

Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

VOLUME 13, FALL 2018

BMW Car Club
of America
Bluegrass Bimmers



THE CAR-CATION

A backroad excursion from driveway to destination

WHAT'S INSIDE

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SOME GREAT EVENTS ARE GOING ON IN 2018, 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.

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WORDS FROM THE PRESIDENT

Fausto Sarmiento, Bluegrass Bimmers President



Hello bimmer enthusiasts!

I am honored to serve as the new President of the Bluegrass Bimmers chapter of the BMW CCA. The Club is a member driven organization, and I want to express my gratitude to previous Bluegrass Bimmers officers who have helped grow the Bluegrass Bimmers in to the Ultimate Club Experience. The club is built on the energy of volunteers, and I want to thank our members for attending club drives, club socials, and for helping each other out with the various general issues that arise from owning the Ultimate Driving Machine. If you are interested in position as an officer of the Bluegrass Bimmers, or if you want to help plan Club Socials, Club Drives, or Club Tech sessions, please don't hesitate to contact me. It is the responsibility of the leadership team to help you execute your idea.

The Bluegrass Bimmers was built by enthusiasts for enthusiasts. The Bluegrass Bimmers exist as a Club to help you get the most out of BMW ownership. You're among a diverse group: enthusiasts are parents, kids, racers, tourers, and wrenchers. Whether you maintain your BMW to its original pristine condition, or whether you are someone who uses your daily driver as your track toy, you'll find a base of support and camaraderie fueled by the passion we all feel when our motors come to life.

2019 marks the 50th Anniversary of the BMW Car Club of America! We will close the year out with two Club drives (October and November), more Club Socials (2nd Tuesday and Wednesday of each month), and, importantly, another Tire Rack Street Survival school (early December). Keep your eyes on this newsletter (you'll see it more often!) and our Facebook page for a variety of activities in the coming year. Go ahead, though, and block off your calendars for October 15 - 19, 2019. The 50th Annual BMW CCA Oktoberfest will take place a few hours away in Greenville, SC. There will be tours of the BMW CCA Foundation museum, Tours of the BMW Zentrum and plant-oh, and drives in the BMW Performance Center!

Stay tuned for an updated list of new members in the next issue. Renew or join now to make sure you're included! See you out on the roads!

Members: When using our advertisers, please let them know that you saw their ad in *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.

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The Bimmer of My Dreams

by: Carson Johnson

Chances are that if you are reading this you probably are in love with BMWs as much as I am. My love for the brand started at a young age when the game Need for Speed: Most wanted came out. The poster car of that game was an E46 GTR decked out in a full early 2000 wide body and livery. From then on, any game I played I would always choose to drive any BMW I could get my hands on, it was like an addiction, before I could even drive I was stuck on this brand. The odd thing about this new-found love was that my family was what you would call a Ford family, my dad worked for Ford, and my grandfather even retired from Ford. In 2007 my father decided to get a 2004 745i. This land yacht with

a quest for power and lots of it. I gave Active Autowerks a call and got in on the group buy for the first batch of N52 headers along with their engine management software. In the meantime I had snagged a killer deal on an oem M performance cat back which I promptly put on the car. Combining all of these parts really woke up the car. Not long after the quest for more power hit me again causing me to sell my beloved 330i.

The search was on for the next BMW and I was always on the internet searching trying to find my unicorn. One night I was at my friend's house playing poker when I got a text from my Dad. He said he found the car

cake was the six-speed sitting right next to you. Being impulsive I put a deposit on the car the next day and drove to go get my new obsession.

Sometimes when things are too good to be true they usually are, when we got there and looked the car over everything seemed great until we took it for a drive. The car had the famous N54 turbo wastegate rattle and a clutch that was toast. Despite all these issues I still brought the car home and right to the dealer the next day to get sorted out. After I got the car back from the dealer I began modifying the car right away on my quest for 400whp+. With this twin turbo inline six it was very easy to achieve this number, BMW left so much meat on the table with these "German 2jzs". The car had: Cobb charge pipe, Forge Diverter valves, Burger tuning JB4, Duel cone air intake, vrsf downpipes and Intercooler, and a full Borla S type muffler. The car was scary fast but, the want for the M3 was still there. I could always make the 335i faster but, once you drive an M car you can never go back. After a year and half of owning the 335i I sold it and started the viscous cycle of finding the M3 that ticked all the boxes I wanted yet again.



all its technology fueled this fire furthermore. After my father's conversion to the dark side he never looked back. This single purchase was the first of many and slowly but surely all the Fords in our drive way disappeared being replaced by the Germans.

I got my first BMW in high school, it was a 2006 E90 330i. At the time, it had a mere 114 thousand miles on the clock. The car needed a little TLC in which I was more than happy to provide. All the suspension components were replaced, along with many gaskets, even that pesky oil pan. Coming from my Need for speed roots I was always into modifying and making my vehicle my own. I did a full Msport conversion with E90 M3 side skirts to start things off. Shortly thereafter I put many carbon fiber goodies on the car and even some new Avant Garde wheels. The car was definitely looking the way I wanted it to look but it was missing that shove when you put your foot down. I was on

for me. This time around my search criteria was much more constricting. I was looking for a 335i E90 with a manual transmission, Msport, and in lemans blue. The car that he found had everything I wanted and more. Fully loaded Msport with Lemans blue paint on saddle brown interior. The icing on the

After a few weeks of searching I found the one I had been looking for. It was at a BMW dealer in Chicago and had just been listed after sitting in their storage facility for seven months until they could complete the airbag recall. The car was perfect and everything I could even dream of.





Introducing My 2011 BMW E90 M3 ZCP. As you could have guessed it the car did not stay stock very long. I wanted to make my mark on the car and make this four-door sleeper into something eye catching. One of the biggest things I did to the car has to be the wrap. This wrap was done by myself, my girlfriend and a few others. This by far was one of the hardest things I have ever done to a car. Many long nights of blood sweat and tears went into changing the color from Alpine white to Rivera blue. I am no wrapper and only had experience with wrapping a MacBook before I tackled this project, anyone can do it you just need a lot of time and a lot of hands.

Mod list:

- Rotiform KPS brushed silver and BBS M3 competition wheels
- BC Racing extreme low coilovers with swift springs and custom dampening
- Full Vivid vinyl wrap in Rivera blue
- Rouge engineering test pipes
- Custom midpipe and no muffler (it's loud)
- Dinan D900-40M engine management
- Gold Heat wrapped Air Intake
- IND blacked out m3 side gills,
- IND gloss black and tri color painted Kidneys
- Custom carbon accents before air intake
- Paint matched Estroil blue engine cover with m-stripes
- Status Gruppe carbon fiber CSL trunk
- Fall line Motorsports tow strap



The M3 made me fall in love with the brand and I continue to fall in love with it more and more each time I push that start button.

This car is my dream car and it will always have a special place in my heart and in my garage. People always tell you to never meet your heroes because you will always be let down, well I met mine and it drives even better than I could have even dreamt about. These cars have made me into the BMW enthusiast I am and will be until the day I die. 🏁



THE CAR-CATION

A backroad excursion from driveway to destination by: John Rice

It all started out as an alternative to going to the beach. My wife and I talked about a variety of things that would be a new vacation experience. I told her I had always wanted to take a car trip and explore the backroads along the way. I hate flying and I like driving on the interstate even less. To me, when you take a trip and use the back roads, your vacation begins when you leave your driveway. Fly somewhere or take the interstate, and it feels like your vacation doesn't begin until you get there.

Most of the places I would like to see are too far away to go with old BMWs unless I took my mechanic. So, we decided it needed to be somewhere close enough that I could afford to cover towing if one broke down. We settled on Chattanooga. It looked like there were plenty of great roads and I had not been there since I was a kid.

That's how "car-cation" began.

There was some prep work to do. Ian's old

e46 sedan with nearly 300k miles would need its air conditioner to work. We bought it from the son of a Bluegrass Bimmer member. I have always wondered how he drove it in Florida since the air did not work and only one power window regulator would actually rise/lower its window. (Both of these were disclosed prior to purchase.)

Stu's e36 M3 and my e46 M3 were both in pretty good shape, so nothing to do there except pray they would stay that way.

The next step was finding lodging where the cars would be safe as well as somewhere they wouldn't lose their oil pans and bleed out. My wife Rhonda is great at finding just the right vacation home. She found a house on 5 wooded acres on Lookout Mountain. I wondered what the owner would say when I emailed asking if 3 very low cars could make it from a paved road to the house. I didn't really expect a reply, but she said it was level from the road to the house.

We had a little change in plans right before we left. I got an f80 M3 and wanted to drive it instead of the e46 M3. Ian decided he would take his 135 instead of his e46. He had just replaced his rear trailing arm bushings and needed an alignment. The only place we use couldn't get him in prior to leaving. So, Stu would be the only one with a vintage BMW. Which is okay I guess because it allows me to plan another trip with the old cars one day.

It came time to plan the route. I wanted something a little fun, but also something that wasn't like 400 miles of Tail of the Dragon. We settled on state highways and bursts of roads with fun turns.

The night before the trip, my son Ian suggested we buy walkie-talkies. I thought it was a good idea too. We had a lot of fun with them. The boys were goofing off a lot as we drove through all the little towns along the



way. Their mother and I were in my car laughing at their conversations. Occasionally one of us would scream something like "Blue e46 on the left!"

We stopped at a grocery store in Trenton, Georgia. It was dusk by the time we left. The house was just a short drive away. I sort of considered the journey to be over at that point, but we were in for a pleasant surprise. A couple of turns out of town put us climbing up Lookout Mountain on Route 136. Again, I thought the fun was over, but the four lane

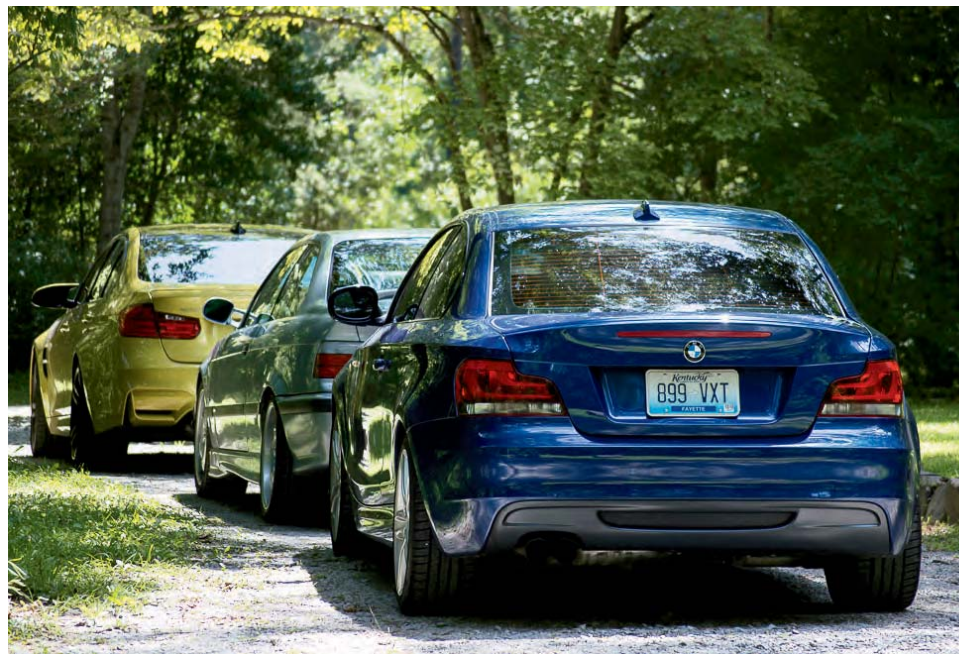
road turned into a two lane road with several 180 degree turns before getting to the top of the mountain. I could tell my boys were just as excited as I was because I heard them both downshift. It was a sweet moment seeing and hearing my boys behind me as our weeks' worth of food crashed around in the trunk of my car.

We got to the house. It was just as promised. I didn't expect the tree cover, but nothing some detail work wouldn't fix once we got back home.



We did all the touristy stuff you do when you go to Chattanooga. We did some other things that you normally don't do on vacation, such as going to an LKQ-Pick Your Park junkyard not once, not twice, but three times. Ian has picked apart about any BMW at a junkyard within 100 miles of home, so he had to see what parts he could find. We saw an old e28 535 that was practically just a shell. While I hate to see the world lose an e28, I was glad to see so many parts go to other cars. There was also a running e36 Alpine White 325is that was in too good of shape to be there. It had just been sold by a drug dealing owner who drove it in and sold it for \$150 according to an employee. I closed the trunk and doors so it wouldn't get rain inside. Too bad you can't buy whole cars.

Any time we went into town, we had to descend the mountain. That was the best part of the whole trip for me. We discovered a fantastic set of turns on Nick-A-Jack Road. Stupid name. Amazing Road. We would also take Route 136 down the backside too. It made me more than a little nervous to be



right on the edge of a cliff. Most of time around here, you'll just end up in a field if you go off the road. Down there you are airborne.

We had such a great time that I didn't mind coming home. Part of that was because I didn't consider my vacation to be over until I pulled back into my driveway. 🌐

“ The night before the trip, my son Ian suggested we buy walkie-talkies. I thought it was a good idea too. We had a lot of fun with them. The boys were goofing off a lot as we drove through all the little towns along the way ... Occasionally one of us would scream something like “Blue e46 on the left!”

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BMW's New Co-Driver

Manufacturer previews its voice assistant for cars by: Raghu Gopal

The driver's seat is one of the most practical environments to install a truly functional artificial assistant, given the amount of time people spend in their cars and the need to concentrate on the road. Car-makers have caught on to this, and major brands in this space have been collaborating with technology companies to offer artificial intelligence-based assistants similar to those from Amazon and Google.

German car-maker BMW unveiled a digital voice-controlled assistant. Called the BMW Intelligent Personal Assistant, the platform will be available by March 2019 in upcoming models featuring the company's latest 7.0 operating system. Unlike most manufacturers, BMW has chosen to develop its own voice assistant powered by artificial intelligence, though it is based on Microsoft's Azure cloud service and conversational technologies. Azure has long been BMW's preferred public cloud and the two companies have had a close relationship for years.

BMW says its personal assistant continuously learns about the driver, who can control all standard in-car features by voice, including navigation and temperature inside the vehicle, and check the status of tire pressure, oil level and other engine settings, for example. The system can also explain the car's features.

The assistant will respond to the voice command "Hey BMW", although car owners will be able to personalize the service by changing its trigger word. It will support 23 languages and will be available in the US, Germany, the UK, Italy, France, Spain, Switzerland, Austria, Brazil and Japan.

BMW also highlights future enhancements including the ability to speak to the car through a smart speaker or smartphone as well as interacting with other digital voice assistants. The company says its artificial intelligence technology is designed to be proactive, warning the driver about poten-



tial problems with the car and providing tips to save fuel or avoid traffic. It can even make an appointment with a BMW service centre.

By developing their own infotainment platforms rather than relying on third-party services such as Apple CarPlay or Android Auto, car-makers hold greater control over their product development cycles and can benefit from deeper integration. This approach also lets them collect crucial user data. The ability to gain an understanding of drivers' actions and preferences gives automakers an opportunity to create new revenue streams and improve the user experience.

This, of course, is a balancing act. Not all car-makers can afford the time and cost of such intensive internal research and development efforts. So it's likely that a two- or three-tier hierarchy will emerge, with larger players driving significant internal development and smaller manufacturers partnering more extensively for software, analytics, artificial intelligence and more. As value will increasingly come from the data generated and its role in the customer relationship, this could create a very significant divide within the automotive industry. Nonetheless, manufacturers need to carefully evaluate the areas where they should seek partnerships and those where

they should pursue organic, in-house development.

BMW isn't the first car manufacturer to develop its own voice assistant. The Mercedes-Benz User Experience offers similar features — and the similar wake phrase of "Hey, Mercedes". It allows users to control the temperature in the car or search for nearby restaurants, among other tasks. It's understandable that companies view this as strategically important capability, but user experience could become hopelessly messy if it's not managed carefully. BMW's relationship with Amazon and Microsoft means Alexa and most likely Cortana will also be available in the same cockpit. BMW doesn't see this as a problem, suggesting that its own assistant is for performing car-related functions and that Alexa will be used for other tasks.

This is a stark warning about the looming voice assistant malaise. Car-makers have wisely embraced technology partners, having kept them at arm's length for years. However, both tech giants and auto companies will need to work more collaboratively to ensure that consumer choice doesn't compromise user experience. A single interface that hides the complexity of multiple assistants seems like a necessity, but could well prove a challenging journey. 🌐



Event Information

October 13, 2018

Fall Back Roads Drive

Enthusiasts from around the Lexington area met in Georgetown for a brisk day of driving through some of the area's best backroads. Various generations of BMWs came out that day, ranging from an E39 M5 to a E82 135i to an F12 M6. Even a Mercedes SL55 AMG heeded the siren call of an early morning drive (not pictured).

Route 227 from Stamping Ground to Owenton received rave reviews from all of the drivers, but keep an eye out for the gently rolling trucks that wander the highway. Highway 389 featured smooth blacktop that encouraged all eight M/M Performance BMWs to run low gears and high RPMs through the twisting hillside roads.

December 1, 2018

Tire Rack Street Survival

Driving Program for Licensed or Permitted Drivers, Ages 15 -21

Time: 8:30AM - 4:30 PM

Location: Bluegrass Stockyards Regional Marketplace
4561 Iron Works Pike, Lexington, KY 40511

Cost: \$95

Registration: <http://www.streetsurvival.org/>
When your teen driver attends a Street Survival program, we teach them to control their car in unpredictable situations based on its handling limits.
Hosted by Bluegrass Bimmers BMW CCA

November 10, 2018

Fall New Riff Distillery Tour

Starting Location: Kentucky Speedway, Sparta KY

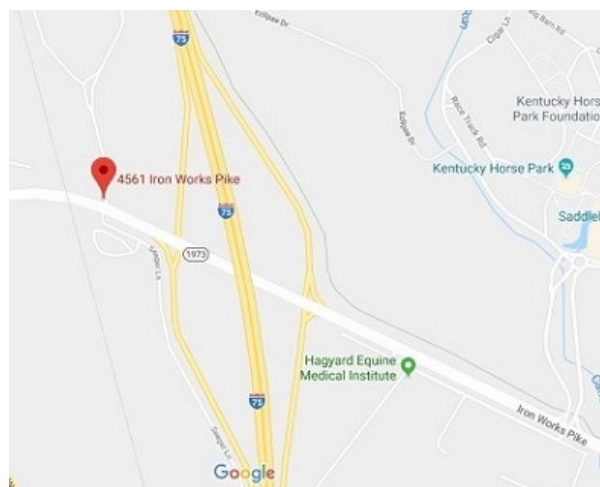
Time: 8:00 AM

From the Starting Location, we will drive to New Riff Distillery where we will be treated to a special private tour of the barrel facility from Mollie Lewis, Sales Director and daughter of the owner. The BMW CCA is covering the cost of the distillery tasting for BMW CCA members.

Tasting at the distillery is scheduled for 12:00 PM.

Tour of the barrel campus at 1:30 PM.

Lunch will follow. Keep your eye on the Bluegrass Bimmers Facebook event page for more updates.



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**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.

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Member Update

Don't forget to join the facebook page and to visit the social closest to your specific area. It's a great way to meet and get to know other members.

Watch this page in our next issue for an update on the latest members to the Bluegrass Bimmers chapter of the BMW CCA. Join now to make the list!

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