

BLUEGRASS BIMMERS SPRING 2009

# Pferdestärke

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# BMW NEWS

## MINI-I - THE FIRST PROTOTYPE OF THE MEGACITY VEHICLES

Project i is long-term commitment by the German automaker BMW to develop a number of solutions for congested city motoring. It was 2007 when we first heard rumors around this ultra-secret project initiated by BMW. It was initially thought that BMW had to start the Research and Development of a new extremely efficient car due to a California State regulation which stipulates that large auto makers will have to sell between a few hundred and a few thousand Zero Emission Vehicle every year starting in 2012.

But with the recent economic downturn BMW had to reposition itself for the future and accelerated the development of Project i cars. In the past months, we have seen their first true solution of a Zero Emission Vehicle with the launch of MINI E, the first all-electric powered vehicle coming out of their plants. The BMW EfficientDynamics program is well represented by the new BMW 116d which offers combined consumption of 64.2mpg and a CO2 emissions figure of 118g/km.

Project i has been designed to run independently of BMW under the direct supervision of BMW's CEO, Herr Norber Reithofer which has given his full attention to this commitment. The first issue which was reported by us in the past was whether there may be a two and even three-wheeled vehicles coming and the second issue and a very important one, was whether these new vehicles will carry the BMW badge, be part of the MINI line-up or a completely new brand(Isetta was the most talked about).



*Clever Concept - developed by Bath University with the help of BMW*

In a recent development, we learned that the first prototypes of the MegaCity Vehicle are being referred to as the MINI-i. These prototypes will feature gasoline engines developed in collaboration with the Motorrad division specific for these type of cars. The MINI-i might also utilize the hybrid technology, but our sources have not confirmed the existence of a prototype yet.

The "Project i" models will be geared towards mega-cities, such as NYC, London, Tokyo, Mexico City and many others, cities in desperate need of vehicles that can solve some of the traffic congestion issues.

Even though at one point BMW was looking for an engineering firm that will help them develop the vehicles, BMW confirmed that they will be built by them in Germany at BMW factories ,no outsourcing is being considered.

The first Project i vehicles available for the general public will be available in 2015.

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**Bluegrass Bimmers Chapter**  
 BMW Car Club of America  
 PO Box 4575  
 Louisville, Kentucky 40204-0575  
 www.bluegrassbimmers.org

**President** . . . . . **Keith Williams**  
 keithwilliams@bluegrassbimmers.org . . . . .

**Vice President** . . . . . **Dave Arnold**  
 davearnold@bluegrassbimmers.org

**Secretary** . . . . . **Mike Burch**  
 mikeburch@bluegrassbimmers.org

**Treasurer** . . . . . **Steve Brewer**  
 stevebrewer@bluegrassbimmers.org

**Lex. Regional Events Coordinator** . . . . . **Mark Watson**  
 lexingtonarea@bluegrassbimmers.org

**Lou. Regional Events Coordinator** . . . . . **Kurt Resener**  
 louisvillearea@bluegrassbimmers.org

**Membership Chair** . . . . . **Dave Arnold**  
 davearnold@bluegrassbimmers.org 502 / 608 3522

**Pferdestärke Editor** . . . . . **Robert Stodghill**  
 robertstodghill@bluegrassbimmers.org

**Webmaster** . . . . . **Robert Stodghill**  
 robertstodghill@bluegrassbimmers.org

**Advertising Coordinator** . . . . . **Bill Heumann**  
 ads@bluegrassbimmers.org 502 / 396 4297

**NATIONAL OFFICE**

To join, renew, or change address, contact:

**BMW CCA National Office**  
 640 South Main Street, Suite 201  
 Greenville, South Carolina 29601  
 864 / 250 0022  
 www.bmwcca.org  
 questions@bmwcca.org

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Send your story, photograph, or comments to  
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**ON THE COVER**  
 E60 550i and E70 X5  
 4.8i at Des Pres Park  
 in Louisville.

Photo courtesy of  
 Ingrid Korgemagi

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# Pferdestärke

Pferdestärke (pfair-duh-shtair-kuh) *n.* horsepower

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A great way to waste a Sunday afternoon.

### 3 How to Choose Tires and Wheels By Miles Cook

Tips from an expert.

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### 4 Keith's Garage

Our new President who just LOVES the brand.

### Classifieds

## ONLINE

### bluegrassbimmers.org Website

Visit the website often for an up-to-date events calendar, photos from past events, archived newsletters, classifieds, and more!

### Bluegrass Bimmers Mailing List

Join this list to receive chapter news and reminders of upcoming events. Sign up at [groups.yahoo.com/group/bluegrassbimmers/](http://groups.yahoo.com/group/bluegrassbimmers/)

### BG Bimmers Chat Mailing List

Get help with repairs, organize spontaneous get-togethers, or just shoot the breeze. Sign up at [groups.yahoo.com/group/bgbimmerschat/](http://groups.yahoo.com/group/bgbimmerschat/)

# Rue d'Righteous

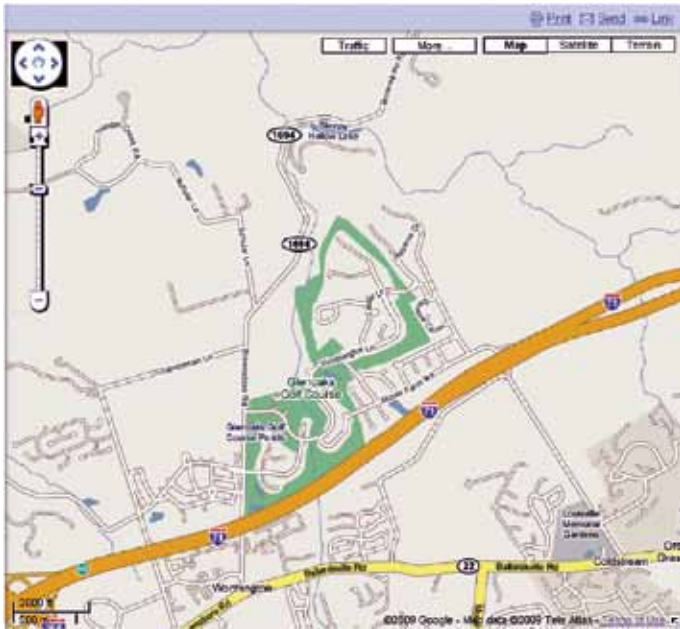
by SCOTT LYVERSE

So I was bored today and sick of searching and researching for parts for my M3, and had the crazy idea that maybe I'd have more fun actually driving my car! Living in the summit area, I was trying to figure out a fun route to go for a cruise on. I know a few curvy roads right by, but as fun as it is to weave in and out of traffic on them, it's kind of irresponsible.

The corners consisted of almost every variety (except maybe a hardcore hairpin). The majority had elevation changes and were almost always followed by at least one more corner. One particular corner on CB road started downhill, sharp uphill, apex at the peak, then downhill again. Careful on that one as I got airborne briefly and there was a car coming the other way!

it was my first time and cold, but you certainly could.

I took Route 42 through Prospect to 265 to get back home, but you could always turn around and go again if you haven't had enough. By the time I got to Route 42 I was good. I realized I hadn't been breathing for awhile so I decided to focus on that and just cruise home :)



Covered Bridge Rd was relatively smooth while Brownsboro was a mixmatch of good pavement, patches, bumps, and some uneven pavement. (nothing my M couldn't handle with ease). If you were taking it easy, you could probably stay in 3rd the whole way. I found myself getting into 4th several times. I wasn't driving it

If anyone knows of other good driving roads in this area, let me know. I hope this wasn't someone's secret route (I usually keep mine to myself) but this route is too much fun not to be shared with you guys!

I look forward to hearing back from y'all after you drive this route.

So I pulled up the handy GoogleMaps, searched for the curviest lines and set it to satellite mode. What I came up with: Starting on Brownsboro Road from where it passes Glenoaks Golf Course to where it T's with Covered Bridge Rd (Route 329) and 329 to route 42. Wasn't sure if it was the best idea today since it is 32F and my rears have 1mm of tread (PS2 max summer), but I decided to turn on the seat warmers and have a go at it.

hard enough to drop down to second as

I made the right decision to get off the couch! This route had very light traffic for the most part (nothing a blip couldn't fix ;) There is literally nothing on Brownsboro. The second half of Covered Bridge Rd has a couple entrance roads to residential developments off it, but not many homes actually on the road. It felt like there was at least 50-70 corners on this route and boy was it fun!

## Don Black's

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# How to Choose Tires and Wheels

by MILES COOK, EDMUNDS.COM

We know you've heard it before, but it's critical enough to bear repeating. It's also a bit daunting, too, that the tires on a vehicle are the one single link to the road surface. Think about that for a moment. You can have the most powerful engine, the most sophisticated transmission, the most elaborate super-trick suspension, and every other automotive widget known to mankind, but it all ain't worth a tinker's damn if the tires are subpar. In a way, it's really a bit strange but that's just how the operation of the automobile is.

If you've bought a vehicle new and come to the point where you need to replace the tires, there are several ways to go. Of course the easy way is get the exact size and make that came on the vehicle when it was new. Beyond that, you might consider going to a better quality tire or one that improves dry and/or wet handling that's still the same size as the OE tire. The next step would be to switch to a different wheel and the reasons for doing that are numerous. Some people merely want a different look for the wheel while using the same tires that came on the original wheels. While this might be OK if you want to make an appearance change right away, we think it's better to wait until you need new tires anyway, then upgrade to a larger diameter wheel and tire all at once. Known as the plus sizing concept, this basically means that if you have a 15-inch wheel, plus one would be a 16-inch wheel and plus two would be a 17-inch wheel.

Choosing the tire that's right for you involves numerous considerations. But to make the process less scary, keep these two simple guidelines in mind when considering tires. First, know your expected needs and driving uses. This consideration is important to overall driving enjoyment and a well-run tire shop will help you determine your tire needs before you lay down any green. But be sure that you and the salesperson communicate accurately as to your true requirements. Second, find a source or store that you trust enough to recommend the type of tire that fits your needs. Remember, the salespeople don't

know your needs, you have to tell them. If they're good, they'll ask you the right questions to come up with the right tire.



You might be wondering what some of the questions could be. Here's a list of what you should think about before entering a tire store:

**Tread life considerations:** What's your idea of how long a set of tires should last? Keep in mind that in some instances, a tire's wear rating is done through manufacturer testing and may not be the most accurate representation of a tire's true life expectancy. One way to get a handle on a tire's projected life expectancy (besides what they're warranted for, say, 40,000 miles for example) is to look at part of the UTQG (Uniform Tire Quality Grading) rating. The U.S. Department of Transportation requires each manufacturer to grade its tires under the UTQG labeling system and establish ratings for tread wear, traction and temperature resistance. Actual performance of the tire can vary significantly depending on conditions, but the tire's UTQG tread life number can help you get in the ballpark as to how long a tire will really last.

**Wet weather requirements:** Most of us live in a climate where inclement weather is a factor at least part of the time. Clearly if you live in, say, Washington or Oregon, you'll want to look more closely at a capable wet-weather tire than if you're in Arizona or Nevada. For those of you in Snow Belt states, some kind of four-season type of tire will be the minimum you should consider if not an all-out snow tire for the winter that you swap for standard tires in the milder months.

**Speed rating:** How often do you think you're going to need a tire that's speed rated for anything over 150 mph? Be honest and knock down your required speed rating to, say, and H-speed rated tire that's still good for 130 mph. You'll pay less and likely not notice the difference in the real world. Speed ratings signify the safe top speed of a tire under ideal conditions. For just about any street car, a V-rated tire will be more than adequate, unless the car will actually go faster than 150 mph. Usually, most ultra-high performance handling tires have a speed rating of at least V, so while you might want the ultimate handling of that type of tire, be aware that part of what you're paying for (the speed rating) is something you'll never use. For those who want tires that make a car really stick in the twisties, it ends up that many get the speed rating anyway, even though they don't need it. That's not a bad thing, but also be aware that tires with higher speed ratings are usually made from a softer rubber compound and generally will have shorter UTQG tread life ratings and, furthermore, will not actually last as long in the real world.

- Q= 99 mph      S= 112 mph
- T= 118 mph     U= 124 mph
- H= 130 mph     V= up to 149 mph
- Z= 149 mph +   W= 168 mph
- Y= 186 mph

**Ride Quality:** A low-profile tire such as a 50 or a 40-series looks great, but can be harsh over bumps or potholes when compared to a 55 or 60. In general, a lower profile tire also exposes the wheel to damage more easily. Lower profile tires also have stiffer sidewalls, which improves handling but increases rides harshness. It's all about compromise and there's no such thing as a free lunch.

## KEITH'S GARAGE

I WOULD LIKE to begin by introducing myself to those of you that I have not had the pleasure of meeting. My name is Keith Williams, I am the new club President for 2009. Jerita and I are empty nesters, as we have one son Ryan who is 28. I would characterize myself as someone who is in love with the BMW brand, and that has found the members I have met through the club to be some of the most interesting, enjoyable, and most of all caring people that I have been associated with. I accepted the nomination for President for one purpose and one purpose only, to serve. If your needs as a club member at any time are not being met, I have posted my email address as well as my cell phone above.

As to why I love the brand, I grew up loving automobiles for many reasons. My degree is in engineering, and I enjoyed the technology. I also had strongly held beliefs that great design came from art and nature, and a well proportioned and properly deigned automobile truly is rolling sculpture. In my early 20's, I owned an MG Midget. The first time I drove the car to Jerita's house to pick her up for a date, her father met me in the driveway. As I headed to the door, he said, "I would not leave your car out here unattended, as the dog will surely bury it by the time you get back". The MG was fun to drive, but required constant adjustment to keep it running. It was hot in the summer and freezing cold in the winter, rode like a log wagon, etc., etc. I did not own a BMW until the year 2000, an e46 3 Series. The car looked then and still does today like a piece of rolling sculpture. The handling was unlike anything I had ever owned, and the ride and other human characteristics of the car seemed unaffected by the suspension, braking, and other performance oriented attributes of the car. Every day driving to work was a real pleasure. The history and heritage of BMW was also of interest to me, as well as many others things I have learned about the brand. At the end of the day, it always comes back to that incredible balance of the chassis, the smooth, even, uninterrupted delivery of power from a BMW motor, and the fact that the rest of the car seems uncompromised by these racecar like performance characteristics. For those that have seen the latest Car and Driver 10 Best publication, it explains these sentiments quite well.

As to why I love our club, I am not sure I can synthesize, remember, or have experienced that one moment of exceptional clarity, that one experience that stands as the



one story told over and over again expressing why the club is special to me. It is more of a patchwork quilt type of experience. A quilt that one works on from time to time, not knowing what piece of fabric will come available next, and continuing to construct it without a plan or intended end product. I was introduced to the club by Bill Wade, as I parked in the same parking garage as Bill at the time of the purchase of my first BMW. I know that most everyone I have met in the club will go out of their way to help, most importantly, regardless of their own schedules or personal convenience. This has need displayed over and over, time and time again. My best example here has been written about before, but I will tell an abbreviated version one more time. Two years ago I was at Mid Ohio driving and through an odd change of events (see the summer 2007 newsletter online at [bluegrassbimmers.org](http://bluegrassbimmers.org)) I discovered I needed a quadruple bypass. With essentially no direction on my part, John Wilson ensured all my "stuff" including my car arrived at home, Bill Heumann was among many who visited me at the hospital, Kurt Resener had his company sent me a nice break to hospital food, etc., etc. A better group of members in any organization I have not experienced.

Our officers as well as several interested members met the first week in January for our annual Event Planning Meeting (2009 events are covered in a separate article in this publication). We strived to design a balanced offering by region (Lexington area, Louisville area, Northern Kentucky, Bowling Green where we now have monthly socials,

etc.) and by type of activity (driving, touring, socializing, concours, etc.).

At our February board meeting, we began a little strategic planning for 2009. In addition to our events, we will explore our club and strive to make it more enjoyable for all of us as members. We have already identified as part of our process updating and ensuring we can identify and reach our membership, with email being our chosen process. If you receive a call, letter, email, etc. from us attempting to verify your email address only, (not your Social Security Number, etc., it is not a scam!) it is your local BMWCCA updating our records. We would like to reach out to a larger portion of our membership and let them know what we have to offer.

I look forward to meeting as many of you as possible during the coming year!

*Keith Williams*  
*Bluegrass Bimmers Chapter President*

# DRIVE AND SHOW EVENTS

BLUEGRASS BIMMERS CHAPTER BMW CCA would like you to join us for our fifteenth annual Driving School Event. Students undergo a mixture of classroom and behind-the-wheel education under the supervision of trained instructors. The course of study includes vehicle dynamics, vehicle limits and limitations, driving line and track safety. Exercises are performed at speeds that are appropriate to the experience of the student. Cars must undergo technical and safety inspections prior to coming to the event. Helmets are required (Snell 2000 or newer); a limited number of loaner helmets are available. An additional Track Orientation Day is also scheduled for Friday, September 11th. It is available for all instructors and qualified students by invitation for an additional fee. Students interested in being considered for attending should check the appropriate box on the application form. We will contact you after evaluating your previous experience to inform you if you have been accepted.

This Driving Event is a non-timed, non-speed, non-competitive school and it is not a race or practice for a race. You need to read and understand the coverage and exclusions of your specific auto insurance

policy and be prepared to assume the risk of participating in this school.

The organizing chapter carries additional liability insurance for this event, but that insurance does not cover any damages that may happen to your car. That is your responsibility.

School Location: This year we'll celebrate our fifteenth annual driving school at Putnam Park Road Course, in Mount Meridian, IN [www.putnampark.com](http://www.putnampark.com). The Headquarters Hotel will be the Holiday Inn

Express in Cloverdale, IN. Rooms have been blocked out at the Holiday Inn Express under our club's name. Please mention the BMW CCA Bluegrass Bimmers Drivers School to receive a special rate. Go to [www.motorsportreg.com](http://www.motorsportreg.com) before September 4th to register.

## BLUEGRASS BIMMERS, INC. 2009 YTD (5/12) FINANCIAL STATEMENT

Beginning Balance	\$14,548.77
<i>Income</i>	
Driving School	\$6,876.00
Karting	\$1,255.79
Membership Dues	\$2,409.76
CD Interest	\$172.25
Uncategorized	\$2,101.00
<i>Total Income</i>	<i>\$12,814.80</i>
<i>Expenses</i>	
Club Race	\$750.00
Driving School	\$2,250.00
Event Expenses	\$1,500.00
Meetings	\$316.22
Miscellaneous	\$4.00
Newsletter&Web	\$1,498.46
Postage	\$74.94
<i>Total Expenses</i>	<i>\$6,393.62</i>
Net Income	\$6,421.18

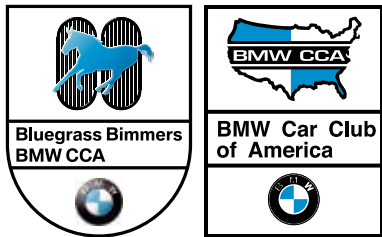
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**Monthly Membership Socials\***

Tuesday, June 10th, 7pm  
**Louisville Area:** BJ's @ Oxmoor  
Contact: kurtresener@bluegrassbimmers.org  
**Lexington Area:** TGI Friday's  
1916 Pavillion Way  
Contact: markwatson@bluegrassbimmers.org  
**Bowling Green Area:** Rafferty's  
1939 Scottsville Road  
Contact: johnackerman@bluegrassbimmers.org

**Keeneland Concours**

July 16th - 19th  
**Location:** Keeneland  
lwww.keenelandconcours.com  
Contact: jeffmeade@bluegrassbimmers.org

**Buckeye Chapter Driving School**

July 24-26, 2009  
Bluegrass Motorsporst Park  
Contact: kenprice@bluegrassbimmers.org

Events are added, deleted, or changed with reckless abandon. If you really want to know what's going on, check the event calendar at bluegrassbimmers.org and join the Bluegrass Bimmers mailing list.

\*All Membership Socials are "Dutch Treat"

KALENDER

**CLASSIFIEDS**



**2000 BMW Z3 2.8L, Roadster GARAGE KEPT!** Convertible, black leather, low mileage, automatic, CD player, all features work, three owners, with records . Car was purchased 07/15/07, it had 57,xxx miles and now has 63,xxx miles. It has only been driven for entertainment. There is a small rock chip at the base of the windshield. Car was purchased in that condition and it has not migrated. Asking \$11,500. Great car for a daily driver, garage queen, or the upcoming event in Cincinnati, OH (www.Zfest.com) Contact: John Reynolds(502) 265-0513 or jt.reynolds@insightbb.com



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2. Bottlecap Wheels four 4 bolt 14 inch off of 1986 325es that I bought new. They are in good condition and were only on the car 3 years before being removed and put in storage. I am only asking \$80.00 for the four. I live in Corbin, Ky and you can e-mail me at cscarterjr@yahoo.com if interested.