

BLUEGRASS BIMMERS SPRING 2005

Pferdestärke

11TH ANNUAL

Driving School & Club Race

JUNE 25-26



**Crazy,
Crazy ...**



YES. I AM OFFICIALLY NUTS. Sitting in an M3 at 4:02 AM as we pull out of the garage ready to embark on an overnight trip to Chicago for the "3 Across America" event, I am hit by this unfortunate truth. I should be locked up for wanting to drive 300 miles to see the new 3 Series at Soldier Field. But, wait! This is the "3 Across America" event and I will get the chance to see the new 3 before it hits the showroom ... of course I'm going!

The "3 Across America" tour is a beautiful execution of marketing that will be visiting select cities across the country with a preview, tour, and dinner all surrounding the launch of the E90 3er. Let me tell you folks, I may be crazy, but BMW has figured it out with the latest 3 – this car (and event) was well worth the trip.

Of course, this is my president's column, so rather than digress into a "3 Across America" dissertation (and sadly only a brief chat with an attractive Octagon employee named Courtney) I wanted to say a special "Danke!" So far, with tremendous effort and enthusiasm from Dave Arnold and Ingrid Korgemagi, we have started the year off with a bang. From a printable, online calendar on the website to our first semi-monthly Tech Stammtisch, strong attendance has led to fun and exciting events.

For our first Tech Stammtisch, Don Black of Performance Specialties in Louisville graciously offered his shop to allow us to corner weigh members' cars. Many have read about BMWs having "50/50 weight distribution" and being "well balanced," but "what does that mean?" you ask. Without going into too much detail, the ideal way of designing a car is to have 25% of the weight applied on each wheel so that when a car enters a turn, accelerates, or brakes, not more than 50% of the weight of the vehicle is applied to one end/side – i.e., the car remains balanced. This is, of course, in a perfect, race-car only world ... or is it? The results are posted at bluegrassbimmers.org, but I will tell you the Porsche 911T we weighed had almost 60% of its weight over the rear wheels!

As we are a third of the way through the year, I am getting excited for our upcoming events such as a late-spring tour near Frankfort/Midway and our driving school at Putnam Park in June, which we hope will also include a Sunday picnic for those who want to watch the club race, but who may not be able to attend the whole weekend. Of other note, our May meeting will be at Sam Swope BMW in Louisville. We are very excited at this opportunity to grow a new, strong partnership in our Louisville area and look forward to our new meeting spot!

Wie immer ... Fahr wohl

John "Hans" Ackerman
President



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Pferde-whutza?

WELCOME TO THE FIRST ISSUE of *Pferdestärke*, the Bluegrass chapter's new newsletter. I'm your new editor, and the observant among you will surely notice a few other changes beyond the title. If your German is a little rusty, *Pferdestärke* is pronounced, roughly, "pfair-duh-shtair-kuh." It means "horsepower," so it's especially fitting that the first issue should arrive around Derby time. Compared to the old title, *Bavarian Motor Words*, I think *Pferdestärke* does a better job of tying the marque we love to our chapter's home state of Kentucky.

I joined the club just over a year ago, after purchasing my first BMW, a 1996 E36 328i. Compared to some of you, my interest in all things BMW developed relatively recently. For much of my life, I was a Corvette nut, and I've made many pilgrimages to Bowling Green. Over the past several years, my enthusiasm for Vettes has waned, though not diminished entirely. I came to view Vettes as too big (for a sports car), with too much attitude and not enough grace. I wanted a sports car that was small, fast, and nim-

ble, had a useful rear seat and trunk, and didn't scream out, "hey, look at me, I'm a sports car!" And it wouldn't hurt if it came with some refinement, quality, and style. Naturally, I gravitated towards BMW.

In 2001, I finally drove a BMW for the first time during a Susan G. Komen Ultimate Drive event, and there was no looking back. The smooth purring of a BMW inline six is truly intoxicating. And the cars handle like they're plugged directly into your brain. Since I've had my E36, I've come to appreciate the many little details of this automobile: Light bulbs, oil, and filters that are actually easy to change. The window and door-lock switches located in the center, which has proven to be a much more sensible location than the door. Low beams that remain on when I switch on the highs.

Shortly after I volunteered for the editor job, Mike Burch provided me with a large stack of newsletters from other chapters. This was invaluable in freeing my mind about what a "newsletter" could be. While some chapters produce newsletters that are

little more than a few photocopied pages stapled together, others produce impressive, 32-page magazines. Naturally, I chose to emulate the latter. While this first issue is only eight pages, with your help, *Pferdestärke* can grow into one of the best chapter-level publications of the CCA.

What do I need from you? Content. If you've ever wanted to see your words or photos in print, here's your chance. Got a technical tip, opinion, or story you'd like to share? Send it in. Are you more of an artist than a writer? I'll print your photos, drawings, cartoons, or whatever else you've got. Want to be a regular columnist? Your soapbox is waiting. Maybe there's something you'd like to see in *Pferdestärke* but you aren't able to tackle it yourself. No problem; send me your ideas and suggestions, and I'll do my best to implement them.

This is your club, and *Pferdestärke* is your forum. I'm just the decorator.

Steve W. Brewer
editor@bluegrassbimmers.org



Driving School & Club Race

by BILL WADE

DRIVING EVENT COORDINATOR
DRIVING SCHOOL EVENT CHAIR

Fourteen years ago, a group of Bluegrass Bimmers members attended the first drivers school (a one day affair) put on by the Hoosier Chapter at a new race track called Putnam Park in Mt Meridian, Indiana, about an hour west of Indianapolis. It was the first time I had been on a track since my first school at Mid-Ohio in 1990. We had a blast. Four years later, with the help of the Buckeye Chapter, we put on our first school. The next year was the start of BMW CCA Club Racing, and we held our first race in conjunction with our school. Wow! Big fun was had while watching the race cars go by in their one-hour enduro on Sunday.

After a couple of years under the capable hands of Ed McClure, we started to grow, and our school became quite an attraction. I took over running the school and have had a great time developing relationships with instructors coming from as far as Detroit and Atlanta and students from as far as Boston. Many people repeat year after year and work their way up to Instructor and Club Racer.

Mike Burch has turned the separate club race into a great event, and for its tenth anniversary, the National Club Racing staff has deemed it a "Premier Points Event" for our region, so there will be probably over 30 race cars from as far away as Texas and Florida – everything from \$5,000 2002's to \$100,000+ ex-professional race cars. It's quite a show and Mike does it very well.

If you've never done a school, I can't think of a thing I'd rather talk somebody into doing. It is a great weekend. You learn much more than you ever think you can and always come away with new friends and a greater appreciation of just how wonderful these cars of ours truly are. But be warned, you might not ever touch your golf clubs or tennis racket again. This is a *highly* addicting hobby. You can ask my older sister, who after years of me doing this has finally caught the fever and is doing three to four schools a year near her home in California. Her birthday is on the Saturday of our school, and I'm trying to give her a present, but she has to come to the track to get it! And she might!

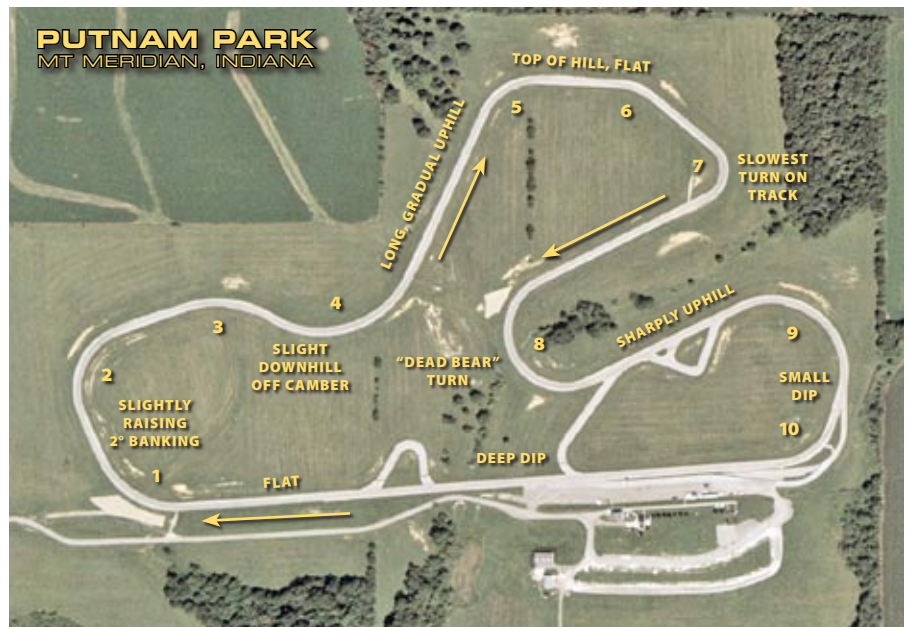


Typically, you don't have to do a thing to your car to come to your first school except maybe change the brake fluid if it hasn't been changed in a year. We'll have you get it looked over by a mechanic to see if it's safe. Your street tires and brakes are fine. You don't need to buy a helmet, as we have loaners you can use. We've reserved some hotel rooms as close to the track as we can so you'll be with "your kind."

We'll provide you a feast on Saturday night and a really cool shirt for you to wear to your office on the next "casual Friday" and tell everybody about your "racing" experience (*wink wink ... we won't tell them you weren't really racing if you don't want us to*).

Our application is posted on the Web site. Download it, fill it out, and write us a check, and we'll get you signed up. If you're still just not sure, we are having a picnic the Sunday of our school, so you can come up and watch and get something to eat and sign up next year.

Come on, what are you waiting for?



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Gary's First Time

by GARY NAKASATO

I don't know what kept me from doing it before. I've always considered doing such a thing but never had the guts to do it – especially in my fancy, sparkling, brand-new M3. As most people are, I was greatly intimidated by the fear of wrecking my beloved possession. But last year, two things made me change my mind. One happened when I accompanied a friend to a Porsche Club meeting. Everybody was talking about how much fun *they* had at the track. I felt like a renegade then. The second thing happened at the BMW dealer, when Eddie Rivera (former motorcycle/car racer and a track junkie himself) told me about the forgiving nature of Putnam Park, and how it was the best track to start learning high performance driving given the lack of walls.

So I decided to find out for myself and went to the April school organized by the Indiana chapter. And I never regretted it. I really had the time of my life. I don't ever remember having so much clothes on and still having so much fun. It was unbelievable. It started by meeting so many great, well educated, and friendly people. The camaraderie was impressive to say the least. I went by myself but hung out with these "strangers" as if I had known them for years. The fun continued by seeing so many BMWs together from different generations along with so many other sports cars too. Track junkies belong to a different culture, let me tell you. They don't care much about making the car prettier, just faster (lots of stripped out Bimmers). I initially didn't like that, but now I'm one of them (it's as contagious as syphilis, so consider yourself warned).

The next day at the track, I learned so much that I cannot even begin to describe it. I could not believe my car could do those things. What was even more interesting is that I never thought *I* was capable of making my car do them.

Putnam Park is indeed a very forgiving race track. There are big run-off areas (grass fields) in every corner but one, so

you can always give that one up and enjoy all the others without fear of hitting a wall or Armco barrier. You will be able to learn what driving a BMW is all about. And let me tell you, these cars are amazingly well-balanced. While at the track, I never felt my car was in danger of extinction, not a single time – even after I spun (*oops!*). However, if you don't own a Bimmer, it doesn't matter. You can still come and have fun driving your car with us (it'll help you realize "why in the world don't I have a BMW?").

The classes were excellent as well, but I learned so much from the other attendees, who had tons of experience doing this kind of activity and modifying their cars in every possible way.

There are two main things you should know before your first event. First, you need to change your brake fluid to a high-performance one, like ATE Super Blue or Motul, to avoid brake fade. And second: this is as addicting as heroine (or sex ... whichever you prefer). Once you try it, you'll always want *more*. There you have it; you've been warned again. Don't come blaming me when your spouse kicks you out of the house



along with your trailer, race car, truck load of spares, and no money in your pocket.

Since those very first two days at the track last spring, I've attended 31 more track days (in less than a year). And I'm not including the days spent doing autocross with the two local SCCA chapters, which has taught me a great deal of car control, too.

Amazingly, though, the most important thing I have learned in these schools is not becoming faster on the race track, but safer on the road. Now, during my daily commutes to work, I'm more respectful of speed, more aware of my surroundings, and better prepared for the unexpected. I am, I believe, a safer driver now than I was a year ago. Come and find out for yourself; you won't be disappointed. The skills learned there may save your life one day.

However, if you are still afraid of doing an event, at least come and pay us a visit on Saturday or Sunday. You'll get to ride with instructors for free, so you'll get an idea of what this is all about. If you enjoy roller coaster rides, believe me, you will come back for more. But hopefully next time with you in the driver's seat.



STREET SURVIVAL 2005

The problem is often bemoaned: the typical new driver is a lousy driver. Whether or not the fault lies with the American drivers' education system, the fact is that teens cause 2.5 million automobile accidents per year. The Street Survival program sought to do something about it.

FACT: While 62% of all crashes occur in urban areas, 60% of all fatal accidents occur on rural roads – 40% of those on curves. "Street Survival does what no other driving school has ever attempted to do for the public," said Dean Killian, of the Street Survival program. "We allow teens to learn how to drive in an emergency situation before it occurs. We put students in their own cars with experienced instructors, on closed courses, and teach them to avoid accidents and possibly save lives."

FACT: Motor vehicle crashes are the leading cause of death for teenagers. The Street Survival safe teen driving program was launched in April 2002 by the BMW Car Club of America Foundation. Street Survival is built upon the premise that "safe driving is learned by doing." From the outset, Street Survival has always been "hands on" and designed to go beyond the typical high-school drivers education program. The program teaches students to avoid accidents by thinking and looking ahead. Street Survival is unique in that it offers students instruction in their own cars so that they learn the limitations of their "daily drivers."

FACT: Sixteen-year-olds have higher crash rates than drivers of any other age. The primary emphasis of the Street Survival school is a "hands-on" driving experience in real-world situations. Participants use their own car to learn about its handling limits and how the car can be controlled. They will learn how the car sounds and feels as the limits of adhesion are approached and exceeded. Ultimately, participants will learn to drive the car under control in emergency or other "less than ideal" situations. The program begins with a general explanation of the day's activities, safety issues, and how the in-car activities will be conducted. Classroom instruction will include a definition of terms to be used throughout the day, then two sections called "Getting ready for trouble" and "Reacting to trouble." There will be a discussion of each in-car exercise so that you understand what the exercise is designed to teach and how best to perform it. Questions are encouraged. Teaching materials include visual aids and exercise descriptions with drawings for clarification. Classroom work will be enhanced by driving the exercises with an in-car coach and practicing the concepts of car control. The exercise elements are laid out with safety buffer zones around them to provide a large margin of error, keeping participants out of trouble. The exercise area is isolated to preclude access by other than school participants. The pavement in the exercise area is wetted down to minimize tire adhesion. This condition allows participants to experience the vehicle's responses to driver inputs at much lower speeds than in the dry.

There is a Street Survival school scheduled for **May 21st** at Papa Johns Stadium in Louisville and **June 11th** at Murray State University. The cost is \$60. This is for fully licensed drivers only, ages 16–19. Sorry, no "permits." For more information, check out www.streetssurvival.com, or contact Bill Wade at willy@bluegrassbimmers.com.



Street Survival

by SEAN HEUMANN

ONE SATURDAY in April last year, I attended the annual Street Survival course for teens sponsored by Bluegrass Bimmers. Initially, I was a bit apprehensive about taking the course, fearing it would be something similar to the boring drivers ed class I was required to take by my school. I was, however, pleasantly surprised. Upon my arrival at the Slugger Stadium parking lot that morning, I was greeted by some of the best instructors Bluegrass Bimmers has to offer. Once all of the students had arrived and the course had been set up, a different instructor got in the car with each student and we promptly began our training. Immediately, we were taken through various arrangements of cones that were designed to simulate actual driving situations. These included sudden lane changes, hard braking, a slalom course, a skid pad, and many others. While the students drove, the instruc-

tors provided each driver with constructive criticism while keeping the mood light with humor throughout the day. During various breaks, we were treated to a class with our instructors, discussing the basics of extreme driving and general car safety. Midday, a sumptuous pizza lunch was provided for the students as well as an exciting airbag deployment demonstration. After lunch, we returned to the course, where I spent the remainder of the day honing my skills on the skid pad.

I found this course to be extremely beneficial and would highly recommend it to any driver who would like to learn how to handle their car in an emergency situation, or to any teen that just wishes to improve their driving skills.

In an educational yet enjoyable program, Bluegrass Bimmers has put together an event where teens can truly improve their confidence behind the wheel.

Many thanks to Bill Wade, Steve Cullen, the instructors, and all of the other people who worked so hard to put this program together. It was well worth the money, and I look forward to attending again this year.

Why I Love my BMW

by DAVID HOOVLER

I AM SUCH A 2002 NERD. I came to this realization while looking at a commercial that featured one of the old sport sedans. Other people noticed that there was a large office in the rear seat of the car.

I noticed that the car had late model grilles, but it had small European bumpers. It may even have been a European model, since the wart of a "FASTEN SEATBELTS" pod was missing from the dashboard. Judging from the seats, I think it was a 1975 or 1976.

Like I said.

I love my old orange BMW for reasons that might seem strange to people buying new BMWs. I love that I can hear the road and the engine (eh?), and that I can tell by ear that a cylinder has loaded up and is

missing, so I should push in the choke lever a notch and goose the throttle to blow out the carbon.

I love that I don't have to use a chrome hockey puck and an LCD screen to tune the radio. It has two knobs, five "ka-thunk" pushbuttons and one speaker that I can't hear above 25 mph.

I love that I can buy a whole set of my "performance" tires for less than one tire on a new M3.

I love that I know what almost every part on the car does, and that I can do just about anything I want to on it. I've replaced the alternator, added intermittent wipers, converted to electronic ignition, upgraded from the stock 4-speed to a 5-speed transmission—and done the numerous fluid changes, tune-ups, valve



DAVID HOOVLER

adjustments, and other maintenance an old BMW demands. And I love that it's rewarded me by being very reliable. Well, outside of one foggy midnight in Laboratory, Pennsylvania. But that's another story.

But I also love it for many of the same reasons that people buy new BMWs. I love

the way it whispers to me to take the long way home. I love playing with Mustangs on Kentucky back roads, seeing them stab their brakes and jerk the wheel trying to stay ahead

of a little 35-year-old brick.

And I love the car's connection to people: seeing the grins it inspires, enjoying the car my dad bought new, and meeting all kinds of other BMW freaks.

I am such a 2002 nerd – and proud of it!

The Battle of Lawrenceburg II

As Ugly as the New Bumper Stickers

by MICHAEL ROHRBAUGH, BUCKEYE CHAPTER

KENTUCKY, LONG KNOWN as the Bluegrass State, has more recently taken on a new brand. As Kentucky tries to leave behind a seemingly national, but terribly untrue, perception of being "back-woods" and full of "toothless hillbillies," they have chosen a pseudo-southern, strangely unappealing new slogan of "Unbridled Spirit." It was with this "Unbridled Spirit" that the boys from the south so thoroughly spanked their adequately underwhelming northern neighbors in the second annual "Bluegrass vs Buckeye Go-Kart Challenge" at Competition Racing in Lawrenceburg, Indiana.

Much as the way the pronunciation of "Louisville" defies all logic, so did the performance of Buckeyes. The incredibly skilled and blindingly fast Bluegrass group swept all races, and finished 1-2-3-4-5-6-7-infinity in the final race. In fact, some of the Buckeyes are still crossing the finish line.

It would seem the Buckeyes had become complacent with their past successes; a search into the archives shows the Buckeyes were triumphant at the inaugural battle. As we have seen with the career of Britney Spears, past successes are no promise for the future.

So what was it that inspired the Bluegrassers to such an impressive victory? Was it the new brand? Was it the "Unbridled

Spirit" that burns deep in all Bluegrassers? Or was it the complacency of the Buckeyes, who, just like Britney Spears, have become fat and lazy, taken up smoking, and now claim to be pregnant as one last attempt to hold on to the quickly fading limelight as the time expires on their fifteen minutes of fame?

Only time will tell. Tune in next year.

TECH TIP

The primary advantage of a coilover system is that it gives you the ability to corner weight a car. Most track cars do not have rear coilovers unless there is a suitable cage to the rear shock mount location. If you want to truly corner weight the car, you'd need adjustable rear spring perches as well.

Secondarily, coilovers usually run a lighter weight spring, and bring with it more adjustability than the average inexpensive spring/shock upgrade. But adjustable shocks are available with the proper height built into the spring, too, if you don't need to corner weight the car.

Sway bars can be used to transfer weight as well, but it requires adjustable sway-bar links, and it's a poor solution to load the car that way to achieve corner weights.

—Alex Lipowich

THE BATTLE OF LAWRENCEBURG II • RACE RESULTS

Driver	Best Lap	Driver	Best Lap	Driver	Best Lap
» Sean H, Bluegrass	24.904	Mike B, Buckeye	26.333	» Chris S, Bluegrass	27.665
» David S, Bluegrass	24.908	Marshall H, Buckeye	26.391	» Alex C, Bluegrass	27.814
» Gary N, Bluegrass	24.932	Rob S, Buckeye	26.442	Mike D, Buckeye	28.046
» Dave A, Bluegrass	25.056	Erik S, Buckeye	26.566	» Christy B, Bluegrass	28.393
Dan K, Buckeye	25.105	Mark S, Buckeye	26.588	Paul G, Buckeye	29.794
Ty W, Buckeye	25.109	Tom S, Buckeye	26.709	Bryan C, Buckeye	30.319
» Hans, Bluegrass	25.149	» Henry B, Bluegrass	26.710		
» Bill H, Bluegrass	25.181	» Bill W, Bluegrass	26.776		
Glenn J, Buckeye	25.320	» Steve A B, Bluegrass	26.974		
» Mark W, Bluegrass	25.508	Ben W, Buckeye	27.000		
Lucas K, Buckeye	25.772	Ryan C, Buckeye	27.134		
Len, Buckeye	25.774	» Lauri W, Bluegrass	27.285		
» Jim H, Bluegrass	25.786	» Kris S, Bluegrass	27.357		
Rich E, Buckeye	25.943	» Steve W B, Bluegrass	27.420		
Phillip J, Buckeye	26.124	» CL Burk, Bluegrass	27.420		
» Leroy J, Bluegrass	26.180	» Gretchen A, Bluegrass	27.530		
» Dave W, Bluegrass	26.270	Mike K, Buckeye	27.561		

FINAL RACE

- 1 Hans, Bluegrass
- 2 Sean H, Bluegrass
- 3 Gary N, Bluegrass
- 4 Ty W, Buckeye
- 5 David S, Bluegrass
- 6 Len, Buckeye
- 7 Dan K, Buckeye



ABOUT THE COVER

Gary Nakasato rounds turn 4 during last year's Bluegrass school at Putnam Park. Photo by Sideline Sports Photography, LLC.



JOHN ACKERMAN

WELCOME NEW MEMBERS!

- | | |
|--|--|
| Christopher Anderson Louisville, KY 1996 M3 | Perry Lee Frankfort, KY 1998 Z3 |
| Brian Aylor Fort Thomas, KY | Elliott Lieb Ft Mitchell, KY 2005 Z4 |
| Mary Jo Bean Louisville, KY 2005 330cic | Jerry Markham Nortonville, KY |
| Carla Berry Paducah, KY | Shai Marshall Somerset, KY 2005 X3 |
| Vickie Brandon Murray, KY | James Mauch Louisville, KY |
| David Brown Carbondale, IL 2004 330ci | Kent McCuisten West Paducah, KY 2001 X5 |
| Kelly Carnahan New Albany, IN 2004 330cic | Sharon McGee Lexington, KY 2005 X3 |
| Bill Cascarelli Vienna, IL 2005 325xi | Scott McQuarter Richmond, KY 2000 323i |
| Sunhes Choi Lexington, KY 2005 325xi | Rodney Miller Anna, IL 2005 530 |
| Dayne Clark Ft Mitchell, KY 2004 | Bill Morgan Benton, KY |
| Case Clay Versailles, KY | Eric Nicholas Nicholasville, KY 2005 330xi |
| Eddie Coffey Lancaster, KY | Jeffrey Papania Lexington, KY |
| Lisa Dahl Lexington, KY 2004 330i | Bernice Parsons Wildie, KY |
| Mike Davis Carbondale, IL 2005 745li | Neel Patel Martin, TN 2005 X3 |
| Walt Edwards Paducah, KY | Mary Phelps Versailles, KY |
| Ava Gardner Lexington, KY | Michael Rougeux Louisville, KY 1984 528e |
| Barbara Gilbert Lexington, KY | Steve Seay Adams, TN 2005 X5 |
| John F. Gilbert Hazard, KY | Frank Skubis Goshen, KY 2005 325i |
| Charles Goins Manchester, KY 2004 325cic | Ronnie Sleva Prestonsburg, KY 2004 745li |
| James Green Louisville, KY 2005 525i | Benjamin Smith Lexington, KY 2005 X3 |
| Madonna Hall Lexington, KY | Tina Smith Latonia, KY |
| Todd Harris Lexington, KY 2005 325i | Somerset Interstate Builders Somerset, KY |
| Molly Hayden Paducah, KY 2000 323ti | David Spencer Louisville, KY 2002 M3 |
| Stephanie Huddleston Lexington, KY 2005 530i | Juanita Stollings Lexington, KY 2005 330xi |
| William Jacobs Nicholasville, KY 2005 745i | Nancy Thier Lexington, KY 2005 325xi |
| Scott James Lexington, KY | Sharon Walker Walker, KY 2005 330xi |
| J. D. Johnson Paintsville, KY 2005 X5 | Trevor Winter Lexington, KY 2005 X3 |
| Rizwanul Kabir Lexington, KY | Ammon Woods Lexington, KY |

KALENDER

- May**
- 10 **Louisville Meeting**
7:00 pm. Sam Swope BMW, I-64 & Hurstbourne
 - 14-15 **Buckeye School at Putnam Park**
<http://www.buckeyebmwcca.org/html/schools.html>
 - 21 **Street Survival School, Louisville**
See page 6. bill.wade@gmail.com
 - 28 **Tech Stammtisch**
Bluegrass Driving School Tech Inspection
- July**
- 12 **Louisville Meeting**
7:00 pm. Sam Swope BMW, I-64 & Hurstbourne
 - 30 **Tech Stammtisch**
Dyno Day in Lexington

- June**
- 11 **Street Survival School, Murray KY University**
tochristensen@fs.fed.us
 - 14 **Lexington Meeting**
7:00 pm. TGI Friday's, Pavillon Way, I-75 & Man O War
 - 25-26 **11th Annual Bluegrass Chapter Driving School**
North Central Premiere Club Race at Putnam Park
Sunday Picnic and Car Show
See page 4. willy@bluegrassbimmers.com

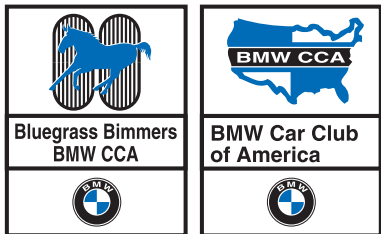
- August**
- 9 **Lexington Meeting**
7:00 pm. TGI Friday's, Pavillon Way, I-75 & Man O War
 - 27-28 **The Ultimate Drive 2 – Backroads to Cumberland**

Visit <http://www.bluegrassbimmers.org/> for a current listing of events, contact info, directions, etc. Get official email notices of events by clicking "Get Up to Date on all of the Happenings!" from the home page.

CLASSIFIEDS

- 1996 BMW M3.** Cincinnati, OH. 6-cyl, Cosmos Black coupe, 3.2-liter, 5-speed, 109k miles, new brakes, Michelin Pilot tires, Black leather int, sport seats, A/C, ABS, sunroof, VIN #WB5BG932XTEY72191, \$14,000. Lucas, 513 / 484 8267, lucas-krammes@sbcglobal.net.
- 1998 M3 WHEELS.** Lexington, KY. Staggered Double Spoke II's off my '98 M3. They have Toyo T1 S's (225/45 and 245/40) on them. The 225's have about 50% tread left and the 245's are near the wear bars. Wheels are in good shape, with normal wear. Also have an extra 8.5 that has been curbed (but holds air); I'll include if you want it. \$650. Mark Watson, fpcfayette@aol.com, 859 / 296 2997 work, 859 / 421 2997 cell.

Classifieds are free to members and appear in *Pferdestärke* and on bluegrassbimmers.org. Submit your ad on the Web site or via e-mail to classifieds@bluegrassbimmers.org.



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