

Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

BMW Car Club
of America
Bluegrass Bimmers



VOLUME 11, ISSUE 03 SUMMER 2015

Aston Martins in the Rain

Adventures with Bill Wade



WHAT'S INSIDE

From the President
Aston Martins in the Rain
Shadetree Mechanic
My BMW Testimonial
and other good stuff...

SOME GREAT EVENTS ARE GOING ON IN 2015, SO BE WATCHING YOUR EMAIL, FACEBOOK, NEWSLETTER AND WEBSITE FOR FURTHER DETAILS. Be sure to check our Facebook page at <https://www.facebook.com/groups/213004217599/> this has almost all the upcoming events and some great conversation.

ADVERTISE WITH US for a mere pittance of what it costs to advertise in other publications, and hit your target audience.



WORDS FROM THE PRESIDENT

David Nalley, Bluegrassbimmers President

Greetings Bluegrassers!

Another couple of great event in the books, and one more just around the corner! A few weeks ago, we just wrapped up yet another awesome Spring Drive! We had the most glorious weather, and it was great seeing many old friends, and making many more new ones! The route was just a bit twisty, but the company afterwards at Hofbrauhaus was excellent as always!

We just also had our Spring High Performance Driving School at NCM Motorsports Park. We got a LOT more of the April Showers rather than May flowers for the event. Wow - what a lot of rain fell on Saturday! I felt like a Ship's Captain when riding with my students that day! Rain notwithstanding, it was an awesome event.

We just planned a Summer Car Show in Louisville on June 13, and we have more events for the remainder of the year, the Wild Turkey Fall Bourbon Tour, the Fall Drive at Tail of the Dragon with the River Cty Bimmers (including an overnight) and perhaps some more events on top of those!

If you have any ideas for another event, send them my way - just be prepared for me to ask you to help with the planning! Your board is happy to provide the events, we just need to know what you, as our members, are looking to do as a Club.

Well, gotta run! I still have to unpack the trailer from NCM!

-David Nalley
Chapter President

Members: When using our advertisers, please let them know that you saw their ad in our newsletter *Pferdestärke*. It makes a world of difference.

Our newsletter title the German word *Pferdestärke* translates to Horsepower in English, which is something we all want more of and can never get enough of.

BLUEGRASS BIMMERS CHAPTER
BMW CAR CLUB OF AMERICA
PO BOX 4575
LOUISVILLE, KENTUCKY
40204
www.bluegrassbimmers.org

Officers

President:
David Nalley
davidcnalley@gmail.com

Vice President:
Zach Ketring
zachleeketring@gmail.com

Secretary:
Steve Cullen
Steve@cullen-consulting.com

Treasurer:
John Wilson
jkwilsonm3@gmail.com

Lexington Coordinator:
Chad Sledd
Sledd.Chad@lou.sysco.com

Louisville Coordinator:
Dan Miller
millerreconsulting@gmail.com

Membership Chair:
Zach Ketring
zachleeketring@gmail.com

Pferdestark Editor:
Greg Nehring
gregnehring@twc.com

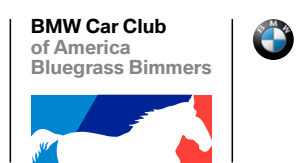
BGB Webmaster:
Greg Nehring
gregnehring@twc.com

Pferdestärke welcomes submissions.
Send your story, photograph, or
comments to:
gregnehring@twc.com

To Join, Renew, or Change
Address, contact:

BMW CCA National Office
640 South Main ST, Suite 201
Greenville, South Carolina 29601
864.250.0022

www.bmwcca.org
questions@bmwcca.org



RAISING THE BAR WITH
PERFORMANCE & EFFICIENCY

2015 BMW M3 SEDAN

The BMW M. The most powerful letter in the world.

- TwinPower Turbo Inline 6-Cylinder Engine
- 425 HP and 406 LB-FT
- 26 mpg hwy*
- Rear-wheel drive
- And so much more



2015 BMW M4 COUPE

Lightweight carbon fiber reinforced plastic.

- 425-HP Twin Turbocharged engine
- 26 mpg hwy*
- Intelligent Lightweight Construction
- Launch Control
- Active M Differential



2016 BMW M235i xDRIVE

With a size that belies its incredible power.

- 320 HP TwinPower Turbo Inline 6-Cylinder Engine
- 8-Speed Sport Automatic Transmission With Paddle Shifters
- 0 To 60 In Just 4.4 Seconds
- Variable Sports Steering
- 31 mpg hwy*



SAM SWOPE BMW IS PROUD TO SPONSOR THE *BLUEGRASS BIMMERS CLUB*.

SamSwope
BMW

Nobody Walks Away!

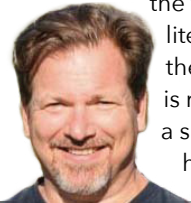
SamSwopeBMW.com

877-535-7766 4 Swope AutoCenter Dr. Louisville, KY 40299

Aston Martins in the Rain

by: Bill Wade

When we last left Bill he was telling tales of driving Lamborghinis and critiquing Valentino Balboni's (Lamborghini's ace test driver) driving style at the Grattan race track. Fast forward to August of 2009 and I receive a call from a fellow instructor looking to host a private school for Aston Martin owners at the Gingerman Raceway track in Southern Michigan (the site of the previous stories' O'Fest) and wanting to know if I would be interested in instructing. WOULD I?? Hells yes! many of us are called track whores and I feel that's unfair. We don't get paid to do this so we are mere track sluts... BIG difference.



Since this was early August it didn't

take too much convincing to talk my daughter who was in her early 20's and off from school to ride along for a long weekend away from home. The car is packed and the truck and trailer is ready so off we drive. No drama as in our previous installments until we get there.

My tow vehicle is a 1999 F-250 4x4 diesel club cab that I had bought 2 years prior. I converted the truck to run on waste vegetable oil (WVO). The conversation was pretty simple, basically duplicating the fuel delivery system to the big 7.3 liter motor from a 40 gallon tank in the bed of the truck. A coolant line is run back to this tank and there is a small heat exchanger inside which helps warm and thin the oil. Inside

the return line of the coolant system is a small PEX line that carries the oil through a separate filter that is wrapped in a coil of copper also carrying coolant, to the fuel pump thru a series of controlling valves to the injectors. The truck always has to start on diesel to warm up the coolant system. Once the coolant is 150 degrees you can switch to run it on WVO. There is a computer controller on the dash that will do this automatically if desired. At the time I was buying WVO for about 65 cents a gallon. You receive the same miles per gallon and about the same power output as diesel fuel for a fraction of the cost. This vintage of motor is just 'dumb' enough that it doesn't know the difference between the fuel types. With a 40 gallon tank and getting about

12 miles a gallon it wasn't going to be enough to get up and back without refueling of course so I had obtained a set of large containers to act as fuel cans for the WVO. I had been to Road Atlanta towards the end of the previous month teaching classroom for the Peachtree Chapters DE and had used WVO all the way down and back so I was on a streak to break my personal record on mileage out of a single tank of diesel. Although my daughter was out of her teen years it still wasn't hard to embarrass her in my actions so when we did have to stop to eat and refill the WVO tank she choose to stay inside the McDonalds until I had finished my pit stop refueling and talking to the guy that was wondering what in the hell I was doing... By the time I had returned home and I had to buy diesel later that next week I had driven over 2,800 miles on a single tank of 25 gallons diesel fuel making it over 110 miles per gallon (not including

no, the guy he put the school together for is an Aston Martin dealer and his brother is a big Ford dealer in the Upper Peninsula of Michigan and he is flying in for the event so I'm going to be his instructor. "OK" I said "I'll do my best to entertain him." Jess and I eat dinner, have an adult beverage and then off to bed, again looking at the weather and not liking what I see.

We awake to the sound of rain hitting the windows..... Boo! Rain at a race track is very educational but not necessarily fun for all concerned. I put on my required non-blue jean pants, (Norb had requested this because the leather in Astons are such high quality that they can be stained by the dye in blue jeans). We get to the track and I leave the car on the trailer for now. There are a bunch of people with track cars on trailers but we were requested to park away from the custom-

at least ride in the right seat if not drive. It raining harder so there are not a lot of takers for the track time. After what seemed like a long time of waiting my guy finally shows and brings a clearing sky with him. WOO HOO! We make our introductions and I find out he has very little experience in driving on race track, had never been here, but obviously has experience driving a lot of different types of cars and he is an airplane pilot himself so I hope he understands the idea of cautiously gaining speed in this new-to-him arena.

Since he flew he didn't bring a car with him so he asks his brother, "So what am I driving?" His brother grins and says "Take the silver DBS.' Now....while I've been playing with cars for almost 20 years at this point, I really didn't know Astons very well. I know they are some of the most beautiful cars made, in my humble opin-



the 225+ gallons of WVO!).

Anyway.... This is about Aston Martin's not spent French Fry oil power pickups. We get to the host hotel in South Haven MI, under very cloudy skies with a not favorable forecast for the next day. I met Norb the organizer and he expressed his gratitude by smiling and saying "I've got a special student for you". As an Instructor these are very alarming words to hear, you instinctively think "Crap I'm going to die at the hands of some moron". He said

ers cars which I was OK with me since my rig looked a bit GETTO compared to the rows of British royalty there. The dealer had rolled out the hospitality wagon so food and comfort was abundant. Norb has all the student corralled together for the ubiquitous morning meeting and does his introductions and matching up with students and their instructors. Everybody is ready to go but me. My guy hasn't showed yet. So I sit and talk to people and see some other instructors I know but I'm itching to get out and

ion, but you don't see very many on the track at our events. Norb is the only guy that I know that tracks his Aston. He is frequently seen tossing it about MidOhio. So when my student raised his eye brows it was a little lost on me. I'm walking over to the passenger side carrying my helmet and when I turn to see my student over the top of the low roof line he's not there. I look over my shoulder and he's right behind me and says "Well I thought you'd drive first since I don't know the track". Ahhh.... OK. I walk back to the other



side and reach for the door handle when out of nowhere comes an arm in a crisp white shirt saying “here Sir let me get that for you” I turn to see a guy in pressed black pants and a logoed name tag that says ‘Marc’ holding a umbrella over me as it had started to mist rain again. He was smiling at me like he knew a secret I didn’t.... maybe he did looking back. I get in and reach for the seat belt which he had already pulled out for me and he asked if I was familiar with the “Crystal Key”. I said “No but I think Fordo still has the ring”. This attempt at humor was met with a look that was colder that the orange juice they were serving in the tent. He said the ignition key was in the ash tray. I open it up to find a piece of crystal about the size of a large man’s thumb with a metallic end on it. Marc says I need to insert it swiftly in the slot with one fluid motion... passing on another opportunity

for humor here I make my first attempt to start the car. Much like a free throw shooter in the big game this was being watch intently by a small audience of 2. The pressure was palatable and I blow it. I was told to pull it out and try again. My second attempt was more successful. The nearly 6 liters of V-12 jumped to life with a growl like feeding time in a big cat cage at the zoo. My heart rate increased 100%. The dash board illuminated in a riot of color. Marc said “OK the traction control can be turned off by...I stopped him and I said “Marc, thank you, but I think we’ll just keep all those on for now” “Excellent choice Sir” he replied. Struggling a bit to find the park brake which was on the drivers left side of course, I get the car rolling. The steering feels very responsive I thought for what has to be such a heavy car. We roll onto the track. Gingerman is not a difficult track to get around. It’s

comparable to Putnam Park in the sense that it’s hard to screw up and hit something. It very open and not real technical in its layout and lets you feel confident pretty quickly. I’m working thru the gears while talking my passenger around the track. A couple of places I feel the traction control take over helping me thru some under steering situations but the last corner on the track before the straight away it let me hang the tail end out just enough to get a “Well alright!” comment out of my passenger and a “What in the hell are you doing!” out of my brain... while Lauri appreciates a beautiful car I’m pretty sure she doesn’t want to try and raise 2 kids in one when we have to sell our house to pay for the loss of the dealers inventory. I take another lap or 2 around and then I ask my student....“Are you ready?”. “Yeah I think so” he says. We switch places and he drives for the rest

of the session. He is very respectful of the car’s abilities. I never feel the traction control kick in or see the light flash and he’s an OK driver. Not really showing me any sense that he has ever spent any time on a track as he claimed. They flag that session and another group goes out. It’s now lunch time already and we walk into the large concession area for lunch. We talk while in line getting our food and as we get to the end I go left to sit with my daughter who had been sitting and reading a book and as I start to introduce him to Jess I turn to see that he had turned the opposite way to go sit at the cool kids table, choosing another group of lunch partners. So at our table is an instructor I had met a couple of months before at Mid-Ohio. She drove a Porsche Cayman very well and I didn’t know she was an instructor as she had been there as a student. She smiles and says this is her first time instructing. I introduce Jennifer to Jess and she asks Jess if she had been out on the track yet. “No” she said “Dad hasn’t taken his car off the trailer yet”. “Well lets go” she says. Jess had never been on the track at speed before. She had been out for touring laps, but never ridden in a car driven ‘in anger’. My guy wasn’t going to be going back out for a while so I get my car off the trailer and get it ready for some track time. Just as I’m finishing it start to drizzle again. Jennifer comes in with Jess and they both are laughing and smiling. Jennifer says ‘why don’t you take her out in my car?’ Gee twist my arm.... so Jess stays in the car and I get buckled in. I’m backing out and I say “OH Jennifer what tires are on here?” She smiles and says “Hoosier slicks but they are grippy?” ahhh ok I think... wondering how that’s possible. We go out and the first opportunity I mash on the loud pedal a bit and start into the next corner watching Jess quickly grab the “Oh Sh*t” handle... the car starts to slide and I masterfully (in my head) control a full lock drift... “DAD!” I hear from the right side, this isn’t your car!”... gee thanks for the reminder.... I soften the pedal input to keep her and my wallet happy and we pedal about for a couple of laps until the rain made the tires and track surface very bad combination.

I go back into the building to find my student ready for his next session. As we

walk out the DBS wasn’t there so my student asks “What am I driving” to his brother. Take the GT he says. There had been a black Ford GT sitting at the end of a row that hadn’t moved. Since the Ford GT40 was one of the reasons I got into cars back in the day I got very excited at the prospect of driving this modern version. As I started toward the left had side my student says, “That’s OK I got this now....” DAMN.... I switch and get into the passenger seat. My disappointment was met with a very cheap looking interior, way too much plastic. It reminded me of what a reality TV show looks like on TV.... something’s just not quite right.... Bob pulls out and starts to pedal around the track. The power seems to be there, the big wide tires are doing their job, he really isn’t pushing it enough to get a feel if the brakes are up to the task or not so I’m just sitting back offering encouragement and a little driving instruction which he is basically ignoring. He is gaining confidence in one area very quickly and without much warning we are going around in



a slow lazy spin. “OH NOOOoooo!” I hear. and we roll backward into the grass infield. “Let’s try and get out of here before we get stuck” I say, “easy on the throttle, don’t spin the wheels” I say, which is exactly what he does.... kicking mud up in the air like a hydroplane’s rooster tail but we get going and are back on the pavement. “My brother will kill me if I hurt this car” he says... “This car? you are worried about this car but not the DBS you drove earlier”... I say to myself.

We unbuckle and take our helmets off and walk into the building to get something to drink and he hands me his helmet and says “Hey,.... this has been great but I gotta get back. Thanks” and he’s off. Oh well. Flying in for 2 maybe 25

minute sessions is enough... OK. So what to do now... we’ve got maybe 3 hours left in that day. I don’t have any instructor responsibilities anymore.. what to do what to do.... Let’s go drive! I tell Jess “Grab that helmet, let’s go!” We buckle up and head back out. This was the 1st time I’ve been here in my car so I take the 1st few laps figuring out what the differences are in a car with at least 200 less horsepower than the Aston. It starts to rain again and Jess says “Let me out I’m getting wet”. I get off the track with everybody else and let her out and think ‘well the corner workers are still out there.... why not?’ So I go back out and drive on the track by myself for over 30 minutes. I come back in close to the end of the day and it immediately stops raining. I look around and everybody is packing up so I start to load up myself. I see Jennifer with her car jacked up swapping tires. I go over to see if she needs a hand and she says “NO! If I’m going to do this I need to do this on my own and not wait for some big guy to help”. I know I’m short for my weight



but I don’t consider myself a ‘Big Guy’ but I take the hint from the jockey sized woman. I go back to loading up my toys and get ready to head home. Thanks are given all around and Jess and I drive back to the host hotel where we are going to spend the night before hitting the road for our 8 hour drive home. I look up the specs of a Aston Martin DBS on the Internet,
Base price \$ 289,000
5.9 Liter V-12
510 hp, 420 lb-ft torque
curb weight - 3925 lbs
0-60 mph in 4.3 secs
0-100 mph in 9.7 secs
oh and btw... the Crystal Key replacement is \$2,128.54 and programming fee of only \$155.

My BMW testimonial by: Bill Wade

I've been in the club 30 years this past summer. Greg Nehring asked me to write a little testimonial on why I've been in the club this long.

I was taught how to drive in my Mom's 1972 Chevy Nova named 'Mona'. My mechanical engineering father didn't think much of cars. They where appliances that only took us from one place to another so this little harvest gold beauty came stripped down. AM radio (FM was available but too much extra) no A/C, no carpeting tiny 6 cylinder motor. I added a gold and brown shag carpet and a AM/ FM cassette deck when I started driving it in '76.

My 2nd year in college, 1979, I was given a '74 Toyota Celica to take back to school. It was a 5 speed and I thought the coolest car I could have. My fraternity brothers quickly instructed me that it wasn't but it was mine and I liked it. When I finished in 1983 the car had well over 160,000 miles on it and certain areas with shades of brown patina started taking over.

I moved back home and got engaged to this really cool girl who hated the car. She drove a burnt orange AMC Gremlin so her options on automotive excellence was a bit suspect. now to be fair it wasn't her choice, it was a hand me down and she did graduate a year before me and bought what would turn out to be the only new car of our 35 year relationship, a 1983 Renault Alliance (the Car & driver Car of the Year that year).

So.... I was driving home after a long day as a graduate Architect in downtown Louisville. Sitting at a traffic light 1st in line I pull out when the light turned green, when BAMM! out of nowhere a guy runs the red light and takes the front end of my car almost off. It was a glancing blow really kind of wipes the front end aggressive toward the Ohio River to the west as I was heading south. The Police arrived and he took full responsibility, we traded

insurance info and I caught a ride home. I go through the motions of calling my insurance carrier and find my Dad didn't carry collision insurance on this \$1,200 car. Can't say that I blame him but I'm the one now riding the bus every day. A few days went by and I get a call from my insurance agency saying that the guy that hit me didn't have any insurance although the card he gave the cop said he did. I ask them what was I supposed to do now and they said well you can sue him. I tried calling him and there was no answer. So my family's lawyer friend write him a letter expressing our concern and giving him the opportunity to have this stay out of their hands. he called me the day the registered letter arrived saying "I get a ulceratic fear of God every time I see a lawyers letterhead (every time?... this isn't the first?). But you see, I don't have any insurance coverage, I've just filed for bankruptcy and I'm moving out of state, see ya!"

So I sell the car for scrap and keep riding the bus waiting to save some money. My Dad had died about 6 months before this and I wasn't getting married for about another 6 months so the bus was OK for now. I come home and my Mom says I got a weird check in the mail today. It's \$15,000 from some insurance company I didn't know about so I'm going to give it to you and your sisters (I have 2) to split up 3 ways. Woo Hoo! New car time. This was 1983 the 1st year of the Volkswagen GTI. I drive one. I buy a copy of every car magazine I could get and started 'research'. \$8,000 sticker, 2100 pounds, 1.9 L motor (I didn't know what that meant at the time but it sounded cool) 5 speed, 90 horse power. My all time favorite car at the time was still a Chevy Camaro which the 4 cly that year made 92 hp so that had

to mean something. BUT... the thing that bugged my was every magazine had a paragraph that started out with "the best sports sedan since the BMW 2002....." HUH? What was a 2002?

My mentor at the time drove a light blue BMW 1980 320i. It was awesome. Once he let me take it out to deliver a set of drawings to a client or engineer, somebody I don't remember but I was terrified to drive it. I got back and handed him the keys saying 'wow what a car!'. He asked "Did you get it up to 80? It really smoothes out above 80" I said no, I kept



it below 55 like I am supposed to." He just smiled. I started talking to him about a 2002? You want one? wow that's great I had one before I sold it to buy the 320. that was a mistake, it's the best car I've ever had. I'll help you find one. soon he brought in a weird sized magazine called the Roundel from the BMW Car Club of America and we started looking at the for sale ads in the back. (1983 remember? No computers, no internet). We find one for sale in Bowling Green KY, 2 hours away. It was a 1975, 4 speed with A/C for \$5,500. Hmm I had that in the bank. No car loan sounded pretty good. Joe helps me with a list of questions to ask when I call. We agree to drive down that Friday to look at the car. After work we jump in Joe's shinny light blue 320i and head south. I take a Roundel magazine with me

and while we are driving I look up from my reading and see the guardrail going by much quicker than normal. I look over at Joe how was smiling like the Cheshire Cat, the speedometer read 85 mph the car was smooth as a 20 year old bourbon. This could be fun I thought.

We get to the guys house and look at the car. Very stock he says. No modifications other than the 1st owner had the seat reupholstered with coat centers in matching blue. Everything worked as it was supposed to. Joe asked for the keys and we took it for a spin. Joe drove it 1st

as I didn't know what it was supposed to feel like, he handed it over to me saying it felt good but they was some things that he'd like to look at. we drove the car up on a curb so one side was up higher and he crawled under. He came back out saying it had a oil leak somewhere but it didn't look too serious. We haggled a little or really tried to but the guy wouldn't budge. Joe said it was OK that the price was still OK and the car was worth it. I wrote him a check, he signed the title and I drove it home.

Over the next year I got in contact with the BMW CCA National office and went through the process of establishing a chapter in Louisville. We couldn't just do Louisville they said. We had to do the whole state of KY. So in 1995 we estab-

lished the Bluegrass Bimmers Chapter of the BMW CCA.

Over the next 14 years I drove that 2002 every day. I did my 1st HPDE at OFest in 1990 when it was in Columbus OH and I was hooked on speed. I had the motor rebuilt when it was burning more oil than gas, had it repainted, added as many go fast parts as I could afford when something broke, (but never before). We bought a '84 533i around 1988 when the Renault Appliance wasn't up to the car seat duty after Jess arrived in '86. Lauri never really bounded with that car but

it was a fun 5 speed that felt really tight and responsive. It was on a Sunday of a Putnam Park track school when a driving instructor asked "you wanna go faster?". Of course I said yes he said "well you need a different car because you can't get any more out of this one without making it too brutal for daily driving use." So a e30 M3 would be

too sweet but the maintenance on those was too excessive I felt for a father with a small child and a minimal budget so in 1997 I found a '86 325is in great shape and started the process all over. Then in 2004 my car world changed. A fellow Bluegrass member sent me an email and said he was selling his race car. It was a '88 E30 M3 that was a J Stock race car. I knew this car as Don Blacks original race car. It was his street car and he had an unfortunate incident with a phone pole. He bought it back from the insurance company and made it into the least expensive class in the newly formed BMW CCA Club Racing program. Don raced it for a few years and sold it to Charlie Schultz. Charlie raced it for a while but a big shift in work responsibilities that had him traveling overseas a bunch and he knew

he wasn't going to be able to race it so he sent the e-mail out to a few of us asking if we were interested wanting to keep it in the family so to speak. Now, I was still on my modify-a-325-to-be-as-fast-as-an-M3-for-less-money fantasy at the time. I read the email to Lauri and she said "Charlie's car? The orange one? (it's Henna) I always love that car. So sexy.... What's he want for it?" I was in shock. "You'll have to sell your car you know" she said... well yeah I'm OK with that.

So my 325is went to a guy in the Buckeye Chapter wondering why I would go from a 6 cylinder to "only a 4 cylinder?" Well, apparently you need to learn a little bit about BMW's racing history I told him. So in February of 2004, the month of my 20th wedding anniversary, I became a E30 M3 owner. It's one of 200 cars imported with the Henna color paint. It had a roll cage, coil over suspension. It was a little over the top as a daily driver but I made it work for many years. That was 10 years ago. It been a wild ride. Buy me a bourbon some time and I'll tell you about it.

I served as the "President for Life" for the 1st 6 years of our chapter life and have stayed involved in the chapter serving in every office but treasurer. I became the National Driving Events Committee Chairman in 2005 until stepping down this month. I became the full time National Program Manager of the Tire Rack Street Survival program for the BMW CCA Foundation also in 2005. That position has allowed me to travel all over the US helping chapters start their Street Survival program. I also get to attend OFest every year helping support the Foundation in its activities during the week. I have friends all over the country and know that it doesn't matter if you drive the least expensive new model or the most revered historic model you are welcome to the party. It's not about the cars it's about the people.

Tales from a Shadetree

by: David Bufford

Let's talk about something that you probably think you already know about. Oil changes. If you are the person that happily takes your car to the dealer or another mechanic to get the oil changed, feel free to flip the page now. There is absolutely nothing wrong with that, and you can certainly expect the job to be done properly.

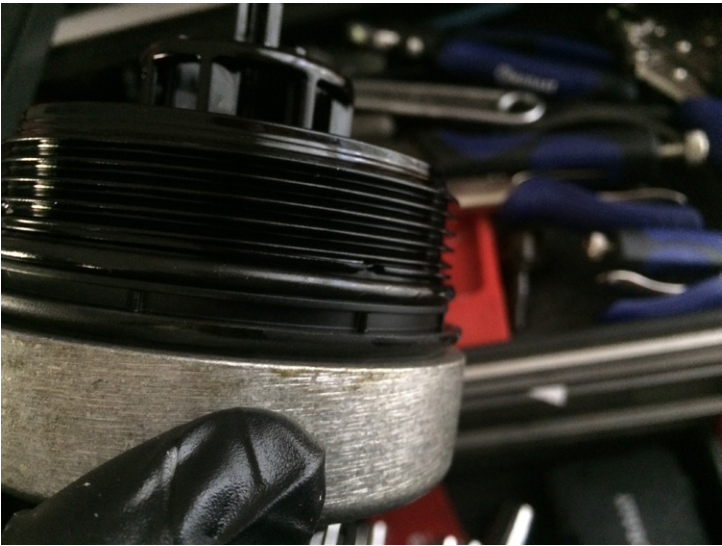
But this article is for my fellow shadetrees out there. The guys (and ladies too) who see they have 30 minutes free and say "Hey! I should change my oil!" Let's go



BMW's have 10K to 15K mile recommended oil change intervals. The CBS will let you go that far if you do exclusively highway miles; stop and go city driving and more frequent start/stops will decrease the recommended interval. However, I say forget all that.

I have a much simpler recommendation that I use for all my cars: 7,500 miles for naturally aspirated engines and 5,000 miles (or less) for turbocharged engines. Will you wring out every last drop of usable life from your oil? Probably not. But you also shouldn't have to worry about building up sludge in your valve train from old oil.

Next up are your consumables, the oil and the filter. Really, you can't go wrong with using the oil that is recommended in your owner's manual. Make sure to get not only the correct weight, but also the specific brand and type recommended.



get dirty.

I guess one of the first questions you have to ask is when should you change your oil. There are a few answers. Your car will help you with the Condition Based Service ("CBS") indicators. Whether you have a full screen computer display in your new M4 or the green-yellow-red countdown lights in your e30, your BMW will give you an idea of when it would like the oil changed. The neat thing about the CBS system is that it takes your driving style into account as it counts down the miles to your next oil change. Most new

You need to make sure the oil you buy is "LL-01" approved. There are not many of them available on the shelf at AutoZone. Read the label. Also, you want to make sure you buy a Mahle or a Mann replacement filter. These are both OEM suppliers to BMW, and are excellent filters. Both high quality filters and the appropriate oil can be bought at the parts counter at your local BMW dealership. Remember you get a discount when you show them your BMW CCA membership card.

OK, you have your supplies ready, let's change that oil.



Step 1- You will need to lift your car up to access the drain plug. I prefer to drive up on ramps and then level the car out by lifting the rear and placing the rear of the car on jack stands. Depending on what car you are driving, your rear center jack point will be somewhere on or near the differential or rear subframe. Don't lift the rear by the differential cover, especially if it is a finned cover. You will have to find out where the specific rear jack location is

for your particular model. It is important to have the car as close to level as possible do make sure you drain as much of the oil out of the pan as possible.

Step 2- With the car properly and securely lifted, remove the oil fill cap from the engine bay and locate the access panel for the oil drain plug underneath. You will want to have your oil catch basin at the ready before you remove the drain plug. There are a few options for oil catch basins. Some of them have relatively small (maybe 8 inches) openings that you have to make sure the oil goes into. Others are

large (18+ inches) and either completely



open, or funnel into a central hole. Get a large one unless you hate everything and are a horrible person. Even if you are the Larry Bird of the Oil Arc and place a small catch basin correctly when you first start to drain the oil, you will have to constantly monitor the draining oil to make sure it stays in the basin the whole time it drains. Get a bigger one and live a happier life.



I will try and save a couple cardboard boxes and have them folded flat in the garage. This is a perfect time to use one. Place the oil basin on top of a flat cardboard box in case it drips and so you have a place to set the drain plug when you remove it. Otherwise, you are going to spill oil on your garage floor.

Now that we are prepped, go ahead and remove the oil drain bolt. I will usually break it free with a socket and then finish unscrewing it by hand so I can know when it will be completely free. That way, I can

hold the bolt in until I am ready to remove it entirely. If you unscrew it completely with a socket, you run the risk of not knowing when the bolt is completely out and having oil splatter everywhere.

Step 3- We have the old oil draining out the bottom. Let's address the filter. Most BMW's have a cartridge filter that is accessible from the top of the engine. Some can be removed with a socket and some require a special oil filter adaptor. Use the appropriate tool to unscrew your oil filter. Before you lift the old filter out, I like to take a plastic bag and put my hand inside it and then place the oil filter in my hand and flip the bag inside out to contain the old filter and not drip oil everywhere. Make sure your bag doesn't have any holes in it. Dispose of the old filter in a responsible way. With the oil filter cap off, change the o-rings, as appropriate. Generally, you will have a smaller o-ring at the far end of the filter cap, and a large o-ring above the threads. If you look very carefully, there is a small cutout that will

bit less than 1/8 of a turn. That will get you close. When in doubt, stop tightening it. The o-ring will keep it sealed. You don't want to crack it. Then you will be in a world of hurt.

Step 5- Don't forget the drain plug! All the old oil should be drained by now. Use a new crush washer and reinstall the drain plug. Make sure you take the old crush washer off, don't just keep adding more crush washers. This is also tightened to 18Nm (13 ft-lbs). You should have a torque wrench that will work on this. You do, right?

Step 6- Now that we have the drain plug secured and the new filter installed, pour in almost all of the recommended amount of new oil for your engine. Once you are sure it is not pouring out the bottom because you just realized you skipped Step 5, make sure the car is level and add the rest. Measure the oil however you car will let you. Yes, this is much easier with a dip-stick. No, I do not like the electronic



allow you to get a tool under the o-ring to help remove it.

Step 4- With the new o-rings installed, place the new filter on the filter cap, and start the cap in by hand, making sure not to cross thread the delicate plastic threads. If you have the appropriate tools to use a torque wrench on the cap, do so! They are typically tightened to about 18Nm, about 13 ft-lbs. If you don't have a torque wrench that will work on the cap, hand tighten it until the cap is fully seated against the filter housing, then give it a

oil level sensor that makes you measure the oil from the gauge cluster. Once you have the correct amount of oil in, button everything back up! You're done!

Except, there is one other thing. Make sure you store and properly dispose of your used oil in an environmentally friendly way. Any place that sells oil will also take used oil in for recycling. I think they ship it directly to Jiffy Lube.

That Perfect Shine and Protection, is it to good to be true?

reprinted from Dr Beasleys Behind the Detail

The perfect shine is the Holy Grail of the automotive appearance industry. For over a century, professionals have sought a magical solution, a bullish, long-lasting shine product that is quick and easy to apply and will repel dirt, environmental contaminants, and rain so the vehicle has the best protection on the market. Some even looked for a product that would uphold a new car shine without waxing, which builds up on your paint and makes it cloudy, or buffing, which, over time, threatens the clear coat. So how far have we come in the world of “coatings”?

What are Nano Coatings?

Essentially, nano technology in the detailing industry utilizes a 9th century Mesopotamian trick. A trick in which pottery-makers created a metallic nano glaze made from copper, silver salts, and oxides that created a glittering effect on pottery that up through the Renaissance, made it distinctive for its ancient, shimmering luster. The term “coating” is nothing more than a new term to identify these incredibly durable polymers. Because that’s all these nano coatings are, polymers.



Known as “Surface Science”, products now allow the transfer of particles from one surface to the other so that the nano coating becomes inseparable from the car’s paint surface. Automotive coating manufacturers claim their formulas “bond” chemically and physically to the paint surface, however, their bond loosens over time! On the other hand, some of these nano coatings claim they never loosen their bond to the paint meaning that they need to be buffed off which involves taking off part of your clear coat with it.

But is the difference between “coatings” and poly sealants really in the technology?

What’s on the Market Now?

Some of these nano coatings on the market right now refer to themselves as glass, or ceramic coatings, perpetuating the idea that these coatings are more durable than a traditional polymer.

First, let’s look at these names from the most literal stand point. If we’re to actually be coating the exterior of our cars with glass or ceramic, what would be the result through the basic functions of the body of the car? The body of the car flexes as it drives, as the heat and cold play their part on the chemistry of the



metal (hot metal can bend more while cold metal is more stiff). If our cars were coated with glass and ceramics, two very rigid materials that lack the ability to be flexible, it wouldn’t take long for the coating to crack and break.

Second, it’s clearly just a metaphor to explain how durable of a protection you’re getting. There’s no denying, a durable and long lasting product is great! Just forewarning you though, many of these products are not a one stop shop! These 7 year warranty coatings are only valid if you can verify you’ve reapplied the product every year or two and washed the car once a month.

One of the big reasons these products work so effectively is the amount of prep required to apply the coating. After washing, claying, and buffing the car, you’re often required to wipe down the entire surface with some alcohol based cleaner. This intensive prep period is highly effective

in removing all contaminants and oils from the surface to allow the coating to bond to the paint as best as it can.

What are the Benefits of one of these Coatings?

Many of these coatings require an authorized detailer to apply them for you. That means that they have experience in prepping the paint for application. This is a huge bonus for car lovers. Your paint may never look that good again because of how much work goes into preparing the car for one of these coatings.

Their durability, whether you adhere to their fine print guidelines or not, is impressive. They last a long time and protect your paint from naturally acidic contaminants, UV damage, and may even add a little cushion room in terms of light scratches.



These benefits are not much different than other poly sealants that have been on the market. They protect against the same things, however, their longevity may be slightly less considering they don’t require as much preparation for application.

What are Some Downsides?

When considering one of these coatings, the pros and cons for a consumer may be different than those of a specialized detailer.

Before you can even apply the coating, the surface has to be 100% free of surface blemishes, which applies to even brand new vehicles. A multi-stage paint correction involves washing the car, claying, buffing, and keeping it pristine while applying the coating. That last step is particularly difficult for anyone who isn’t working in a clean indoor facility.

Nearly all of these coatings use extremely harsh chemicals that when you open the bottle, smell like a nice sampling of jet fuel. After speaking with many detailers who specialize in applying many of these coatings, they mention how they need to take frequent breaks to refrain from going light-headed. These harsh chemicals contain high levels of VOC’s.

Furthermore, when you have a coating that is unlikely to lose it’s bond with the paint, when a paint correction is needed (and believe me, it will be), you lose the coating and all the money that went into it as well.

And lastly, they’re quite expensive. You’re talking about a potential four figure number to get a detailer to do all this work for you.

What are the Alternatives?

Personally, I like to stick to the 6-12 month coating regimens. Whether once or twice a year, I re-apply my durable coating along with a complete in and out detail of my car. If it’s spring or summer, I’ll reapply a wax on top of my coating every other car wash (every month or two).

Then when it’s needed, I’ll do a paintwork correction. I prefer once every two years for

a light colored car and maybe once a year for a dark or black car.

A light buff and shine is going to be needed regardless if you have a nano coating or not so going with a less aggressive and less expensive paint protection system is preferred.

Rather than a \$400 coating system that then needs to be done by a professional, I’ll spend \$50-\$100 on a coating that’ll give me impressive protection as well.

The other alternative would be to get a clear bra on your car. Clear bras will protect your paint from chips and scratches that even those other coating can’t protect against. And as long as you’re applying a durable poly sealant to the clear bra, you’ll protect the clear bra (and paint) from fading or other damages from UV rays.

MOTORSPORTS OF LEXINGTON LTD.

(859) 259-2801

MOTORSPORTS IS LEXINGTON’S PREMIER INDEPENDENT SERVICE FACILITY.

We offer professional repair for BMW, Mini, Volkswagen, Audi and Volvo.

- Established in 1986
- Factory Trained Technicians
- Expert diagnosis utilizing Factory level computer diagnostics and programming via Autologic, Ross-Tech, VAG Com, Snap-On
- Comprehensive maintenance program to help you manage the cost of ownership
- Genuine Original Equipment parts
- Professional service
- Reasonable pricing
- Hours: 7:30 a.m. to 5:30 p.m. Monday through Friday

Share our passion for automobile excellence.

Copyright © 2012 Motorsports of Lexington • 1044 W. High St., Lexington KY 40508



AUTOBAHN

BMW SERVICE

1403 Hugh Ave. Louisville, KY 40213

502.456.0472

"In memory of Dallas Tidwell"

Street Survival- The most important activity in which our club participates.

by: John Wilson

The Bluegrass Bimmers holds numerous activities every year- Driving Tours, Social Events, High Performance Driving Schools and other events. But of all of the activities we have, the most important activity is our Tire Rack Street Survival Schools for Teen Drivers. We usually hold 2 Schools per year in Louisville and have members who instruct and assist in schools outside of Louisville.



Street Survival was founded in 2002 by the BMW CCA Foundation with Sponsorship from BMW of North America, Tire Rack, and Liberty Mutual Insurance. In 2003 few several schools were held. That number increased to over 101 schools in 65 locations nationwide in 2013 with sponsorships from Tire Rack.com, BMW, BMW CCA, Michelin, and Enterprise. The schools are facilitated by members of the BMW CCA, Porsche Club of America, Sports Car Club of America, Audi Club of North America, and the National Corvette Museum. This year the goal is 110 schools.

Our own Bill Wade is National Program Director for Street Survival in addition to being Chairman of the BMW CCA's National Driving Events Committee.

So why is Street Survival so Important? According to the National Safety Council:

- Motor vehicle accidents are the number 1 cause of deaths for teenagers.
- The chance of one crash in the first three years of driving is 89.2 percent
- The chance of two crashes in the first three years of driving is 52.5 percent
- 58% of teen drivers do crash within the first 12 months driving solo.
- A 16-year-old is 20 times more likely to be killed in a crash than an adult
- Teens are 400 percent more likely to die in a car crash than 25-34 year-old drivers
- 113 teenage drivers each week in the U.S. are involved in fatal crashes

- 62% of teenage passenger deaths occur in vehicles driven by another teenager.
- Nearly 1000 teens each day are treated in an emergency room for injuries suffered in a motor vehicle crash.
- In 2012 Kentucky and Indiana were 2 of 6 states whose 16-17 year old deaths increased by more than 5.

Driving Facts of Life:

- Seatbelts do save lives - About 2/3 of teens killed in auto accidents were not wearing seat belts
- Over 1/2 of all occupant deaths in accidents were not wearing seat belts.
- 62% of all accidents occur in urban areas.
- 60% of all FATAL accidents occur on rural roads.
- Many rural roads are based on old trails.
- Two lane roads offer limited run off area and little room for recovery if you drop a wheel off the road.
- 40% of all FATAL accidents on curves.



What occurs at Street Survival Schools?

The Street Survival School is usually an 8 hour day.

The day is a mixture of classroom and in-car exercises with a coach in the car at all times with the student. They spend a total of about 2 hours in 3 different classroom sessions and the rest of the time they are in their car. When driving, the student is put

though a collection of exercises based on real world scenarios while driving their own car. They work on skid control on a wet skid pad, do lane change /accident avoidance maneuvers, perform threshold breaking / ABS exercises, and drive a slalom course to learn about weight transfer. Where possible we do two wheels off exercise and a tail gating exercise.

In the classroom they learn about proper seating position and hand positions, mirror placement, the concept of the contact patch of their tires, the theories of weight transfer, the use of long distance vision and situational awareness. We talk about the challenges of distractions to the driver, be it the radio / i-pods or cell phones for talking or texting or just the simple cause of too many teens in the car. Where possible we stage a semi-truck on site and park cars around it to simulate highway driving. We then have each student and all adults get into the cab and close the door to show how little the driver can see and how many of the cars are not visible to the driver. We also may explode an air bag to reinforce

what they learn in class about hand placement on the steering wheel.

Who Instructs-

The coaches from various clubs have years of experience having participated and instructed at driver education schools ranging from car control, winter driving or high performance driving schools, many on race tracks and enjoyed various disciplines of auto racing, rallying or competitive auto-crossing. All are volunteers. Tire Rack Street Survival is not a speed event, but

these coaches have been exposed to all levels of car control and have the ability to communicate their experience in a manner that gets through to teens. In addition the coaches complete a certification course that focuses on communication and instruction for teenagers as well as specific course layout instruction and the goals of each driving exercise.

The role of parents and adults-

If you have a teenager at home you may at times feel that they don't pay much attention to you, but they do. What you know, communicate, and the example you set will have a huge influence on your children.

Knowledge and communication-

As a parent and adult you should be aware that driving is the most dangerous activity you do on a daily basis.

- Are you aware that more people were killed in traffic accidents between 1981 and 2012 than in all of the wars and incursions that the U.S. has been involved in since the revolutionary war? 1,335,380 people killed in vehicle accidents between 1981 and 2012. Deaths from wars and incursions from 1776 to date - 1,321,612.
- 10% of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash.
- Are aware that at a minimum you should have a 10" distance between the air bag cover and your chest when seat is in the proper position to ensure that you hit the airbag and the airbag does not hit you?
- Are your hands in the correct 9 and 3 position on the steering wheel?
- Are your mirrors set so you could see a car passing you or do you see the entire side of your car?
- Are you aware that in the 5 seconds it takes for a quick text message a car traveling 55 mph travels the distance of a football field?



- Remind teens that driving has risks and the more they retain from the training and class instruction, the less risk they will have of being in an accident.

Example adults set.

An interesting survey was recently completed with teenagers in which they disclosed the following about their parents-

- Nearly half of all teens had seen their parents driving while talking with cell phones in hand.
- 15% had seen a parent texting while driving.

When you jump in the car in the morning, do you check your tires, seat position and mirrors?



Do you buckle your seat belt low on your hips? Use your seat belt very time you drive the car? Use the correct hand positions? As a parent do you drive within the speed limits? Do you use turn signals every time they should be used? Do you tailgate? Are you a distracted driver? Do you show a little ROAD RAGE towards other drivers occasionally? Teens model what they see.

The personal benefit-

I personally fell more enjoyment from instructing at Street Survival than much else I do. I enjoy teens having coached them in baseball and softball when my children were in their teens.

For more Street Survival information contact Bill Wade: bill.wade@streetsurvival.org or call him at 592.649.4871



Children all are unique and all have talents. It is fun to see what type of personality the students you instruct will have at each school. Teens are sometimes too aggressive; sometimes a little timid. Boys and girls will often be different in communication styles. But when you see their progress with driving skills and the knowledge they gain after a day spent with them, you know the instruction has improved their odds of survival on the road. At the end of the day you feel a real sense of accomplishment.

The only better feeling is the group of parents and teens giving instructors and helpers a standing ovation at the end of a school. This occurred last year at the first Street Survival School at the National Corvette Museum. This is not unique to only this event.

Instructors and those assisting in the school knew it had been a day very well spent.

Instruct if you have the experience.

Assist on the course if you can or volunteer to do registration.

Volunteer to help reduce the number of teen deaths and injuries.



BMW Repair and Modification Street, Track, Race and Trackside Support

908 Swan St. Suite 202 Louisville, Kentucky 40204

812.670.0035

zach@zakspeed.us
facebook.com/zakspeedus

Building thoroughbreds one car at a time

Welcome New Members

Every issue we add the new BluegrassBimmers club members. Don't forget to join the facebook page and to come to the social closest to your specific area, its a great way to meet and get to know other members. Welcome.

Ty Mattheu
Jonathan Beyer
Jeffery Poole
Nathan Nitz
Gary Polsgrove
James Henning
John Smith
Gerald Tuel
Alan DeYoung
Frederick Siegel
Cameron Ballard
Hailey Ballard
Darren Brown
Victoria Gardner
Dalton Garner
Jacob Howard
Carson Johnson
Samuel Kernohan
Clay Lilla
Maddie McClure
Jaydn McCutchen
Olivia Miller
Katie Pearson
Lester Roberts
John Shea
Michael Stivers
Ryan Wheat
Bobby Freisberg
Bryan Thompkins
David Easterling
Chris Sherrard
William Holt
Doug Neal
Bill Walter
Mark Onishi
Gary Preece
Rick Segeleon

Louisville
Lexington
Crestwood
Midway
Louisville
Crestwood
LaGrange
Florence
Lexington
Louisville
Owensboro
Owensboro
Bowling Green
Lexington
Alvaton
Bowling Green
LaGrange
Bowling Green
Bowling Green
Bowling Green
Franklin
Louisville
Bowling Green
Louisville
LaGrange
Leitchfield
Rockfield
Lexington
Lexington
Louisville
Louisville
Louisville
Lexington
Glasgow
Lexington
Louisville
Louisville

Pferdestärke is going pure digital!

That's right folks, we are moving away from the printed newsletter. Why? You ask. Well there are a couple reasons for this. Cost is one, it costs a lot of money to print and mail ~ 400 newsletters (and it isn't getting any cheaper). Time is the other, Facebook and E-mail allows us to organize events quicker and get feedback on proposed events, the printed newsletter was not able to evoke the real-time conversation that is needed this day in age.

What do I need to do? -- Make sure your e-mail address is correct at www.bmwcca.org

What if I don't do E-mail? -- Worry not, we will continue to mail you a printed newsletter. But, you will probably receive the newsletter 2-3 weeks later than if you signed up for e-mail delivery.

When will this start? -- September 1st. The Fall newsletter will be the first to be delivered primarily via e-mail.

What if I'd prefer a paper copy mailed to me?

Simple - either log in to www.bmwcca.org and set your newsletter delivery preference to US Mail, or call the National office at 864-250-0022 and ask to

Don't forget the Louisville/Lexington Socials*.

Louisville Area:

2nd Wednesday of each month

BoomBozz Taphouse
1315 Herr Lane
Louisville, KY 40222
Contact: Dan Miller

Lexington Area:

2nd Tuesday of each month

Clarion Hotel (old Holiday Inn at I-75)
1950 Newtown Pike
Lexington, KY 40511
Contact: Chad Sledd

**All membership socials are "DutchTreat".*

If your location is not close to Lexington or Louisville and would like to schedule a Social, contact our webmaster to set up a time and location in your area, that way we can get the word out on the website, facebook, email blast and in the newsletter.

BMW Car Club
of America
Bluegrass Bimmers



PO BOX 4575
LOUISVILLE, KENTUCKY 40204

**Pferdestärke is going
pure digital!**