

bimmerimmer

Jan/Feb 2013



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BMW Car Club
of America
Badger Bimmers





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Cover Photo: Rich Friman being pursued, at *Road America* (See page 8)

Photo by Sideline Sports Photography



2013 Calendar

Paying obeisance to Valentine's Day, the February Board meeting has been postponed until February 21.

February 16	Audi Club of Wisconsin's Ice Driving School, Lake Sinnissippi
February 21	Board Meeting – 6:30 pm, Concours Motors, Board Room
March 16	Board Meeting in Madison – 11:00 a.m. at Kelly Moss Motorsports
April 11	Board Meeting – 6:30 pm, Concours Motors, Board Room
April 20-21	24 Hours of LeMons Race, Gingerman Race Track, New Haven, MI.
April 20-21	Chump Car Races at <i>Road America</i>
May 9	Board Meeting – 6:30 pm, Concours Motors, Board Room
June TBD	Car Show hosted by Concours BMW in Glendale, WI
June 3	DE Day at Blackhawk Farms Raceway
June 13	Board Meeting – 6:30 pm, Concours Motors, Board Room
June 13-16	SCCA June Sprints at <i>Road America</i>
July 15	DE Day at Blackhawk Farms Raceway
August 6	Car Show at Highland House in Mequon, WI
August 17-18	ALMS Badger Bimmers Car Corral at <i>Road America</i>
August 19-24	BMW CCA OktoberFest at Laguna Seca, CA.
August 24	Masterpiece Club Day at <i>Concours de Elegance</i> weekend
September 27	Advanced Driver & Instructor Day at <i>Road America</i>
September 28-29	<i>OktoberFAST</i> Driver School at <i>Road America</i>

**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 Mike Loos at pres@badgerbimmers.org.

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...

Bimmers Seek Membership Chair

The Badger Bimmers are looking for someone to accept the Membership Chairperson role.

Some of the responsibilities include:

- Contact new members and send welcome messages.
- Contact dealers and provide membership and Club materials.
- Help to recruit new members, and retain current members.
- Attend Club events, help generate enthusiasm for the Club and for upcoming events.
- Help to determine what type of events Club members are looking for.

The right candidate should have a flexible schedule to allow for dealer contacts, a personable and welcoming personality, a computer and phone skills. A sales or marketing background would be a plus. If you enjoy people, car-related events, and have some enthusiasm for our Club, you could be the one.

Interested candidates should contact the President or a Board member at badgerbimmers.org. **bj**

Calling All BMW 2002 Owners!

Here's your chance to be part of a group dedicated to the preservation, enjoyment, and general mayhem associated with that iconic model.

Join the Chicago '02 Group! We have dedicated events during the "driving season," such as point-to-point drives to places like German Car night as sponsored by Brew City Cruises and held at Highland House parking lot in Mequon in 2012; car shows, and picnics.

We show at Coffee & Classics in Winnetka, Brew City Nights, as well as a handful of races and concours events throughout the season.

The Chicago '02 Group is also a good resource for parts, information on how to fix your '02, as well as where to buy a good used '02. We know you're out there, so if you know the difference between BMW factory colors Inka and Colorado, to say nothing of Sahara, Malaga, or Baikal, please contact us at Chicago02group@gmail.com.

There's no charge—or risk, if you're a Packers fan—to join our group. **bj**



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M Sport
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Enter now and you could win your choice of a new BMW M Sport or \$40,000 cash!

Now offering fantastic 2nd & 3rd place prizes!



From the President

Erik Ivarson

Getting Up to Speed...

It's great to be back in Badgerland, and what a surprise to be asked to be your President! I spent the last six years in sunny Orange County, CA, and the West Coast instructor corps. That let me teach at the great Laguna Seca (Mazda) and Sears Point (Infineon) as well as a few Willows, Thunderhill and a Speedway.

My first school was Oktoberfest 1981 and, after a break for college, I was back at the tracks in '88 learning and meeting new friends. Mid-Ohio was a favorite Halloween trip.

Back in the Fahuna and Walenta days, we ran *Road America* and *Grattan*. When Jack ran low on instructors, he recruited me and started a more meaningful pursuit. I started teaching and shortly after, John Morgan and I shared the Chief Instructor duties, 1995-2005.

Students often ask instructors if they race. For years I resisted, until 1996 when Mike Loos rented John and me a garage to build a 318i to go SCCA. That all went pretty well, and after three racecars, I can say I did race.

If I hadn't raced SCCA, I probably would not have met Darcy, nor she John. And the desire to return to Wisconsin and our Club would not have been so strong. I'm glad it won. It's nice to be back.

The Board is working on the events calendar. Mike Clemens is keeping it up to date on the web site.

See you all soon!



bj

The Door County Spring Fling

by Bernie Kressner



D

Dear Touring Bimmerphiles...

This is a little letter of pre-notification to let you know that maybe saving May 11th on your calendar would be a REALLY good idea.

Why? Because we are going to attempt our most involved and elaborate Tour yet!

The plan is to start somewhere in the Fond-Du-Lac area, and head to Two Rivers, past Point Beach State Park, and then travel north to Sturgeon Bay along the Lake Michigan coast. We will then move on toward Baily's Harbor and cut inland westward to Peninsula Park and the Village of Fish Creek. Somehow, we'll put a brief yummy lunch in the midst of all this somehow!

We will then head southward along Bay Shore Drive on the eastern edge of the Door County "thumb," and end up north of Green Bay at a mighty fine spectacular restaurant for dinner—if only I can find it again! We'll disperse within striking distance of both I-43 and US 41 for ease of travel southward to our homes.

As you can see, I still have to cross all the "t's" and dot all the "i's" in order to get things ready; and work out the timing, locations, and the route map more accurately. Hope to do that in March after the snow says "goodbye," and spring has come upon us.

Are we gonna have fun? You bet! BMW Touring fans are the most talkative and friendliest people in the world. But I may be prejudiced.

Keep tuned for updates, and let me know if you would like to come, even at this early stage, by contacting me at either nmgom@earthlink.net or (920) 738-9548.

The photographs are a sampling of some Door County scenes, from various seasons, to help stretch your imagination!

See y'all soon!

bj

Enthusiastically,
Uncle Bernie (^_^)



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Down the Slippery Slope

Report by Rich Friman



It all started in a shopping mall.

Or at least that's how I typically begin the story these days as to why I've gutted and am caging my 1990 325i, with plans for a comp school and Spec E30 racing in 2013.

If I think more about it, maybe it actually started with the Indianapolis 500 and the lottery we used to play in grade school. This was in Indy during the early 1960s. Each kid draws a driver's name from a hat, and I forget what we got if our driver won. Parnelli Jones and turbines, me listening to the race in the garage on the radio, the newspaper's special edition with the 33 rows of drivers...could be it started here.

OK, so maybe a bit too much Norman Rockwell.

More likely it started in high school when I began hanging out with gearhead friends. These were the guys who could dismantle their cars in the afternoon and have them on the road at night. Me and my little Craftsman socket set and the only car I could afford...a '65 VW bug with a perpetual suspension lean due to the weight issues of the previous owner. Cookie sheets, plywood, and fiberglass for body and floorboard repair. Carpeting in the back, ice scraper in the front...for the inside, and a friend for push-starts to get me through the winter.

Ah, the kill stories. Stoplight battles with Midwest muscle cars replayed over endless cups of light brown Waffle House coffee. Well, more like the VW in the lead for 10 feet with its straight pipes roaring until the other drivers stopped laughing and ended our illusions of greatness by actually hitting the gas.

OK, so maybe a bit too much delinquency.

Anyway, somewhere along the way the gearhead in me became derailed. Not sure why exactly, but

I expect some combination of school, work, family and a numbing sequence of gas-efficient, low-performance imports. Brief interludes with an old Fiat 128sl and a 1955 Willy's with a rewiring experiment gone ugly, and then the succession of the rusty Toyotas and a Honda sedan stolen out of my driveway.

Until 13 years ago and the shopping mall.

With a major anniversary pending, my dear wife and I were wandering a local mall talking about my gift-giving plans. She mentioned, as an aside, that of course she would get me something of comparable value.

I stopped and looked at her. At about the same time she realized what she had said, and she just shook her head.



A few months later, with help from spousal contribution, I was the proud owner of a gently used Miata. A red convertible. I commented to the salesman, *Really, how badly does this scream midlife crisis. Yeah, he said, but it's going to be a blast.*

After a few summers of Wisconsin back-road driving with the Miata, I observed to an old friend and Badger Bimmer stalwart, Bill Nicoud, that I wished that there were other places to drive the car.

Enter temptation

Let me introduce you to this thing called autocross, he said. Welcome to Miller Park and the short and intense rush of squealing tires, flying cones, smoking brakes, slaloms, sweepers, and an adrenalin boost that leaves your hands shaking back in the grid when you get it right.

If you think that's fun, he said a few months later, let me introduce you to this thing call high-performance driving schools. Welcome to *Road America*, track and classroom sessions, good and bad

tire squeal, race pads, lines and apexes, slow hands and eyes up through the kink, and that interwoven combination of an adrenalin rush, intensity of focus, and inner calm that leaves your hands shaking as you turn the key off back in the paddock when you get it right.

I was hooked, and the barbs were in deep. Thanks, Bill.

As school organizers began to tighten regulations on convertibles at DE events, and being partial to rear wheel drive momentum cars, I started looking for my own e30. In 2007 I found a Carolina car that had wandered up to Minneapolis and survived the six hour drive back to Milwaukee. Nice exterior but the rest needed some work.

No problem

Over the past few years, the car has undergone a DE transformation with Spec e30 suspension, roll



bar, race seats and harnesses, chip, track pads, and sets of sticky and stickier tires. Adjusting the nut behind the wheel also has been an ongoing process of learning from many patient and challenging instructors and learning to understand what the car is trying to tell me.

The lure of DE events remains strong, but the car and I want someone to play with

and new challenges to learn from. Short technical tracks can be great equalizers, and the momentum demands of longer tracks are a joy. But let's face it. Even with braking deep and catching cars in the corners, running an e30 without an engine swap in the advanced groups at tracks such as *Road America* is like bringing a Q-tip to a gun fight. But playing in a pack of e30s? This has potential.

So here we are. Time for the next step. The car has been patient long enough.

bi

Michelin Pilot Sport A/S 3 Tire Test

by Mike Clemens

On December 12th Mike Clemens, John Morgan and Erik Ivarson traveled to New Orleans to participate in a test of the new Michelin Pilot Sport A/S 3 all-season tire. The event took place at NOLA Motorsports Park. Also in attendance were a number of other BMW CCA club members from around the country as well as people from other car clubs. Pro race drivers Patrick Long (Porsche), Tommy Milner (Corvette), Colin Braun (LMPC), Kuno Wittmer (Viper), and Johannes van Overbeek (Ferrari) were also at the event.

Participants were divided into four groups for the day's activities. For my group, the first activity was



getting rides with the pro drivers. We could choose to ride in a Ferrari 458 Spider, Corvette Z06, Porsche Turbo S or a Lamborghini Gallardo. I rode with Kuno Wittmer



in the Ferrari and then with Patrick Long in the Porsche. Both rides were great. Off the line acceleration in the 458 was astounding.

Test #1: Braking

The first test my group did was a braking exercise with both dry and wet sections. We drove Infiniti G37s with either the new Michelin A/S 3s or tires from three of Michelin's competitors. Each of the cars was equipped with Race Logic devices that measured the braking distance from 60 to 0. The stopping distances for both the dry and wet sections were recorded. Here are my results with the braking distances shown in feet:

Tire	Dry	Wet
Michelin Pilot Sport A/S 3	114.2	116.3
Yokohama Avid Envigor	118.6	122.9
Bridgestone Potenza G 019 Grid	119.7	125.6
Goodyear Eagle GT	116.8	132.4

The clear winner in both

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(Continued from page 9)

Tire Test

the dry and wet braking tests was the Michelin A/S 3.

Test #2: Wet Autocross

The second test was a wet (standing water) autocross using front wheel drive Audi A4s. These cars had 2-liter turbo engines and constant velocity transmissions. It was my first time driving a CVT car and I wasn't impressed at all with the transmission. Maybe a CVT is for normal driving but, for a wet autocross, they weren't very good. For this test, we rated the performance of the tires on a 1- (worst) to-5 (best) scale. The test consisted of driving an A4 with the A/S 3s and then an A4 with a competitor's tires. Here are my ratings:

TIRE	RATING
Michelin Pilot Sport A/S 3	5.0
Bridgestone Potenza RE9 70 AS Pole Position	4.0
Continental Extreme Contact DWS	3.0
Goodyear Eagle F1 Asymmetric All-Season	1.5

At one place on the wet autocross course, it was necessary to brake from about 50mph down to 20mph. The biggest difference in the tires was how quickly the ABS came on for the different tires. For the Goodyear tires, the ABS would come on almost immediately. For both the Bridgestones and the Continentals, the ABS would come on about half way through braking. For the Michelins, I was able to slow the car without the ABS coming on. It was almost like it wasn't wet when driving with the Michelin A/S 3s.

After the second test we broke for lunch. I was lucky enough to get to talk with Patrick Long, Tommy Milner and Kuno Wittner during lunch.

Test #3: Dry Autocross

The third test was the most interesting for me. It was a dry autocross using Subaru STIs. For this test, we compared the Michelin A/S 3s to competitor's summer tires. Normally you would compare the Michelin Pilot Super Sport to the competitors' tires we used during this test. The STIs were 6 speeds and they were lots of fun to drive. Again we rated the tires on a 1-to-5 scale. Here are my ratings:

TIRE	RATING
Michelin Pilot Sport A/S 3	4.5
Continental Extreme Contact DW	1.5
Pirelli P Zero Nero	4.0
Bridgestone Potenza S-04 Pole Position	3.5



It was somewhat amazing to compare a Michelin all season tire to the summer tires from the other companies. The feedback and recovery of the

Michelin tires were excellent. There was much less drama when driving the STIs with the Michelin tires.

Test #4: Road Course

The last test was on a short road course. For this test we drove Cadillac CTs equipped with either Michelin A/S 3s or all-season tires from a competitor. The road course was composed of a couple of high speed sections along with some really tight turns. The most noticeable difference in the tires was in the tight sections of the course. Just like in the dry autocross, there was much less drama with the A/S 3s. The other big difference was in recovery from getting the car out of shape. The correction time was much less with the A/S 3s. Here are my ratings for the road course test:

TIRE	RATING
Michelin Pilot Sport A/S 3	4.5
Continental Extreme Contact DWS	2.0
Goodyear Eagle F1 Asymmetric All-Season	2.5
Pirelli P Zero Nero All Season	3.5

As usual Michelin took really good care of us - the event was first class all the way. The night before the test we were treated to a walking tour of the French Quarter followed by dinner at *KPauls*. As good as the food was the best part of the trip was learning about the new Michelin Pilot Sport A/S 3 tires. They certainly were the best all-season tires I've ever experienced. When they are available in the summer of 2013 I'll be buying a set for both of my street cars. I hope you'll give them consideration when you need a new set of tires.

bj



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