

bimmerimmer

March/April 2016

**STUMBLIN' INTO
F1 AT MONZA**

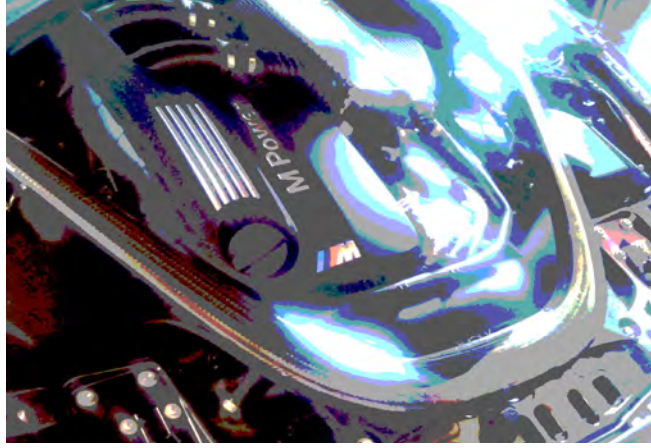
Inside...

- F1 Serendipity • Beauty of the 'Slow Car'
- Chili 'n' a Flickr Report • E30 Meet 'n' Greet
...and more



**BMW Car Club
of America
Badger Bimmers**





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Editor • editor@badgerbimmers.org

Cover: The Front Chicane at Monza's *Grand Premio d'Italia*
Photo by Dave Thuerk



2016 Calendar

April 16	Board Meeting – Madison area
April 30-May 1	Spring Tour
May 7	Spring Clean Up: International Auto, Zimbrick BMW, Bergstrom BMW
May 12	Board Meeting – BMW of Milwaukee North (formerly Concours BMW)
May 21	E30 Picnic/Meet & Greet, Frame Park, Waukesha
June 4	Badger Bimmers 13th Annual Car Show at Concours BMW
June 5	Wings 'n' Wheels benefit for Boys & Girls Club, Fort Atkinson
June 9	Board Meeting – BMW of Milwaukee North
June 13	Drivers School at Blackhawk Farms
July 14	Board Meeting – BMW of Milwaukee North
August 1	Drivers School at Blackhawk Farms
August 11	Board Meeting – BMW of Milwaukee North
August 6-7	IMSA WeatherTech Car Corral at Road America
August 16	Third Annual BMW Cruise Night
September 8	Board Meeting – BMW of Milwaukee North
September 17	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 – BMW of Milwaukee North
December 8	Board Meeting – BMW of Milwaukee North

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 BMW of Milwaukee North (formerly Concours BMW) • 5990 N. Green Bay Ave. • Glendale, WI.

Please consult the monthly Calendar (above) for exact locations and dates.

News of Note...

Badger Bimmers' Spring Tour: April 30, 2016

It's coming.... can you feel it? Already, fingers are twitching; eyes up and probing; feet yearning to giggle at the dance of a perfect downshift. I lift the corner of the security blanket and caress the beautifully shaped body of my 40-year old Mistress... uh, oh... what's that dear? A floozy? Heck no. I'm talking about the 2002. Oh, the joy and anticipation of the smells and sounds of shooting through the next corner, navigator *et moi*, fully engaged with all the bliss that this, The Matriarch of our family *Blau Mit Weiss* gaggle, offers! Spring and the laughter of another driving season approacheth.



Save the date(s)

Get your calendars! Enter "Badger Bimmers' Spring tour" in the "Saturday, April 30" slot. Anticipate pointing your trusty steeds south and west to enjoy friends, and some of the most beautiful roads and rolling hills and valleys Wisconsin offers. We ran it last year, as a practice run, to accolades by all.

After gathering in Dodgeville, the next stop will be the **Spurgeon Vineyards & Winery** for an optional tour and sampling delightful offerings, including the intensity of their Ice Maiden white. Skipping through corners will bring us next to pit stops for munchies at quaint **Unique**

Continued on page 11

Spring Clean-ups Set for May 7

I just can't wait for spring. December was mild and wet. The weather turned in January and last week it was sub-zero and now it seems to snow every couple of days. This weekend the weather forecasters promise 50 degrees. That's not going to help much since I know it's only mid-February and there's plenty of winter left.

Our Spring Clean-up date is set. Come join fellow Club members for our annual Spring Clean-up at **International BMW**. In celebration of Mothers' Day, International will give a BMW scarf pin to all mothers who attend the event.

International BMW is located on 108th St. south of Lincoln Ave. They provide a great place for us to work on our cars. They'll wash our cars in their auto car wash bay. We have the use of the BMW/MINI service area to continue cleaning/detailing in a warm protected area. The event provides a great opportunity to meet with fellow Club members while cleaning and shining your BMW.

I am inviting **Nick Sanfilippo** from **Acci-dent** to attend and offer his painless dent-removal services.



Their dent removal results have been amazing. If you're interested in having a dent removed, contact Nick Sanfilippo at 414-305-5005 several days before the event and let him know where the dent is. Some repair locations require special tools and Nick needs to know what special tool he needs to bring for your specific repair.

The BMW has remodeled, come by to view the new car showrooms and new cars. See the new electric **I8** and **I3**. Sandwiches, snacks and beverages will be provided by International and our Club.

Similar clean-up sessions have been scheduled for May 7 in **Madison (Zimbrick BMW)** and in **Appleton (Bergstrom BMW)**.

If you have question contact Dave at 262-784-4180 or by e-mail at dthuerkm3@gmail.com. **bj**

—Dave Thuerk

From the President

Jeff Fait

Ahh, spring!

when a young man's
(or woman's!) fancy
turns to... *car fun!*



Hello again, fellow Badger Bimmers! As I write this it's coming to the end of a beautiful 60+ degree day, rare for the end of February here in Wisconsin. Got to spend a little time today out in the garage, if only to sweep out the mini-mountains of road salt deposited on the floor by the daily-driver vehicles. Hope to deprive the hungry tin worms their next meal, if nothing else.

Earlier in February we had our third annual **Chili and a Movie** event. I have never seen so much chili in my life! The weather was relatively mild and the turnout was great. Gallons and gallons of a wide variety of chili, along with all the fixin's and other snacks, made for a filling day. See the full report later in this issue. Also, we all found out how much yours truly has in common with **Paul Newman!** And it turns out that it is nothing. Maybe next year.

Track Days on the horizon

Registration has opened at motorsportreg.com for our two **Blackhawk Farms** driver education events, happening on June 13th and August 1st. These are always a lot of fun. If you've never been to a Club HPDE event, either one of these would be a great way to try it out and see if you like it. Our Club driving instructors are awesome and do a great job of teaching safe driving technique in a non-intimidating atmosphere. If you're still not sure, we also offer a program that allows you to attend the novice classroom sessions and take rides on the track with instructors in their cars.

Variety of events for any taste

Don't forget to mark your calendars for some great upcoming events: the April 16th **Saturday Board meeting** in the Madison area at **Wisconsin Brewing Company**, the **Spring Tour** on the weekend of April 30 – May 1, the annual **Spring Car Clean-ups** on May 7th at **International BMW** in West Allis, **Zimbrick BMW** in Madison, and **Bergstrom BMW** in Appleton, and the **E30 Picnic/Meet and Greet** on May 21st at Frame Park in Waukesha. Lot's coming up!

The latest event information and details are always posted on our website,
<http://badgerbimmers.org>.

Finally, I'd like to remind everyone that if you have any ideas for Club events, or questions, comments, or complaints about the Club, please let me or another Board member know! **bj**

Baby Names, Baseball and the Beauty of the “Slow Car”

Article by Shields Bergstrom

Photographs by DAG

Hello, Badger Bimmers! It’s been a while since I last wrote an article about driving for you. I’d like to tell you that I’ve been too busy with racing and travel (which is true), but really, I’ve been feeling a lack of inspiration. There’s certainly no shortage of topics to cover: tires, suspension setup, and all the nuances of driving fast but, as you would expect, I wanted to put my own spin on things and talk a bit deeper about driving. This usually means that I like to think on the topic for a while before I type it up. Now that I’m over my writer’s block, I’ve a lot to talk about with you!

Two Shieldses!?!

So an interesting thing happened to me last year. A very good friend and fellow racer decided to name his son after me. There are now two Shieldses in the world. While the merits of naming a kid after me can certainly be argued, what can’t be argued is the incredible honor this is and how appreciative I am of their choice. As you might expect, my ego has inflated to the size of the orbit of Pluto, but one question still remains... *What am I supposed to do about this?* Is this like becoming a godparent? Are there official duties to perform? I can only assume that they expect me to be me, and do what I usually do, which is to go completely overboard and ensure that an avalanche of karts, cars, hot wheels, racing games and all manner of automotive mania are to be found in this kid’s future.

The news very quickly reached the race team, which didn’t waste any time in finding an incredible amount of jokes and pranks to play on me. But, to be fair, at this point I had built up the honor to something akin to being knighted by the Queen. A



Not a slow car

mechanic mentioned, after all the teasing had subsided, that perhaps this is how I know that I’ve “made it” as a driver. This was something that I

had never thought much about before — how do I know when I’ve “made it”? What is my criterion for success?

When I started out, above all, I just wanted to go fast. I wanted to race it all, see it all and do it all. It was never about income, becoming a household name or being better than Michael Schumacher. It was just about the beauty of driving fast and proving to myself that I could push the envelope of what I thought was possible in a race car. By that measure, I’ve “made it.” But I certainly don’t feel like I’ve “made it.” There is always something more, something else to do and accomplish — the relentless pursuit of going faster. Maybe feeling as though you’re “not there yet” keeps you hungry and willing to do whatever it takes to become better. Complacency and mediocrity scare me, so maybe I should *always* feel like I haven’t “made it.”

Experience equals...?

Regardless, what I’ve gained most of in my career, is experience. Something that everyone says comes with time, determination and a willingness to “color outside of the lines.” It’s also said that as a driver gets older, he/she starts to rely more on experience than on outright speed. I always wondered about that... *Why can’t I be experienced and fast?!?* Example: Scott Pruett.

What does “experienced” really mean? If I drove 50,000 laps of Road America, you’d say I was experienced and knew the circuit. But what if all 50,000 of those laps were super-slow, say 3 minute 30 second laps? You’d say that I wasn’t experienced enough. So, what are we really talking about? I believe the type of “experience” we’re concerned with is the development of skills, over time, which results in an exceptional understanding and mastery of those skills. This type of experience comes from driving and racing in many types of cars, on many types of





Slower cars

DE day at Grattan 2007

tracks, and being presented with many types of situations.

Gaining experience in racing and track driving, I would imagine, is probably a lot like learning how to hit a baseball. You don't immediately step up to the plate at Miller Park and expect to hit a 100+ mph fastball out of the park. You start with either a ball on a tee, or someone throwing you a slow pitch until you develop the skills to be able to hit faster-pitch speeds and a wide variety of pitch types (fastball, curve, slider, etc.). We can probably draw some more parallels between racing and baseball if we equate pitches to cars (yes, I am going to torture the snot out of this metaphor).

Practice makes...?

Let's say a slow pitch, underhand lob is a 5 hp go kart. It's not very intimidating, and with a small amount of practice, you can get very good at driving it fast. On the opposite end of the spectrum would be a 100+ mph cut-fastball. This is like an LMP1 car, very challenging to drive, taking a lot of practice to be good at. You wouldn't step into the batter's box for the first time against a 100+ mph fastball in the same way you wouldn't climb into an LMP1 car as your first step to driving on a race track.

You work up to hitting fastballs and curveballs in the same way you would work up to driving an LMP1 car. Starting in a slow car, learning the techniques, developing muscle memory and gaining practice before moving up to something faster. This is where experience starts, with the slow car (and the slow underhand lob pitch). You learn the fundamental skills that you take with you to other cars and other tracks. Because it's slow, you have time to think about your decisions, your movements and your techniques. You have time to correct mistakes, get yourself out of trouble and learn in an environment in which someone *isn't* trying to strike you out with a fastball right under your chin.

That's the beauty of the slow car. Less intimidation, the luxury of time to think about your driving and also one of the most important skills a driver can learn... conservation of momentum.

Why is conserving momentum important? Well, the simple answer is this: you go faster. On a race

track, your momentum is built up on the straights, and when you get to a corner that requires braking, you are slowing the car and at the same time losing momentum (momentum is the product of mass and velocity, for all the physics students in the house). Acceleration out of the corner and onto the next straight helps regain that lost momentum. If the car slows *less* for a corner, it loses less momentum. Thus, when it starts to accelerate again, it has less work to do to regain that lost momentum. In essence, it's a physics principle that you already know when applied to driving — the faster you go through a corner, the faster you are on the following straight. And if you apply that to the whole circuit, the faster you are around the lap.

In racing, it's easy to see why this is important. Maintaining momentum (slowing the car less) in qualifying reduces lap times and gets you that pole position. In a race, it helps you stay in front of your competitors and close in on the car you're chasing down.

But how does this apply to a track day or DE?

The obvious answer is that you go faster. And we all know that fast is proportional to fun. But learning how to conserve momentum is an important step in learning how to drive quickly and to eventually go faster in a fast car. It challenges your braking and cornering skills along with your ability to deal with traffic. How many times have you said, "That guy/gal totally killed my momentum in that session!" Sometimes, not all the time, it is possible to use your momentum to help you get through traffic at a DE. You should be able to see a car you are closing in on well in advance of when you will actually catch them. You can then fairly accurately gauge when and where you're going to catch them. If you can tell that you're going to catch the car at an area of the track where passing is not allowed, you can back-off, or lose some momentum, so that you catch them at the next passing zone, maintaining momentum where you need it most. You've sacrificed a very small amount of momentum to time a pass so you don't lose a lot of momentum by being behind a slower car.

In a race, since there are no "passing zones," you can use this skill to get through

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Monza and the GRAND PREMIO D'ITALIA

Report and photographs by Dave Thuerk

Sometimes things just fall into place without any specific planning. I was fortunate to experience exactly that during our vacation that followed my European delivery of an M235i in 2014. I wanted the 2015 model, so Chris and I planned for a September pick-up — model changes start in August. The trip would also occur after the European summer vacation and the related crowds.

We selected Friday September 5th for delivery and Chris planned the vacation over the next 12 days traveling through **Italy** and **Switzerland**. We were scheduled to leave **Munich** for **Verona**, Italy after the delivery. Then we would drive to **Bellagio**, Italy, on **Lake Como**, Sunday the 7th and continue to Switzerland on the 10th.

Serendipity!

About a month before our departure Chris asked me if there was a race track in the area I might like to stop at. I checked and to my total amazement Monza was on our route between Verona and Bellagio, and on Sunday, the day we'd be passing Monza, the **Italian GP Formula 1** race was to be held. By sheer chance, I could go to a European Formula 1 race without planning specifically around the race schedule. It just fell into our plans without any adjustment except for an earlier start on Sunday and later arrival Sunday night in Bellagio.

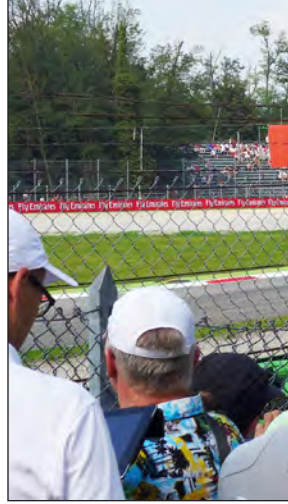
The week before our departure I started checking the weather. The forecast was good so I purchased tickets on-line and started checking how to get there

and where to park.

It turns out that the track is located in a City Park with no parking. Parking for the race is set up in parking lots of local corporations somewhat near the park. So we just headed toward Monza. As we neared the city we were directed into a parking lot and then walked to the bus loading point. There was a continuous stream of buses traveling between the parking lots and the track drop-off point. All we needed to remember was the color of the bus route. Off we went and were dropped at the edge of the city park. From the drop-off point we had to walk about a mile or two to the track (seemed like two or three). We just followed the crowds. As we neared the track, we scanned the vendor stands lining the route looking for some interesting souvenirs to purchase on the way back.

When we reached the track entrance, I picked up our tickets at a booth near the entrance and headed in. We walked right under the "Welcome to Monza Race Fans" sign on the opening under the grandstands. It was quite exciting to be entering Monza with all its racing history. I would think it was like walking into Lambeau field for a fan's first Packer game. We walked under the front straight onto the infield and looked around. I decided I wanted to find a location along the back straight and headed off in that direction. To get to the stands, we crossed over the track on a footbridge and selected seats on very old concrete bleachers (extremely weathered, likely from the early days of the track). The bleachers were formed in step shape into an earthen berm. We selected a spot just before the breaking zone for *Parabolica* where we could experience the high speeds of this track. From this point, our view spanned from the middle of the chicane on the back straight and through the entrance to *Parabolica*.

The back chicane



The portable, ele





Speeds amazing to witness

After walking around awhile we picked up some food and then settled down to wait for the start of the race. We could feel the excitement in the air. The red-shirted fans around us added to the ambience. The start time arrived and the roar of the engines was clear. A minute later the cars were in sight weaving back and forth as they passed by on the warm up lap. As they passed all stood up and cheered. Red shirts and red waving flags were visible in all directions. In a couple minutes the cars flew by traveling well over 200 mph. Chris was quite surprised at the speed. You could see them coming but not going by. Here we were, watching the *GRAN PREMIO D'ITALIA* Formula 1 race at Monza — amazing! I took repeated videos as the cars returned hoping for some interesting footage. Later I switched to a digital camera. About half way through the race we moved up the back straight to the chicane for a different perspective. This section did not have bleachers, just a berm that we stood on to see the track. There I found a diehard group of fans that brought their own portable elevated stand, which they erected along the fence. It was wrapped in red fabric and had seats for 10. They secured a prime spot for viewing the chicane.



portable viewing stand

Massa still loved in Italy

We moved one more time, to the front straight chicane, where we stayed until the end. The stands by the front chicane were much larger with just as much red visible. The real challenge for me was discovering what place drivers were in as lapping started, so I couldn't tell who won. Race commentary was broadcast throughout the race in both Italian and English. But most of the time the noise level was too loud to hear the announcers, or only parts of the commentary could be understood.

What was clearly identifiable was which drivers were the crowd favorites. The spectators wearing red would cheer and wave their flags every time the red cars came by. Additionally, the Italians still love and support **Massa** even though he is driving for **Williams** now. Early in the race, Massa passed **Hamilton** in front of our stands which caused the fans to jump up and cheer Massa on. Unfortunately Ferrari did not do well in 2014. Alonso's Ferrari quit on the front straight, but that allowed me to get a closer look at the car as it was being trucked back to the garage at the end of the race.



Alonso's McLaren

After the race we headed out with the crowd on the long hike back to the bus pick-up point. Thinking back, we probably should have gone to the podium to watch the award ceremony. This was a special experience based on fortuitous timing. I can check off seeing a Formula 1 race at Monza, but first I need to add it to my bucket list since I never even dreamed about going to Monza for a Formula 1 race. Now I should think about SPA and Silverstone. I will probably need to actually plan a trip around the race. Yes, I did pick up a souvenir: a tee shirt with a F1 car and Monza plastered across the front and back. I would have preferred a polo shirt but could not find any. It was a *fantastic* experience!

bj

Third Annual Chili 'n' a Movie

Photographs by Darcy Yench

On Saturday February 6th, 17 Badger Bimmers gathered for the Third Annual *Chili and a Movie* at Ron's Toy Barn in Saukville. Festivities began at 11:00, with much socializing and, with Mike Clemens working his electronic magic, we were all able to watch the highlights of the **24 Hours of Daytona**. The last 30 minutes of the race was riveting.

In addition to snacks (yes, even some healthy veggies and fruit were available), we had a variety of beverages. Then we dug into eight variations of chili. The sumptuous chili ranged from **Curry Vegetarian**, **Texas Red** with beef and pork, **Southwestern Spicy**, **Beef Turkey and Sausage** on the mild side, **Hot 'n' Spicy Elk**, **Spicy Red**, **Medium Beef** and "regular" chili. The alternatives were not only varied but also absolutely delicious. Choosing our favorite for the People's Choice Award was a real challenge since the alternatives were all great. Ultimately it went to the Elk variant.

We then adjourned to watch *Winning: The Racing Life of Paul Newman*. This movie, which was recently released, explores the life and on-track success of a person with great skills in both acting and road racing. Newman started racing in his 40s and went on to dominate various venues until his last race, in his early 80s. Interviews with **Jay Leno**, **Mario Andretti**, **Sam Posey**, **Bob Sharp**, **Robert Redford**, **Willy Riggs**, and **Carl Haas**, to mention just a few, added texture to 80 minutes of great entertainment. The movie also touched on Newman's philanthropic ventures to aid children.

As the day drew to a close, all helped put things back in their place and pack up the leftovers for sharing at home.

It turned out to be great way to spend a Saturday afternoon with friends from as far away as Madison and Oshkosh. The pictures tell the story better than the prose!

bj

~Ron Pace





Continued from page 4

Spring Tour: Overnight in Dubuque, Optional

Café, or maybe Home-A-Gins. We're on our way to Lancaster with the beautiful architecture of its Grant County Courthouse, and a brief presentation of the history of the area's links to slavery and the Civil War. Doolittle's Pub & Eatery is a fun place for those interested in things... er... well... more recent.

Next stop will be Riverside Park in Cassville on the banks of The Mighty Missip', followed by a quick last run of the day to the curious little nook of Potosi, for a 6:30 or so dinner, in a special space at the National Brewing Museum.

Following dinner, it's a fair haul to anywhere

resembling home. So a short trip for an overnight at the stately 1830s Hotel Julien Dubuque, surprisingly in... you guessed it...

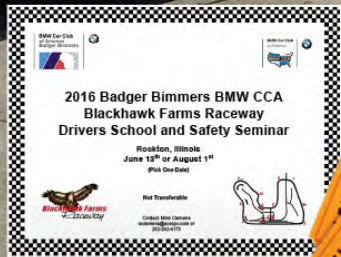
Dubuque, IA, is recommended, with whatever meets your fancy for shopping in the Old District or stopovers on the Sunday trip home.

Keep watching for more details in the *immer* as we get closer to giggling at the symphony of fingers, eyes, and feet, pursuing synchronized moves between our treasured steeds and beautiful roads, in

the bliss that is Spring in southwestern Wisconsin. **bj**

~Peter Wright





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Shields Bergstrom

a lot of traffic without sacrificing too much of your lap time and speed. You would try to catch the car in front on the exit of the turn or before turn-in so that you're not stuck behind them at the apex. That forces you to match their speed (which is slower) and makes it more difficult to pass.

So where does the slow car fit into this equation? Being slow by nature, a slow car requires more time to get up to speed and gain its momentum. Any momentum lost, through overly slowing the car, not driving on the correct line and delays in getting back on the throttle, require more time to regain. It becomes critical to maintain as much momentum as possible in a slow car because you can't rely on a lot of horsepower to compensate for mistakes.

Appreciate your momentum

It is much easier to learn how to maintain momentum in a slow car as opposed to a fast car. That's because the speeds are lower and less intimidating, there's more room for mistakes and you have more time to think about what you're doing. Trying to learn about maintaining momentum in a car that enters T1 at Road America at 178 mph is going to be terrifying and will most likely end poorly. The room for error is almost non-existent, the amount of time you have to correct that error is tiny and the consequences of that error are likely to be big... really big.

The skills developed in a slow car prepare you and help develop the skills necessary to drive a fast car.

Now, I'm not going to sit here and suggest to you that you get rid of your V16 turbo, supercharged, methanol burning, nitrous-boosted 1 million horsepower track-day weapon and get a 5 hp go kart, but I am going to suggest that you get some seat time in a slow car. Your buddy's Spec Miata, 100 cc go kart, Porsche 944, Skip Barber car, ChumpCar, etc. You'll learn a huge amount from driving something slow, develop an appreciation for momentum and learn to love the beauty of a slow car.

There's nothing quite as satisfying as hustling a comically slow car around a circuit faster than more powerful cars. And better yet, it makes a faster you.

•••

As always, tell me what you think. What's the best slow car you've driven? Email me at: shieldsracing@gmail.com.

bj



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