

bimmerimmer

January/February 2016



YOUR 2016 BOARD

Inside...

- Election Results & Holiday Party • BMW Mods at SEMA
- Battery Life? A Reader's Reply • 'Perfect' BMW Delivered ...and more



BMW Car Club
of America
Badger Bimmers





bimmer immer

• Badger Bimmers Board of Directors •

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Editor • editor@badgerbimmers.org

Cover: The 2016 Board of Directors

Photo by DAG



2016 Calendar

February 6	Chili and a Movie.
February 11	Board Meeting – Concours BMW
March 10	Board Meeting – Concours BMW
April TBD	Board Meeting – Madison area
April 30-May 1	Spring Tour
May TBD	Spring Clean Up: International Auto, Zimbrick BMW, Bergstrom BMW
May 12	Board Meeting – Concours BMW
May 21	E30 Picnic/Meet & Greet, Frame Park, Waukesha
June 4	Badger Bimmers 12th Annual Car Show at Concours BMW
June 9	Board Meeting – Concours BMW
June 13	Drivers School Blackhawk Farms
July 14	Board Meeting – Concours BMW
August 1	Drivers School Blackhawk Farms
August 11	Board Meeting – Concours BMW
August 6-7	IMSA WeatherTech Car Corral at Road America
August 16	Third Annual BMW Cruise Night
September 8	Board Meeting – Concours BMW
September TBD	Champagne picnic in Fort Atkinson
September 23-25	<i>OktoberFast</i> at Road America
October 8	Kettle Moraine Scenic Drive: A Badger Bimmer Fall Color Road Rally
October TBD	Board Meeting, Fox Valley area
November 10	Board Meeting – Concours BMW
December 8	Board Meeting – Concours BMW

BMW CAR CLUB OF AMERICA FOUNDATION SEEKS EARLY *bimmer immers*

The BMW CCA Foundation is trying to build a complete archive of newsletters from all chapters in the country. Does anyone out there have any issues from 1999 and before? If you do and are willing to allow the Club to photocopy some, please contact Jeff Fait at jfait@wi.rr.com.

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...

Extending Battery Life? A Reader Responds

I glanced at the Dave Thuerk “What Affects Battery Life?” article in the November/December 2015 *bimmer immer*. It was fine for as far as it went.

In this day and age of \$500+ BMW battery change-outs, much more should be said about the Absorbed Glass Mat-Valve Regulated Lead Acid — AGM VRLA — batteries installed in our BMWs, particularly newer ones.

An AGM battery’s life time is about eight years in a good environment as BMW has provided by moving the battery to the rear and away from the heat, vibration and dirt of the engine compartment.

An AGM battery’s cycle life is correlated with its average State of Charge. With an average State

of Charge >70%, the cycle life is about a thousand equivalent discharge-charge cycles.

An AGM battery is damaged by charging voltage in excess of 14.7 VDC, and by over-charging. To avoid over-charging damage, the BMW charging system will leave some headroom to full charge, never intentionally fully charging its battery.

As the AGM battery ages, its capacity diminishes to its End of Life criterion, commonly 80% rated capacity. This age related reduction in capacity is tracked by the Intelligent Battery Sensor — IBS — to avoid damage by overcharging the reduced capacity.

BMW has provided the best environment and control system possible in a

Continued on page 14



To Print or Not to Print, That Is the Question

by Ron Pace, Badger Bimmers’ Vice-president

As many may know the *bimmer immer* has a number of features, some of which are not as desirable as others. Here are some factors I’d like you to consider (in no particular order):

- 1) As currently executed, the newsletter takes 20-30 hours a month to coordinate, design and lay out, prepare a black-and-white version for printing and a color version for our web site and the CCA web site. This makes securing an editor a difficult task, much less keeping one engaged.
- 2) The newsletter costs the region roughly \$12,000 per year.
- 3) In order to contain cost, the newsletter is printed in black and white, which does not showcase some of the impressive images of events and people. To print it in color is simply cost prohibitive.
- 4) Again, in order to contain cost, it is mailed third class. This causes many event notices to arrive right before or, in some cases, after an event has occurred. Because of the postal time involved, the newsletter isn’t news by the time it arrives.

- 5) The current printed version for some folks is a nice memento to refer to during the off season.
- 6) Some people just like the enjoyment of reading a printed document.

Our current web site has features that could streamline the assembly of the newsletter, make it a color presentation and make it timelier. Many regions and other car organizations have gone to electronic communication for not only cost reasons but also the timeliness of information. In today’s world, information that is not “right now” is history.

The Board would like your views of an electronic newsletter. Understanding that, while your postal mail box would no longer contain the printed document, you could download the newsletter from the web site, you would be notified by e-mail when the newsletter is available, it would be in vivid color and it would be timely. Further, if you desired, a printed one would be sent.

Let us know your views by sending comments to ronald.pace@sbcglobal.net. Please put “BMW Newsletter” in the subject line.

bj

From the President

Jeff Fait

Farewell, 2015! Hello, 2016!

2015 was a great year for our Club, with many fun and interesting events, lots of old friends, and lots of new friends. As I begin my second year as President of Badger Bimmers, I look back and can't believe how much I've learned about running a club that has nearly 1,000 chapter members. It's been a rewarding experience; I'd like to thank all our Club officers and members for helping me rise to the challenge. I hope I've made a meaningful contribution — but there is still much yet to be accomplished.

Our annual **Holiday Party** occurred January 9th, and was a smashing success! Over 70 members enjoyed a delicious tenderloin and shrimp dinner along with some great time spent sharing stories from the past and plans for the future. Generous sponsors provided a huge assortment of raffle prizes which really contributed to the festive atmosphere. **Mary Medo** did a fantastic job leading the planning and making arrangements for a delightful evening. Thank you, Mary!

One of the high points of the party was the announcement of the winners of the Club officer and Board election. This year's election saw our largest roster of candidates in memory, and the atypically large number of votes cast testified to the intensity of the competition. Five positions were up for grabs. Here's the 2016 Badger Bimmers Board of Directors — congratulations to the new and re-elected members!

President – Jeff Fait	Board Member – Dan Frodl (newly elected)
Vice President – Ron Pace (newly re-elected)	Board Member – Joe Conway (newly elected)
Secretary – Dave Thuerk (newly re-elected)	Fox Valley Liaison – Dale Kressin (newly re-elected)
Treasurer – Darcy Yench	Madison Liaison – Larry O'Brien
Board Member – Tim Jason	Past President – Erik Ivarson
Board Member – Mike Clemens	

I would also like to thank outgoing Board members **Cindy Ansay** and **Bill Nicoud** for their years of exceptional service. Both have served multiple terms on the Board and were responsible for the successful execution of many memorable events that helped make the Club what it is today. Thank you, Cindy and Bill!

Be sure to attend our Third Annual “**Chili and a Movie**” event Saturday, February 6th at **Ron Pace's** “Toy Barn” in Saukville. Bring your favorite chili to share while we watch the movie ***Winning: The Racing Life of Paul Newman*** and spend a winter day hanging out and dreaming of summer. Last year's event was a big hit and a great time. Please go to www.motorsportreg.com for more details and to sign up.

Dates have been announced for our three driving events for 2016! We will be at **Blackhawk Farms Raceway** on June 13 and August 1, and **OktoberFAST** will be at **Road America** September 23 through 25. These are all fantastic, fun, and educational events which will be the highlights of the summer.

Don't forget to check in at www.badgerbimmers.org regularly to stay up to date on Club news and activities.

See you soon!

bj



SEMA Offers World of Possibilities

(to the right people)

Report and photographs by Bill Nicoud



The SEMA show is the Specialty Equipment Manufacturers Association's annual show and convention — basically all things automotive-related: tires, speed equipment, paint, auto body parts, etc. This is the industry's opportunity to introduce and sell to others in the industry all the new products and services they need to service their customers. So all the big-brake kits, performance chips, shocks, springs, spoilers and other cool bits you want are there.

This has also become the launch pad for custom builders to show their latest creations; the Chip Fooses of the world bring their best, to show the state of custom-built cars and trucks to the world. The big three American manufacturers also bring the newest hot cars out for people to see the direction of high-performance vehicles. Awards are at stake, deals are made, and futures are launched. This is a big deal for people in the auto and repair industry.

Why should we care?

Why do you as BMW owners care about this show? BMW does have a presence at this show; they brought a sizeable display of accessories and parts available to modify your BMW to your personal taste. It also gives a view into the world of BMW modification, the trends and influences that may shape how you view and modify your BMW.

Well, from my view, racing and drifting continue to





be big influences. I saw a lot of big flares, splitters, spoilers, and lots of carbon fiber pieces. A lot of very low cars and plenty of vinyl wraps. I also saw many engine modifications and turbochargers. If you want to modify your Bimmer, you have plenty of options.

...but be careful

Remember, cars have become more complex. Think about what you might like to do. Consider the cost of labor involved if you're unable to make the changes yourself. Another thing to keep in mind is the amount of personalization you choose can affect salability later.

It's clear that performance and performance cars are popular. BMWs are great cars, and parts and accessories are available to make them even better. At this time in our history, there are more cars than ever that will out-perform many of the great icons of the past in terms of speed, handling, fuel economy, and comfort.

Why was I there? The company I work for is in the business of building custom cars. We had two cars on display in two different booths. This translates into a lot of work to prepare for this show, and a lot of work once the show begins. As I said in the beginning, "It's a big deal!"

If you have an opportunity to go to this show, do it, although it's not open to the general public. You'll need to have a connection in the industry — someone in the industry willing to take care of you and get you in. No, don't call me about that.

~Bill Nicoud



bj



2016 HOLIDAY PARTY

Report by
Badger Bimmers
President,
Jeff Fait



The 2016 Badger Bimmers Holiday Party was held January 9 at Weissgerber's Golden Mast restaurant in Okauchee, WI. An outstanding time was had by all! Thanks to all for braving the weather to attend.

The evening kicked off with drinks and appetizers served in festively decorated surroundings. While mingling, guests were able to peruse the impressive collection of raffle prizes, donated by our generous sponsors, and

select the items they wanted to try to win in the later drawing.

An excellent dinner, then business

At 7:30 p.m. dinner was served — a delightful “surf and turf” combination of beef tenderloin and grilled shrimp, along with whipped potatoes, sautéed vegetables, and delicious cake for dessert.

After dinner, everyone was treated to participation in a brief Club Board meeting, followed by presentation of the **Meritorious Damage Award** to **Dan Frodl**. The Meritorious Damage Award goes to the Club member whose car suffered the most meritorious damage during the previous year's track events. Dan won by virtue of scattering the engine of his 330i over about a quarter mile of Blackhawk Farms Raceway's track.

Election results

Next was the moment everyone was waiting for — the Club's Board of Directors election results announcement. This year we had an unusually large number of candidates vying for the five open positions. The winners were **Ron Pace**, Vice President; **Dave Thuerk**, Secretary; **Dale Kressin**, Fox Valley Liaison; **Dan Frodl**, Board Member; and **Joe Conway**, Board Member. Congratulations to all!

A special thank you to **Mary Medo** and **Sarah Erdmann** for making all the party arrangements and preparing the attendees' 'packets,' and to all our other members who helped to make the evening a success, and for contributing 68 pounds of non-perishable food items and \$168 for Feeding America of SE WI!

bj



& ELECTION RESULTS

Photographs by Darcy Yench and DAG



Dan Frodl accepts Meritorious Damage Award



More photographs on page 10

2016 HOLIDAY PARTY



Special thanks...

...also to our generous raffle prize sponsors:

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O'Reilly Motor Cars
Turner Motorsports
Zimbrick BMW



Picking Up My 'Perfect' BMW

One Man's Odyssey

(Continued from October 2015)

Report and photographs by Chris Favero

Rachael and I just got back from South Carolina after taking delivery of the M235i XDrive convertible. I have to say a big thank you to **International Autos**, and specifically **Tim Christensen**, **Mike Willer** and **Brian Hoffman** for all the logistics help.

Day 1

The day started with Rachael and me driving to International Autos to drop off our current car since we were allowed to "rent" it for the seven days between finishing paperwork and leaving. We were whisked to the airport in an X5 and landed in



Greenville, SC, a few hours later after seeing Atlanta for 45 minutes. The Performance Driving Center sent a 535 from the Marriott to pick us up and, after check-in, we settled into a delicious dinner on BMW and a restful nap. I didn't sleep too well in anticipation of delivery.

Delivery Day exercises

We woke up, had a complementary breakfast on BMW and were picked up with a group of 14 others to be shuttled to the PDC. The day started with an orientation where we met our instructors for the day and were then taken outside and given an equivalent mule car to drive. Each car had a walkie-talkie in it so we could hear the instructor in the lead car.

First up was the skid pad. BMW had a car dedicated to this activity, so we changed over to that car and the instructor led us through how traction control works. We all live in Wisconsin with its winters and icy roads — I was impressed by how much

grip I could get when the traction control was on. We then turned it off in order to eventually spin out. Even in a spin the car felt in control and, with some input from the instructor (who was in the car during this exercise), it was very easy to stop the spin and come to a halt.

Next up was a small road course we both were able to take about 10 laps on. The course had decreasing-radius turns, elevation changes and a slalom course. Rachael had never been on a track before — she had a blast putting the car through its paces after a lap tour led by the instructor's car. All seven of the cars were on this course at the same time and the instructor did a great job of controlling traffic flow. Many cones were tipped over and everyone had tons of fun.

Break it? Keep it

Next up was the braking exercise. We were told to "murder" the brake pedal and if we broke the pedal off we could keep the car. We started at 25 mph, then 35 mph and finally at 55 mph. I took that as a challenge, but even at 55 mph, with me almost standing on the brake pedal, ABS fully on and turning into a corner to stop, the pedal did not break. I did not get a free car... its like they knew.

This concluded the car portion of the course. We brought our cars back to the paddock and, upon exiting, we were asked if we wanted to take a hot lap in an M4 with our instructors. Rachael and I immediately raised our hands and jumped into the M4. I attempted to hold my Gopro steady against my chest as our instructor made the course look easy. The hot lap ended with what felt like a quarter mile-long power slide with a 360° spin at the end to line us up with the exit. I could not stop the wide grin and, on the video I shot, you can hear me giggle at least twice.

Factory tour, then an X5

After the hot lap, we were told to make our way to the line of X5s waiting for us

Continued on page 12



At the BMW PDC

to drive to the factory tour and then to the off-road course. The factory is an impressive-to-watch controlled chaos and one of the cleanest I have been able to visit. We saw hundreds of X3s destined for some happy owners and, at the final stage of assembly, we witnessed a roundel being hammered into place on the hood of a white X3.

After the factory tour we followed our instructor in our X5 to the off-road course. We took turns driving the X5 through high-banked turns and used hill-descent control to help us navigate some hills. It was fun and interesting to see just how far you can push an X5. I was impressed on how much tilt the



X5 could take and still drive with ease.

When we finished, we were able to grab a bite to eat and visit the gift shop. The food was excellent: German knockwurst and potato pancakes, among other delicious food. I also made my way to the gift shop to see what was available and came away with a Performance Driving School jacket that I'll make good use of with some top-down driving. The gift shop gives CCA members a discount, so remember to bring your card!

The long-awaited moment

Finally! We were told to make our way out to some heated tents to see our cars. Ours was set up with a table and two leather chairs with all my paperwork, a space heater to keep the "garage" comfy and, of course, our car! I immediately grabbed my camera and started shooting a ton of photos. The Coral red



interior is just fantastic. It has some black contrast stitching that I think really makes it pop. The Estoril Blue is eye-catching especially with the orbit grey rims. They are darker than I thought and really add to the looks of the M235i. If the rims were a lighter grey it would not look as good, in my opinion.

To be totally honest, I was a little apprehensive about how the car actually would look with the Coral red and the Estoril Blue. I have to say now, after seeing it and driving it for 1200 miles, I don't think I would have it any other way. It's very distinctive and the red and blue work extremely well together. I spent the next hour or so talking with our dedicated delivery specialist, getting my car set up, importing my profile from USB, attaching my license plate and asking a few questions about options I added to the car, like parking assistant.

Heading for home

We were turned loose after I ran out of questions and started getting antsy wanting to drive my car. We drove to the Zentrum to take a few obligatory photos in front of the fountains and then headed off to a section of the Blue Ridge Parkway to take some more photos with the golden-hour light of the setting sun. As the sun began to set, we pointed the nose of the car north and slowly made our way back home to Milwaukee.

I have to say, if you are getting a new BMW, take Performance Center Delivery. It's an experience we won't ever forget and it is well worth the cost of airfare and gas/lodging to get home. We are planning to do it again in two years when Rachael will be getting her new X3.

bj



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Extending Battery Life

general purpose machine not dedicated to battery maintenance. The fine details are up to the owner.

Buy a smart battery charger like the one recommended by BMW, it's about \$100. Frequently (I do so weekly) fully charge the battery using the underhood access points (always, so the IBS can track the ampere-hours). Charge until the charger indicates FULL.

Never disconnect the battery, as for troubleshooting, as the modules volatile memory of condition codes will be lost. Ensure the replacement battery is the proper size, capacity, type and configuration. It must be registered to register the new capacity with the charging system.

Trickle and float chargers, and battery maintainers, only maintain the charge condition of the battery as found when the maintainer is plugged in.

That I know of, three BMW technical documents describing the various battery, electrical and power distribution systems are available on the web. I have found the best general battery information at BatteryUniversity.com and BatteryFAQ.org.

I learned lead acid battery technology through a career in Navy Nuclear Power. I have owned my first BMW since March 2015, a CPO 2012 X5 xDrive 35d. It replaced our thirteen year old VW Jetta Wagen TDI that still gave a reliable 50 mpg every year. **bj**

~Doug Huffman

Dave Thuerk Replies...

Doug does provide additional information and some specific to AGM. I have always believed there is a challenge in the extent of information to provide without losing readers. He is basically correct. I hope publishing his response will influence others to chime in on other topics.

Lead acid AGM is a topic I was planning on writing about later this year. **bj**

~Dave Thuerk



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