novice state that was hanging over me in the first session. I kept studying the track map, visualizing the line and watching the advanced group and instructors' lines.

The third session showed continued improvement. By the session end I knew where I was all the time and aware when I was going to miss a point. As speeds increased, constant adjustment in timing was needed. What became obvious and was also discussed in the classroom was the result of messing up a corner since you have little recovery room. Many if not all the remaining corner lines will be missed and this defiantly happens. Messing up the line will force you to back way off to get back on the line. During that time you create quite a train since there is no passing from Corner 7 until after 12 when you enter Thunder Valley.

Day Two's Surprises

The second day proved to be just as interesting. Rain changed the track. Mid-Ohio has applied sealer on many of the corners. This protects the asphalt from wear but is extremely slippery when wet. The sealed areas were dark when wet and easy to identify. So now we have a new line. Basically your loaded tires must be on the unsealed pavement. Now each corner's radius was reduced and we were much slower. The second session of day two was nearly dry, so we could return to the dry line and continue refining our weakest areas. The third session started damp with increasing moisture and ended in a downpour that eliminated visibility and closed the track.

An Outstanding Experience

My friend and Badger Bimmer Chapter member Terry Evraets also made the trip to Oktoberfest. The three of us had an amazing time. The track is technical and challenging but a lot, a lot, did I say a lot of fun? We got to learn both dry and wet lines. Our instructors were fantastic. They all knew the track well and drove it at a level none of the three of us could approach. I rode with three different instructors, took a ride in an E36 race car driven by Bill Auberlen and Boris Said in the 90's. The driver for my hot laps was Mike Renner from the BMW Performance Center. That ride was another level up.

As for the cars, they were amazing. Besides the usual massive quantities of M3's in all years and states of track modification, there were plenty of



Porsches, some Corvettes and an old Mustang that was fast and loud. The rarest car I saw was a Porsche GT3 RS 4.0 liter. This car was fast.

A trip to Mid-Ohio is a great adventure. If you have a chance, go for it. I am planning on making an annual trip to Mid-Ohio to drive with my son. A bonding thing you know. By the way, Nathan could not resist signing up for the Buckeye Chapter's Pumpkin DE October 20th and 21st at Mid-Ohio. I'm waiting until next year.

bj

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The logo for Milwaukee's Premier Driving School, featuring the word "Wheels" in a bold, white, sans-serif font. To the left of the text are three vertical bars of increasing height from left to right, colored red, orange, and yellow.

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