

bimmer

September/October 2012



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- Bimmer in the Barn • Kettle Moraine Fall Touring • 2012 Golf Outing



BMW Car Club
of America
Badger Bimmers





bimmer immer

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Cover Photo: BMW Team RLL's M3 and Pit Crew at ALMS, August 18-19

Photo by Glenn Tatem



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.

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 19	<i>Drive for Babies</i> at <i>Road America</i> , by Concours Motors (see page 4)
October 20	Board Meeting – 11 am, Enterprise BMW, Appleton, 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 at The Delafield Hotel, Delafield, WI

The Delafield Hotel



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...

Join Concours Motors at *The Drive for Babies*

For the 7th year, driving enthusiasts will have the opportunity to drive their own cars in a high-speed on-track event. All drivers will receive driving instruction and safety guidelines from some of the most experienced drivers in the country. All participants can also enjoy an autocross experience, lunch and dinner. The Appreciation Dinner will be held at **The Osthoff Resort** where guests can bid on auction packages and enjoy stories from special guest speaker **Derek Bell**.

The *Drive for Babies* event, **October 19**, will be available for \$275 (\$325 after October 1st). With professional race car drivers **Peter Cunningham**, **Lawrence Loshak** and **David Venhaus** offering rides

during the event, and our special guest speaker Hall-of-Famer **Derek Bell** at the Appreciation Dinner, this year promises to be one of the best yet!

- Driver's Ticket \$275 (\$325 after October 1)
- Winner's Circle \$50
- Guest Ticket \$50
- Child Guest Ticket \$30
- Touring and Dinner Ticket \$75
- Appreciation Dinner ONLY Ticket \$45.

A special *Thank You* to Concours Motors for providing a new BMW X3 and a 328Xi for our inspection — as well as the soft drinks — at our ALMS car corral!

- Please check the Web site for details.

There are still many great opportunities for sponsorship available, which would display your company's name at our event.

Remember, all our sponsorships include at least one driver ticket so you can participate in the fun, too.

Visit www.driveforbabies.com to register and for more info. This is one event you won't want to miss. **bj**

— *Your Friends at Concours Motors*

Fall Foliage Touring

A Kettle Moraine Adventure

Join us for a fall touring spectacular this **October 6th!** A driving delight in a visual paradise!

We will meet at one country club to begin, and at another to conclude — with a late lunch in historic **Elkhart Lake**, at one of its more famous resorts or restaurants.

In between, we will explore the colorful hillsides and valleys of the countryside in and around **Kettle Moraine State Park**. There are long gentle slopes and forest glens, great vistas with open roads, sweeping curves, and tightly confined, winding roads.

We will assemble at

the north side of the parking lot attached to **Rolling Meadows Golf Course** just southwest of Fond-du-Lac.



Here is one of the southern entries into Park. Notice the sign that says "curves"? Gee, isn't this exactly what BMWs are for?

On a special stretch of the "Kettle Moraine Scenic Drive," just south of Greenbush, the road becomes winding and hilly and forested and mysterious — and sometimes dark as a tunnel — but it's all deciduous, so it should be a real treat in October! Just pretend you're going through *Der Schwartzwald* in Germany, and you'll get the idea.

Finally, we'll end up in historic Elkhart Lake, the

Continued on page 13
(Including a map of the Kettle Moraine route)

From the President

Mike Loos

A Little Miscellania...

If a Club function is measured by members' attendance, the golf outing was a flop. If measured by laughs, it was great. Dave Thuerk and I each had to invite a non-member to fill a foursome. We had a good time.

Cindy Ansay and I are plotting something completely different for next year. We can't really talk about it yet. But it should be a blast. If we're on target, we'll have a bullseye of an event. Otherwise we might face a firing squad. Before we pull the trigger on it, we have to check downrange to make sure it's safe. Oh, Nuts, I probably gave it away.... We'll keep you posted.

Here is a *24 Hours of Lemons* update (it's a race series in which the car has to be worth only \$500.00 before safety improvements).

The *Stinky Rat Trap Racing* team, comprised of Charles High, Jeff Joy, Michael Slagle, and myself,



The Stinky Rat Trap-pers: (l-r) Jeff Joy, Mike Loos, Mike Slagle, Charles High

finished fourth of 55 entries at *Road America* August 20-21. We were beaten by a Fiat X/19, a Ford Probe, and a Honda CRX. Sounds bad right? Here's how bad it was — the X/19 had a 3.0 liter Alfa V6, the probe had a V6 and was run by a professional team on holiday, and the Honda is sponsored by Chicago Indoor Racing. We finished in front of a team headed by a former F1 driver, Emanuele Pirro. He was also on the team that was the first to win the *24 Hours of LeMans* in a diesel. And we thought *Lemons* racing was for hacks like us.

It's a competitive crowd and a ton of fun.

I'm hoping the next race is won by a local Milwaukee team that mounted a Cadillac Northstar V8 in the rear of a '91 Nissan Maxima. Or us, of course.

OctoberFAST is shaping up to be a success. No surprise: Mike Clemens runs it. Remember, if you have been thinking about signing up for a driver's school but are on the fence, please come out to *Road America* during the event and ask for a ride. All the instructors can give rides and we're happy to share the fun. **bj**

Following the very successful weekend BMW car corral at the ALMS race, the Club would like to improve the ambiance of our Badger Bimmer Bivouac area. So we're looking for a landscaper or landscape designer who would be able to donate some time to advise us on how the site could be improved — economically, of course. If you might be able to help out, please contact me at mike@oreillymotors.com.



2012 ALMS Badger Bimmers'



Car Corral

by David Tatem

The weekend of August 18-19 was the 40th anniversary of BMW "M" and it was sure celebrated in style! Canadian **Bruno Spengler** driving his M3 for BMW Team Schnitzer started on the pole and went on to win the DTM Race at the Nurburgring in Germany. The 2012 Grand Am series was racing in Montreal, and **Scott Pruett** and **Memo Rojas** in their Ganassi Riley-BMW chalked up their second win of the season extending their lead over **Ryan Dalziel** in his Riley-Ford.

But the most exciting for the Badger Bimmers was the win for Team Rahal-Letterman-Lanigan (Team RLL's) #55 BMW M3 in the American Le Mans Series driven by **Jorg Muller** and **Bill Auberlen** at *Road America*.



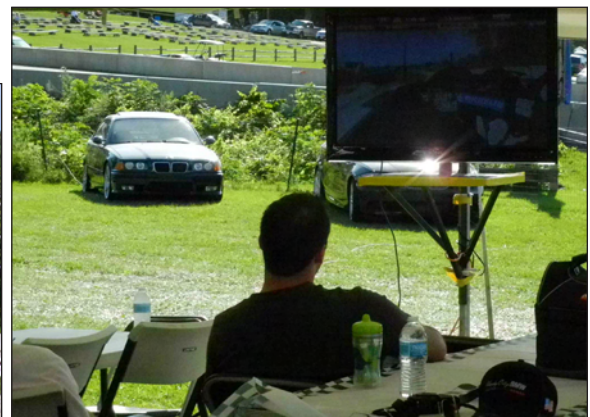
Team RLL's #55 BMW M3.

Photo by Logan Tatem



Up the hill from Turn 14

Photo by Glenn Tatem



Under the tent.

Photo by David Tatem

The Track

For those of you unfamiliar with *Road America*, there are 14 numbered turns in the 4-mile road course. Turn 14 is a sweeping right-hander, then it's flat out to the start-finish line about half-way up the straight. The Badger Bimmer Bivouac (BBB — AKA, Badger Bimmer Car Corral) is just outside the Jersey barriers right after Turn 14. You can see the BMW line-up in the picture (at bottom left) just to the left of the trees.

To say there was no shortage of excitement at Turn 14 would be an understatement. Two Porsche GT3s tangled in 14, and impacted the barriers right in front of our private grand stand, and the battle for overall victory played out right in front of us with the winning margin of 0.083 seconds. More about the racing in a bit.

Our Bivouac Area

With sponsorship from BMWCCA, our Club hosted the BBB for BMW owners on Friday and Saturday. There was no charge to park in our area, but we encouraged each car to donate \$10 to our Club charity, *Feeding America of Southeastern WI*. There was not one sour look when we asked for donations, and in fact many flipped out a \$20

to help the cause. The total for Friday and Saturday was \$575, a thoroughly gratifying example of generosity.

On Friday we had 20 BMWs in the corral; on Saturday, 45 cars. Even with a panoramic shot I was unable to capture all the cars on Saturday, but it was quite a sight. Everything from a vintage M6 and a good showing of E30s to a brand new 1M and everything in between.

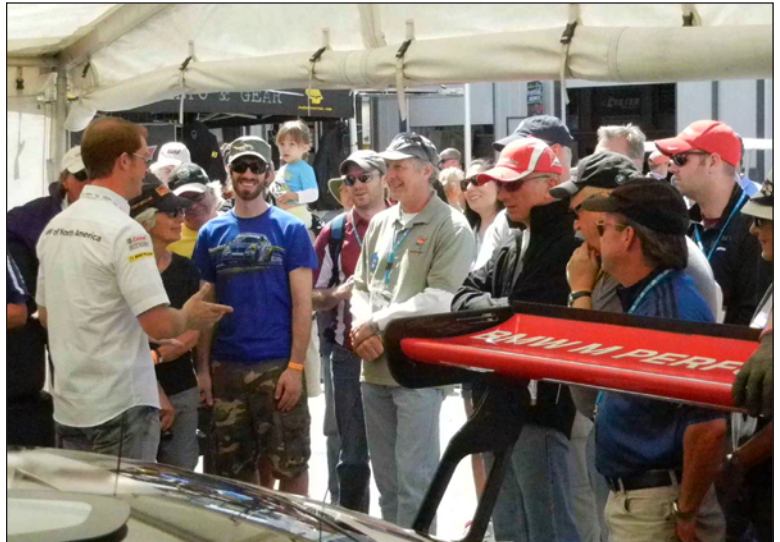
We had a professional tent set up on a concrete pad, with tables and chairs for the lunches provided by the Club, and soft drinks from Concours Motors. At the edge of the tent we provided a flat screen TV, with live action feed and real time statistics for the real race dogs.

Our well connected senior staff was able to score two “meet and greet” sessions with the RLL race team in their trailer/pit area. We were able to see the cars up close, hear what the drivers had to say about their chances, and pretty much just mingle with the team and crew. I was amazed that they were able to do this only a few hours prior to the ALMS race, while the mechanics and crew swarmed over the two cars. Former Club president **Darcy Yench** even had the opportunity to give Bill Auberlen some race advice, something like “If you see a flying lizard in your mirror on the last lap, STEP ON IT!”

BMW's Not the Fastest

The drivers conceded that the BMWs were not as fast as the Porsches and Corvettes (a couple seconds a lap slower!) but that, with fast pit stops (our guys are the fastest!) and clever fuel/tire management, they thought we had a chance.

How right they were! You can call it lucky yellow flags or fortuitous traffic but, for whatever reason, with less than 10 laps to go the M3s were running first and second in the GT class. With three laps to go, the #55 car driven by Bill Auberlen was in front and the #56 had fallen back to fourth having been passed by a Porsche and a Ferrari. According to Bobby Rahal, who believed they could finish 1-2, the #56 was hit by both Corvettes and severely damaged (neither Corvette finished in the top three either). Bill



Meet and greet the RLL team.

Photo by David Tatem



Bill Auberlen and Darcy Yench.

Photo by David Tatem



The winning #55 BMW M3 driven by Bill Auberlen.

Photo by Logan Tatem

Auberlen went on to take the checkered flag leading the Porsche and the Ferrari over the line. Cue the cheering and wild behavior in the BBB!

But the icing on the cake was Bill Auberlen in the

Continued on page 14

BMW Night in Mequon

Report and Photographs by Jeff Fait

On Tuesday, August 14, Brew City Cruise Night and the Highland House Restaurant in Mequon hosted what's become an annual BMW, MINI, and Badger Bimmers-themed car show and social get-together. Brew City Cruise Night is a local, not-quite-a-club — let's say, loose federation — of car lovers who put on a free car show every Tuesday night all summer long at the Highland House Restaurant, who generously allows the use of their parking lot for automotive shenanigans. August 14th was Badger Bimmers' turn to be the guest of honor.

The weather really cooperated and gave us an absolutely gorgeous evening for the show. The long stretch of dry conditions this summer paid one great benefit besides keeping our cars clean — not a single mosquito showed up!



Attendance at the event was spectacular. More than 60 BMWs and MINIs arrived over the course of the evening, bringing lots of smiling faces along with them. In addition, nearly 90 non-BMW cars came to the show to share the great time we all had. The variety of cars on display was mind-boggling. CSs, 2002s, all flavors of 1s, 3s, 5s, 6s, 7s, Xs, and Ms were on hand. Numerous MINI flavors were also well represented.



BMW owners represented a large geographic area. Cars and owners from all corners of the Milwaukee metro area were abundant, along with friends and Club members from Oshkosh and Madison. A contingent of 2002s made the drive up from Illinois, along with **Dave Mason**, who brought along a nice selection of hats and shirts for door prizes from *The Werk Shop*.

Plethora of Prizes

Speaking of door prizes, several companies provided neat items for the giveaway. In addition to the aforementioned *Werk Shop*, *Acci-Dent* provided a free

paintless dent repair, North Shore's *Finest Auto Detailing* provided a free hand car wash, *Rock Auto Auto Parts* contributed a gift card, *SJ Janis Contractors* donated four hours of handyman repair time, Michelin Tires furnished mugs, hats, and shirts, *The Tire Rack* also furnished hats and

shirts, and Highland House Restaurant donated four gift cards. All in all, more than 25 donated items were given away to the lucky door prize recipients.

Start making plans to attend next year's show, it's a do-not-miss event that will be scheduled for the first half of August, 2013. Special thanks to all who attended and to the Brew City Cruise Night volunteers who helped to make the evening special for our Club. See you next year!

bj



Stinky Rat Trap Racing

The 24 Hours of Lemons Racing Series

I'm doing this very immodest shout-out about our race this week in the *24 Hours of Lemons* series. Most of the credit has to go to car owner, Mike Loos, who has spent 30 or more hours a week working on the car since the season began back in April.

The car is a 1991 Audi turbo, a five-cylinder roughly 250+ HP 4-wheel drive coupe, which has been stripped down from about 3500 pounds to 2500 so it can run faster. On the long straights at *Road America* in Elkhart Lake, we topped out at 120-130 mph. Mike made a last-minute change of one fuel injector at 6:00 a.m. on Tuesday which restored the horsepower we had been missing for two races.

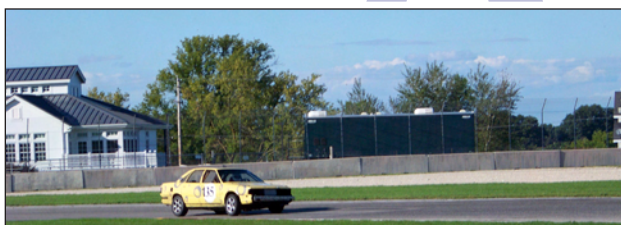
This is the high point of all of our racing days (some of us have raced only five times!), with track experience ranging from 20+ years (Jeff Joy), to 15 (Mike Loos), 11 (myself) and 7 (Mike Slagle).

Our fast laps range from Jeff's 3:01 (2nd fastest of all racers), Mike L and Mike S in the consistent 3:05's and my best at 3:08. On Monday when the car was behaving badly, we were limited to lap times in the 3:15s. But on Tuesday we ran dead even with the winners, but could not gain any laps on the top three. We finished 4th overall out of 60 starters.



— Charles (aka Chick) H

Attached are the only three photos I took of the *Stinky Rat Racer* at RA. They show the team "hot shoe" Jeff Joy coming out of T14, then sputtering (before the fuel injector change) up the front-straight hill and overtaking the *Titantic*? Yes, of course, it was the Caterpillar bridge image that I was interested in capturing the most of all!



Mike promises the racer will be making "full power" at the next race (Autobahn on October 13-14) so the team is expecting a victory! Although very fast sheet metal space on the *Rat Racer* is very limited (as shown in the photos) the team would be very pleased to take on any new sponsors. **bj**

— Boris (aka the Cat man) P

Bimmer in the Barn

Part 7

by Bill Nicoud



With the completion of reconstruction on the front end of the car (nose panel, inner fender and door posts, rocker panels) and painting of the engine compartment, it was now time for some reassembly. I wanted to bring the engine compartment to the point that the engine could be installed, before Pat got tired of tripping over it at his shop.

This meant installing the new brake hard lines, cleaning up wiring and rewiring, rebuilding and reinstalling the pedal cluster, and rebuilding and replacing the heater core and plenum. This shouldn't take long, right? Oh yeah, there was that nasty clutch slave cylinder that's still welded into the transmission housing. That could be an article all by itself!

The wiring wasn't too tough, except that the same rust proofing that covered the entire engine compartment also covered all of the wiring, yuk! More time, more solvent. The good news is that underneath all the goo, the wiring seemed to be in good shape and connectors were fairly free of corrosion. After half a day of labor and bemoaning the choice made to use rust proofing to cover everything, the wiring was ready to go.

Next on the list: replace brake booster and brackets, and begin to bend and install brake lines. Thankfully, because of the work we do at our shop and because our mechanic has a tool box the size of an aircraft carrier, I had access to all the tools I needed to bend straight lines into the complex bits needed to fit the engine compartment. I also replaced all the lines running to the rear of the car and the rubber flex lines with nice braided steel flex lines. This sure looks great, and is very reassuring to know, when I clamp on the brakes, brake fluid won't be escaping from some unseen hole, or rotten rubber line.

With the brakes done, it was time to handle the

pedal cluster. This was one area, because of the low mileage, that had escaped in really good condition. I still disassembled the cluster, cleaned and painted

the housing, recoated linkages and springs, cleaned and lubed all bushings. The end result is a pedal



cluster that works smoothly, and looks great, it's almost a shame to cover it all with carpeting.

I was almost to the end of my list; only the heater box, and that nasty clutch slave cylinder left. The heater box houses a little radiator, which when you open the heater valve allows coolant into the radiator. The heat from coolant is stored in the box until the fan is switched on and blows the heat into the directed area. So rebuilding the heater core means replacing that radiator, making sure the fan works, repairing any cracks in the housing, and replacing foam seals on the vent doors. It's also a good idea to replace the valve that allows the coolant into the radiator, and the hoses to and from the heater core. Once that's all finished, reinstall and my list has only one more item on it before the engine compartment is done. You guessed it, that nasty clutch slave cylinder, and yes you will have to wait for the next article to see how that one works out.

Stay tuned...

bj

2012 Golf Outing

Broadlands Golf Club

Report and Photographs by David Thuerk

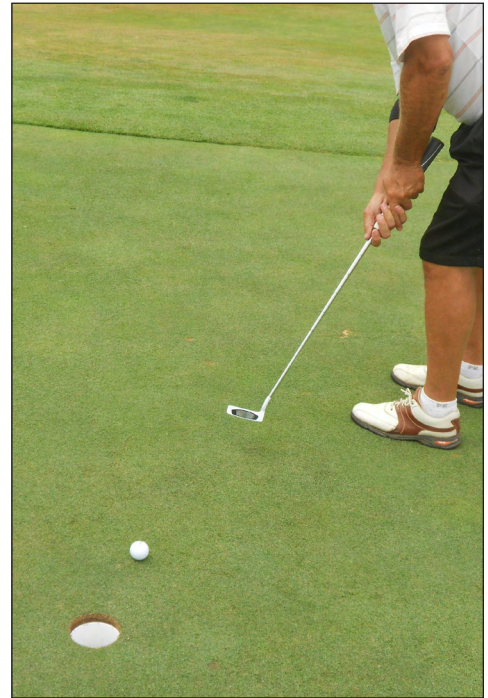
I was at the Broadlands' driving range and heard the distinct sound of a motorcycle. I saw the cycle enter the lot with a large bag strapped across the back of the seat. When I returned to the club house, I realized that our chapter president was the driver. Mike Loos rode his Beemer to our outing. Now that's one way to make a round on the links even more enjoyable. (But I still enjoyed my drive in my E36 M3.)

The day was in the mid-80s, just fantastic. It was a day that needed repeated application of sun tan lotion. We did have a great time, made a few long puts, long drives and as always, too many not-so-good shots.

I had moved the outing date from June to July hoping for more participants. But the turnout was the same: four of us.

It was a Saturday, great weather and we got 18 holes in. What could be better?! **bj**

— Dave Thuerk



News of Note...

Kettle Moraine Adventure Overview

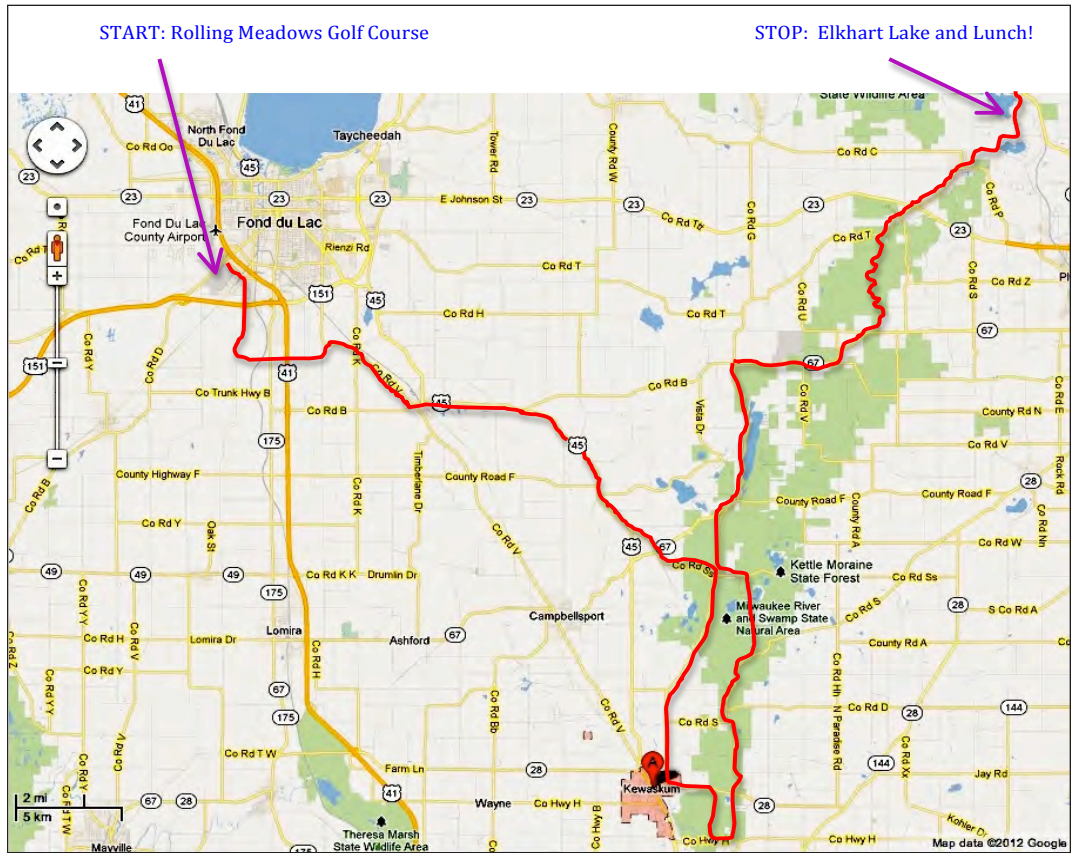
(Continued from page 4)

home of Wisconsin sports-car racing.

And we will have earned our reward for a sporting adventure by sharing a wonderful lunch at one of the many fine restaurants frequented by famous drivers of the past!

At right is a map showing our rendezvous point and the route we'll take through the Park. If you have questions or you'd like to sign up now, contact me at nmgom@earthlink.net or (920) 738-9548.

— B.E. Kressner



from *Roundel Weekly e-news*

BMW Guy Kicks Auto-cross Butt In Nebraska

Here's a little tale to put a spring in the step of any Propellerhead: The 40th Tire Rack Solo National Championships—the SCCA's autocross nationals—got underway this week in Nebraska. One of its more



competitive and interesting classes is Street Touring Ultra, and while an exposition on class rules is beyond the purview of this article—okay, okay, beyond the knowledge I possess—the sort of equipment one typically finds taking the honors in SUT is light, modern, four-wheel-drive, and turbocharged—and, to borrow a great line from our own

Sam Smith, as Japanese as deference and rice.

But not this time.

Remarkably, in his first-ever foray into the ferociously competitive world of SCCA nationals, Northern California's Tristan Littlehale won the class—in a BMW. Littlehale is youthful; the car is not.

Street Touring Ultra is owned this year by a 1997 E36 M3, in Dakar Yellow. Booyah!

How on Earth did a seventeen-year-old Bimmer and a young rookie from Californ-eye-yay best Nippon's finest?

bj

from *BMWCCA Web site*

Bimmer Attends Two-Day M School

Fifteen CCA members from across the country flocked to the BMW Performance Center this past Labor Day Weekend to attend the CCA only Two-Day M School on September 1-2. This trip included Club members from chapters as far away as California, Oregon, and Wisconsin.



Continued on page 14

(Continued from page 7)

ALMS: Next Month 'Behind the Curtain'

#55 M3 came to a stop on the track during his victory lap, right in front of our corral and, enveloped in smoke, finished off his Dunlops in celebration! Don't tell me they didn't appreciate our support and wild cheering each time they came around Turn 14!

Next month I will give you a peek behind the curtain. Due to the generosity and customer commitment of BMW of North America, three groups from our Club were given a rare opportunity to go behind the scenes, during the race, complete with crew fireproof suits and see how the race is won. Yes, we saw Bobby Rahal directing the show, and yes, we saw pit stops (don't blink!). But more on that next issue...



In the BMW pit.

Photo by Glenn Tatem

Bottom line? If you missed it this year, you should feel bad — and determined to join us for the ALMS in 2013 at the Badger Bimmer Bivouac! **bj**

(Continued from page 13)

The members participated in the full curriculum of the Two-Day M School, and drove the 1M Coupe, the Competition Package M3, and the new F10 M5. They practiced heel-toe downshifting in the 1M Coupe and braking/cornering in the M3s. These members were some of the first in the country to experience the power of the new M5—4.4 liter, V-8 engine with twin-power turbo technology—which everyone seemed to love! On the second day, the members practiced driving the track line and, by the afternoon, they had donned their new helmets, and were lapping the nearly 2-mile course in both the M3 and M5 with speed and confidence.

These CCA-only events are so popular that they have been selling out in 48 hours. We will offer these Two-Day M Schools on four occasions in 2013.

Please follow *Roundel Weekly* for more registration information. Sign-ups will begin in early January. For more information, please contact Jackie Bechek, Director of National Events, at jbechek@bmwcca.org, or (864) 438-3403. **bj**

[Editor's Note: In our next issue, we hope to have a first-hand report on the Two-Day M School from the Badger Bimmer who attended this one.]

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