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BMW Car Club
of America
Bluegrass Bimmers



BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

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Tail of the Dragon with the RiverCity Bimmers



WHAT'S INSIDE

From the President
Tail of the Dragon
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Camber Plate Lockdown
and other good stuff...

SOME GREAT EVENTS ARE GOING ON IN 2016, 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

David Bufford, Bluegrassbimmers President

Greetings Bluegrassers!

With a change in the seasons come other changes as well. Dave Nalley proudly has served as the President of Bluegrass Bimmers for a number of years, and we all thank him for such a great job he has done. As your new President, I hope to continue and expand upon the excellent service Dave and the other past Presidents gave for our club.

And really, this thanks extends to past and current board members and volunteers that make our club so great. Without these people, we would not be able to host so many events across the Commonwealth.

With that said, I have a request- John Wilson has served as our Treasure for a number of consecutive terms. John has always gone above and beyond the call of duty and is invaluable to the club. However, John understandably wishes to retire from his post this year. If you, or someone you know, is willing to serve as Treasurer for our club, please contact me. Again, we all extend our gratitude to John for his excellent service.

Looking forward, we have a number of great events already lined up for this year. SPEEDFest at NCM in March, a spring and fall drive, our monthly socials in Louisville and Lexington, and many more activities for all Bimmer fans.

Our events are not exclusive to track drivers! We have an event that caters to all fans of BMW. And if you would like to do something

new, contact me or another Bluegrass Bimmers board member, and we can help you with your event.

Finally, BMWCCA is having a new member push this year. So I leave you with one challenge- try and get one new person to sign up with BMWCCA this year. Each new member that uses your membership number as a referral gives you a chance to win a trip to the M Performance Center. See BMWCCA.org for more details.

Thanks,

David Bufford
Chapter President

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US129: Tail of the Dragon with the River City Bimmers

by: Greg Nehring



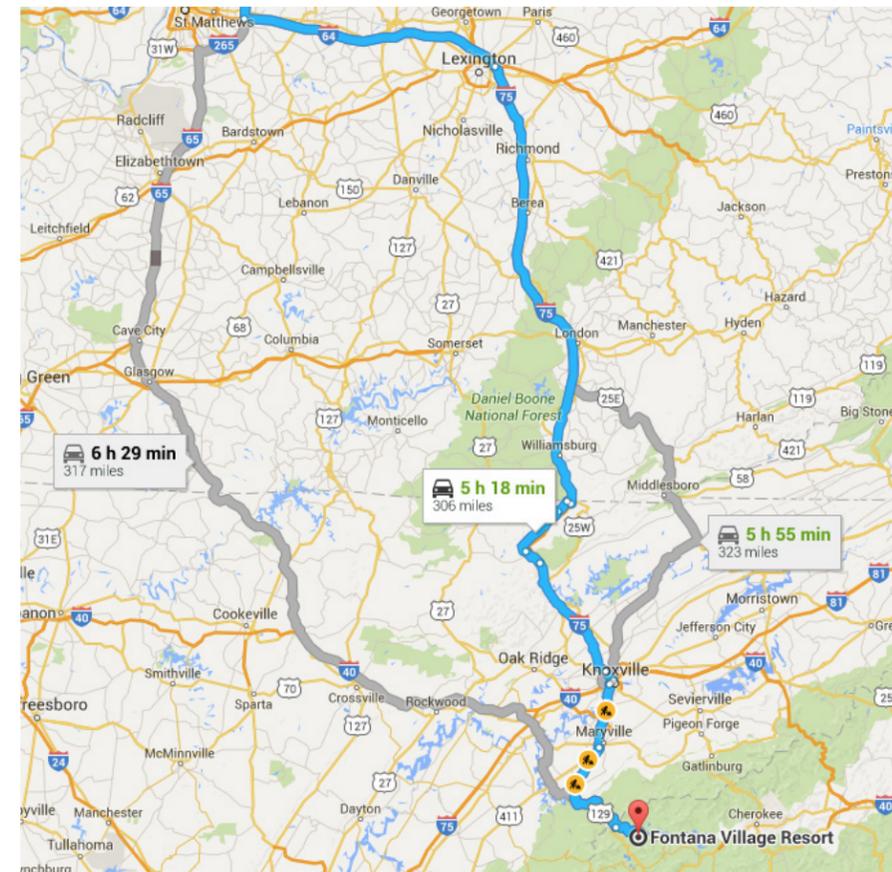
As we always do at one of the officer meetings, we were playing around with what we should do for a Fall Drive. The guys that pull them together, usually David Nalley or Chad Sledd and the rest of the crew didn't have the slightest idea where to have the Fall Drive. Our surrounding area (Kentucky, Ohio, Indiana) has a plethora of GREAT and I Do Mean GREAT Driving Roads, there hasn't been one that I was on, Spring or Fall that didn't absolutely thrill and test me some. David or Chad said they would try to put one together. We finished our meeting and went on our way to finish up what was left of that Saturday.

About a month had passed, and Patty and I were sitting on the deck enjoying the Spring weather when I get a message from Rachel Jackson Ireland, events coordinator for the River City Bimmers out of Memphis. She was wondering if we (the Bluegrass Bimmers, along with some other chapters) had any interest in doing a group fall drive at the Tail of the Dragon. Well, **HELL YES**. I had check with the rest of the officers, but didn't think that would be a problem, and at the same time take some pressure off whoever decided to do the Fall drive. Everyone was fine with it, so one less event for us to host, not that we don't enjoy it, but they do take a bunch

of time to put together especially if its an over nighter like most of our Fall Driving Events are.

It was April when this was proposed, and they didn't have any of the planning done at this point, so all we could do was wait to see if it really was a go.

Now, we all have our Bucket list drives (mine's pretty long seeing that I got involved so late in life) and the Tail of the Dragon was on it, big time. What can you say about 11 miles of nicely paved road with 318 turns, some of which are almost 180 degrees, a car guys dream.



Some time goes by, but I'm on the BGB Facebook page trying to gauge interest with nothing more than its the Tail of the Dragon Fall Drive with the Memphis Chapter, the River City Bimmers and thats about it. No where or when, so no one can really jump on it. But there is interest.

Like any event we have, the interest far outweighs the actual going. I threw a

couple Tail of the Dragon links on the FB page so members that didn't know anything about it could get a glimmer into the fasination that it holds.

I brought it up at a family get together one weekend and my uncles and cousins who are rabid motorcyclists said they do it every year, sometimes twice a year, they enjoy it that much. They then get in to tell-

ing me about how cool it really is which just seals the deal for me.

Finally we get info-- trip will be early November, will stay at the Fontana Village Resort, River City Bimmers will host and pay for dinner Friday night (Bonus), Saturday we will all meet at 8 AM to start. November scares a few people, thinking that it'll be in the sub zeros, like in Alaska--but after a quick peruse of the internet for that area highs will be in the upper 40s-50s, lows in the 30s but whats a little frost on the windshield.

Back to FB to see whos going so we can start making plans to meet up if possible. We'll be heading past Lexington so anyone from Cincinnati, Louisville, Frankfort or Lexington can meet there.

After what seems like an eternity we locate a restaurant right off of 75 in Lexington we can all meet at. A couple of us from Louisville, a couple from the Ohio area and I'm pretty sure one from Lexington. There are a few more going from Louisville but have to leave a little later than us. The Drive starts early Saturday morning, so we are leaving the Lexington area around noon on Friday--some couldn't leave as early as us, and that may be a reason the overall number was down-- I know a lot of interest was shown. Its a good 4 hour drive from Lexington and we expected to get to the Fontana Village Resort by about 4 (expected is the key word here, I'm an eternal optimist so I was all set).

We had a great group of cars, A beautiful M4 (Juan), an e92 M3 convertible (Dave), a Dinan e46 M3 (Daniel), an e36 M3 (?) and my 135i which seemed tiny next to the M4--really if you cut the back end open, more than likely the 135 would slide right into the M4-- it always amazes me how wide that car is.

Driving in a group is always interesting, some want to do the speedy thing some want to take it easy--our group-- no one wanted to take it easy. Immediately one of the guys (Daniel) gets separated-- I know he had to divert anyway to pick up his wife, but I didn't think that would happen in the first 5 minutes. As we were pulling





out of the Parking lot, he got ahead of us, then we got hung up in a melee of traffic that took us all a bit to get through, Juan got through first and waited on the outer median of I-75 for us all to catch up. After we all got re-organized, with the exception of Daniel who decided to head off and get his wife, we headed out-- now this isn't a taxing drive by any means straight down I-75 to I-275 to I-40 to US129 kind of a straight shot on the map. Its a long drive again we figured 4 hours to get there if all goes well.

We're buzzing along, traffic is extremely light for an early Friday afternoon and its an absolutely beautiful November day. Sun's shining, its clear as a bell out, not a cloud in the sky, in the 50s (great for the intercoolers) and making good time, when we roll up on another Alpine White M4. We roll by him thinking maybe he is

going the same place as we are and hope he just joins at the back of the group. Now, thats all well and good we're always happy to have someone else join in the fun. but somethings just not right with this guy. He falls back then comes whipping up next to Juan whos at the lead of the group. Well this yahoo (yes this is the BMW driver who gives us all a bad name) starts taunting Juan by slowing down and speeding up to which Juan wants no part of, or maybe he does but shows restraint. So this wienie drops back to each of us and does the same deal, the speed up slow down taunt, again to give us all credit we just let him do his thing. Believe it or not this goes on for a good 5 minutes until he gets off around Corbin some-place. Thank God for that.

About an hour later, we pull over for a bathroom break, which was about a half

hour too long for most of us, Juan says that his GPS is re-routing us due to a huge accident up ahead. we re-fuel and head you and follow Juan as he exits I-75 to avoid the accident, as does just about every other car in front and behind us--they must have sent a global warning of this accident, EVERYBODY knew about it. So much for the 4 hour drive from Lexington.

Nothing to do now but sit back and follow whatever slow drivers are in front of us, and man were they slow. I think we got off on 25W which follows I-75 for a long way. It was a nice day, so we opened the sun-roof and enjoyed the scenery, which really was beautiful. Most of the leaves were long gone, but the rolling hills along with the winding road were kind of a pleasure to drive with the exception of the speed, which really, if we were at any speed I more than likely would of never no-

ticed. Even Patty my wife/navigator, who generally has her head down reading or playing a game while I drive, noticed how pretty it was, and we got to talk for about an hour while we were lead through the countryside to the other side of the accident (which I'm not sure was ever there in the first place, because David Bufford who was an hour behind us said he never saw it).

Once back on I-75 it is uneventful to I-275 and I-40 where we exit at 386B and start looking for a Shell station (93 octane) and a bathroom--I'm only good for at most an hour and a half in the car without a break. Juans BMW Nav system is set up to search out Shell stations and we are soon filling up not only our gas tanks but our stomachs (my navigator always has the good sense to pack something for us along the way, unlike me whos objective is to *get there*).

The host chapter, The River City Bimmers were coming from Memphis and I think they left later in the day on Thursday, taking a nice leisurely Friday drive to the Fontana Village Resort. They had a bigger group so they may have been snail pacing it-- Ha, I bet.

We leave the Shell station and find US129, ha this isn't so bad. well US129 is a relatively long stretch of 2 lane road that is fairly sweepy for about the first half of the way to the resort. Yes, you actually drive US129 on the way to the resort, but you really don't realize how twisty it is until you actually get to the beginning of the tail, about 14 miles from the resort. now of course our detour added close to an hour and a half to our time and its getting dusky when we hit the beginning of

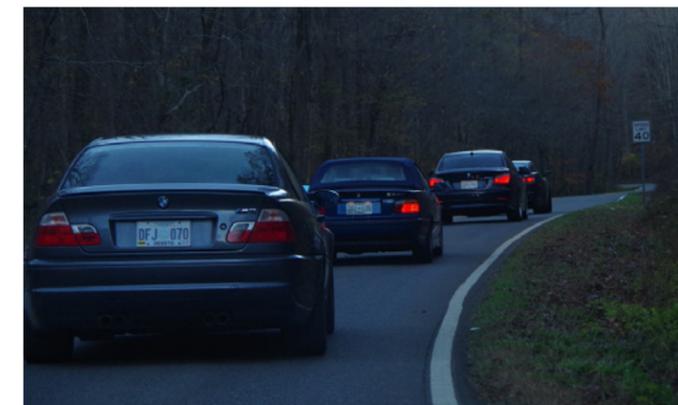
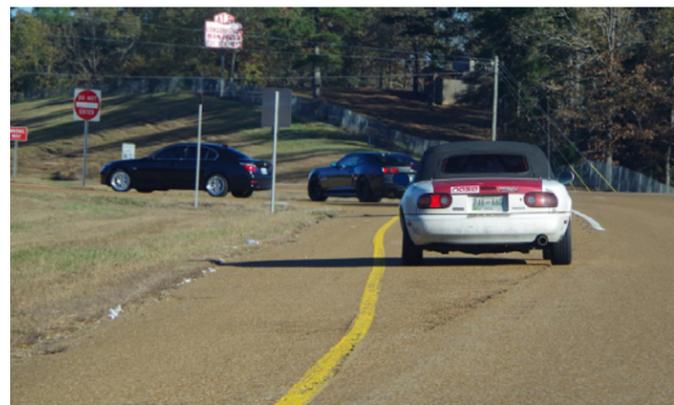


the tail. Jaun and Dave slowly start to pull away because my navigator doesn't like driving in the dark, and let me tell you -- it gets dark pretty fast in the mountains, so I take it kind of easy the rest of the way to the resort, my navigator thanks me.

We get to the resort, which is hard to make out because, yes, its really dark in the mountains at 5:45PM. We unload the car-- a couple of bags, only there for one night, and go check in--we see David Bufford and his wife/navigator Rachel, who left Louisville an hour later than we did and Zack Ketring who came up from Nashville, but lives in Louisville-- BGBs are making a great showing. We find out theres a meeting at 6:30 to sign in and get the be safe but have fun talk from the RCB president Juan Larin. All goes as

planned and we head back to the room and get ready to head to the RCB hosted dinner. Dinner was great--and we all sat and talked about the day to come, but all in, we were beat and wanted to get a good night sleep because we were meeting in the parking lot at 8am. meaning we would be out there at 7:30am, warming up the cars which means getting up at 6 so we could grab a good breakfast.

Patty and I had a nightcap or two at the bar and went and sat by the fireplace in the lodge while we finished our drinks we talked about what happened that day and speculated what tomorrow was going to be like. The lodge was very nice and relaxing just what we needed before heading to bed.





6 am comes pretty fast and after a shower we head down to Breakfast. We sit down at a big round table with a group from the River City Bimmers and a couple from Nashville, Zack Ketring and David and Rachel Bufford. Had a great time with this group. and the food was good too. I'm not much of a breakfast guy so a couple eggs and turkey sausage while Patty had the Hillbilly Benedict, 2 biscuits, sausage gravy over those with a couple of over medium eggs on top of that with a side of sausage, she loved it and was completely satisfied.

All filled up, we all go pay and head out to our cars. Patty and I have a party we are hosting Sunday, so we aren't spending the night, I load the 135i up so we can depart when we feel the need. Everyone is outside and yes its cold. frost on the windows but with about 20-30 minutes before we start we will definitely have the cars all warmed up. We get called over to talk about the structure of us leaving-- there will be 4 groups, and yes you can just guess what they'll be, another be

careful out there speech-- which is always a good thing, just to keep you grounded

Again, the day is perfect, clear, sunny, roads have dried off nicely. I follow David Bufford out to the designated meeting point and we wait for everyone to arrive. All the BMW are lining up nicely. After everyone arrives, we are asked which group we want to be in, I look at my navigator and hold 1 finger up and get the look, 2 fingers and the look lingers, 3 fingers and get the nod. Ugh, group 3, well, I felt it best to go along with her wishes, shes really not into "spirited driving" as much as I am, so I err on the side of caution. We all get into our respective cars and wait for our groups to be called, 1 and 2 go out, 3 is called and we all line up. its now 8:30 still a little chilly but warming up nicely. I really can't remember the road coming in last night because of how dark it was but I do know it was twisty. US129 is a great road-- as we head out it starts with some slight turns to get the tires warmed up and the speed picks up. After about a mile/mile and a half we

hit the twisting turns that make this the Tail of the Dragon. 11 miles of tight twisting left and right hander with just enough straight lines to gather speed for the next section. Now this is not a one way road, we have on coming traffic, and traffic ahead of us, so we know that as you go into these blind corners not to encroach upon the double yellow line, so err on the side of caution but keep up with the group leader, who by the way made sure we all had a very, very spirited drive.

Now, 20 minutes of this left, right, left right, straight hard left, really hard right, straight is as good a workout as you can get, not to mention how much fun it is. Not quite as fun as a track day, but Damn close. You have to be a little more wary because one mistake can put you over the edge of the mountain, or into oncoming traffic. What I was amazed with was the courtesy of the drivers we came up upon, as soon as they saw us coming and there was a chance for the to move offline they did, letting us pass through at speed. We get to our destination at the end of the Tail and into a huge lot where the other 2 groups are milling around talking and wide smiling. We all exit our cars and immediately the smell of hot brakes and engines tell you that you've just had a blast. We gather up our group and talk about the run, a few pucker moments and



what we saw along the way--and nothing but smiles tells you that 6 and a half hours of driving there was well worth it.

Did this 3 more times and each time got better and better, I could have stayed the night, but Patty kept bringing up the party. So around noon we departed the Tail of the Dragon from the main meeting area, I figured Patty needed a break so we took it pretty easy. Until at about the half way point, I see David Buffords 335i swiftly approaching behind us. I say something



to Patty and take off, alas, he still caught up with me, but we had fun all the way to the end. We pulled into the Big end lot and said our goodbyes-- it was a blast.

From what I understand there were more runs, we did see a Subaru group and motorcycle groups doing the same thing we were doing, nothing but smiles.

There was another dinner that night and plenty of stories I'm sure, with more runs the next day.

Patty and I made it home in the 4 hours to Lexington then another hour to Louisville, right on schedule, maybe a little under schedule, maybe.

River City Bimmers know how to put on a good show, thanks to all who put this together, I know how time consuming they are. I hope that this will be an annual event, I've spoken with them a few times and it sounds like it is going to happen. Made some new friends that weekend, after all isn't this what its all about.

Oh, and Patty said that if it becomes an Annual thing I can go by myself, because it really scared her. How can I not love my navigator.

Camber Plate Lockdown by: David Bufford

The McPherson Strut front suspension is great for packaging a lot of stuff in a small space. However, it leaves a lot to be desired. One of the shortfalls of the design is that in a heavy cornering situation, the McPherson Strut design causes

negative camber on your McPherson Strut suspension. With more negative camber, you can afford to lose more as you corner. You will still lose negative camber, but the understeer will not be as significant.



Let's be clear, a lot of modern non-M cars have very little negative camber from the factory. For my e90, factory alignment specs call for between -.2 and -.5 degrees of camber. Let me say that again- factory specs are OK with between one fifth and one half degrees of negative camber. That is hardly any at all. If you were to eyeball it, you would likely say that a factory spec'ed wheel was perpendicular to the ground.

So how do you increase your negative camber? Well, a lot of non-M cars can add certain front suspension bits from the same series M car. On my e90, I have M3 front control arms. Those add about .75 degrees of negative camber.

"This is where the factory alignment pin would be. You can see the threads in the indicator ring."

a loss of negative camber. Normally, this is not much of a concern for most people. But if you are regularly doing any hard cornering, you will notice the loss of camber as one of the factors that cause understeer. Understeer is when your front wheels are aligned on a smaller turn radius than the rest of the car is moving. Basically, you're turning the steering wheel tighter than the car is agreeing to go. Have you ever driven on snow and turned the steering wheel, but the car kept going straight? That's essentially understeer.

There are a couple ways to correct understeer. One is to increase the



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"The Loctite curing on the setscrews."

So just with that, you can get to about -1.25 degrees of camber. That's not too bad. But if you want to go much beyond that, you will need camber plates.

Camber plates allow you to significantly



"Here is the finished product. Nothing fancy, but gets the job done."

increase your front camber. So that's what I did. I have Ground Control camber plates, and can get to about -3.0 degrees of camber. That's a lot. The beauty of camber plates is that they are adjustable. You probably don't want to drive all the



time with -3.0 degrees of camber unless you are a card-carrying member of StanceNation.

The Ground Control camber plates have a nice graduated scale to make adjustments repeatable. The plates come with a ring that is supposed to remain stationary. This ring has an arrow-shaped marker that you can use in conjunction with the graduated scale to make adjustments easy and repeatable. The only problem is that the ring doesn't stay stationary. It moves when adjust the camber plates. So it's pretty useless if you want to have consistent measurements.

But I fixed it. If you look at your stock strut tower, you will see a little bump amongst the strut tower nuts. It is the factory alignment pin. Many people knock this pin out to get more camber out of their factory setup. The Ground Control plates obviously do not use the factory alignment pin, so this hole is now empty. However, the ring with the arrow on it does have a threaded hole in this location. So I took a 10-32 set screw with some Loctite and a locking nut, and made a lock-down for the indicator ring. Now, the indicator ring does not move when the camber plates are adjusted!

"This was from the Fall Drive at the Tail of the Dragon with -3.0 degrees of camber. That's a lot."

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.

Dennis Stewart
Mike Wilder
Richard Lawrence
Michael Stenger
Kendall Davis
Gene Gruver
Todd Hoon
Michael Starling
Woodson Mcgraw
Payton Browning
Matthew Coil
Jere Sullivan
Joesph Hertzman
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BMW Team RLL 12 Hours of Sebring Preview

Reprinted from the BMWCCA Website

A strong two-day test at Sebring International Raceway at the end of February has BMW Team RLL feeling very positive about success at the 64th Annual 12 Hours of Sebring on March 19.



BMW Team RLL started to write a new chapter in BMW racing history at the season-opening Rolex 24 At Daytona with two new BMW M6 GTLM racing cars. Both cars ran up front and led the class, but teething problems resulted in a fifth place finish by the #25 car. Unfortunately, a mechanical failure put the #100 machine into the wall just past the 14 hour mark, resulting in a DNF.

This year is a historic one for The Ultimate Driving Machine as Bavar-

ian Motor Works celebrates its 100th anniversary. To mark the occasion both of the M6 machines will race with unique liveries and numbers significant to the marque. The #100 M6 GTLM, with John Edwards, Lucas Luhr, and Kuno Wittmer driving at Sebring, looks forward to BMW's next century with an artistic theme that reveals a night-glow surprise.

The #25 M6 GTLM, driven at Sebring by Bill Auberlen, Bruno Spengler, and Dirk Werner races in honor of BMW Motorsport's first season racing in the U.S. in 1975. The car displays images of four significant racing BMWs; the 3.0CSL, M1, M3, and V12 LMR. BMW has a special history with the 12 Hours of Sebring with two overall wins at the classic event; 1975 3.0 CSL and 1999 V12 LMR. BMW also has scored four GT class wins with the BMW M3; 1997, 1998, 2011 and 2012.

In its seven seasons of North American sports car competition, BMW Team RLL has posted 13 victories among 57 podium finishes, winning the American Le Mans Series Manufacturer and Team championships in 2010 and repeating the feat and adding the driver title in 2011. Beginning with the BMW M3 GT2 in 2009, the team successfully introduced the BMW Z4 GTLM in 2013 and expects to continue its winning ways with the BMW M6 GTLM in 2016.

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Tales from a Shadetree: Suspension Upgrades

by: David Bufford



When enthusiasts upgrade their suspension, it seems most people start with lowering springs, then maybe new struts or shocks (I'm going to call them dampers, because that's what they are), and then maybe move on to something more aggressive.

I guess I did it backwards for my current car. In fact, I started with all new front and rear control arms from the e90 M3. Add solid polyurethane rear subframe bushings, a differential brace, an upgraded front sway bar, and how about some camber plates too? So, I had a totally upgraded suspension, except for my springs and dampers. And with 70K+ miles on the factory dampers, they were a bit past their prime. Here's a hint- if you hear your suspension hiss every time you go over a bump, you might need some new parts.



I finally broke down and realized that I had a fever, and the only cure was more cowbell. Wait, I mean new dampers. That was a different fever.

Anyway, I took advantage of an extended Black Friday deal last December and ordered a B12 kit for an incredible price. The B12 is a super rare 8 Series from Alpina that . . . sorry, wrong B12. The B12 kit I bought is a matched set of Bilstein B8 shocks and Eibach Pro Kits springs. It is much cheaper than the Alpina B12.

Since the Bilstein dampers should be good for a very long time, I figured it would be worth it to order all new suspension mounting bushings. I recommend you do as well if you are changing your suspension parts. While the original parts might be fine, you won't really know

until you take them off. That's not really the time you want to find out you should have ordered a new rear upper spring mount. I ordered everything I could possibly need for about \$100, so it was not too much more.



One item worth mentioning on its own is the rear upper damper mount. You can get a number of upgraded versions that are between \$70-100. But I found a set from Monroe (yes, the same you might find at NAPA) that, for all intents and purposes, are nearly identical to the \$70-100 mounts. They were \$10 for both sides. So far, so good on them.



With all my parts ready to go, I call my buddy Greg Nehring over to help me install the new suspension. Little did Greg know, I only budgeted about three and a half hours for the whole job. So he didn't get to take any pictures of the process as he intended. Sorry Greg.

I know what you're thinking, three and a half hours? For a total suspension job? Well, you're right. I didn't get them all finished. I only had so much time because I was scheduled to work the concession stand at my son's school that afternoon. Oh well, we got three wheels done! Not too bad. We were only able to get so much done so quickly because of my new impact wrench, which made short work of any bolt I could find.

So how is it? A significant improvement. I did not want to lower my car much more than the stock sport suspension ride height, and the Eibach springs fit the bill. In fact, I think they are a bit higher than the stock springs. Even after a few thousand miles. The Bilstein dampers work very well. At lower speeds, they are a bit firmer than stock sport dampers, but not jarring by any means.

BGB Holiday Party

by: Greg Nehring

Once again the Bluegrass Bimmers hold their Annual Holiday Party at Serafini Italian Restaurant in the heart of Frankfort, KY. Its the 2nd time that the club has held the party here and judging from the turnout this time will be as good as the last time a couple years ago.

As we usually do the party is held in January sometime and this year was no exception. Patty was suppose to attend with me but some she had to attend came up and I was traveling solo.

The party started about 7 and in my usual fashion I leave knowing that I have to make haste or be late. About halfway to Frankfort I see some headlights gaining on me, then a silver e36 M3 passes me (its dark out at least I think its silver).

I get to Serafini and everyones milling around talking--I see familiar faces and some I've never met, which is a good thing, and what happens when you bring two city members together.

The club bought appetizers and a drink for all that showed up, (about 32 of us) which were greatly appreciated seeing I hadn't eaten since breakfast and was holding off for tonight's fine dining.

David Nalley brought by Posters from the BMW Foundation courtesy of Bill Wade. We all nabbed at least one, a nice little give away from the club.



I was talking with some of the members I haven't seen in a while and Dan Miller

walks up and asks why I was driving so slow-- the fast moving BMW mystery is solved. Dan had a mishap with his e46 M3 a couple of years back and had the the misfortune of having it totalled. Then had the fortune of finding a tuned Porsche for a fantastic price. As car guys we understand. He still has the Porsche but has since aquired an e36 M3-- Go Dan.

Everyone was gathered talking, milling around, having an all around great time.

The setup was a little disjointed at Serafini-- we had tables and booths and seeing I was dateless that night Dan was dateless also so we grabbed a booth and caught up on things .

Dinner was great--drinks were good friends all around-- could it get any better than this?

After Dinner, Out-going president David Nalley, introduced our new incoming president David Bufford and VP Bill Green. This is the year that all the hard working officers decided to finally retire from their respected positions. I've known David and Bill for a couple of years now and they are going to be an amazing addition to the club, President David Nalley, VP Zack Ketring, and Treasurer John Wilson, will all be staying on in some fashion helping out with events and others projects.

John Wilson after many, many great years as treasurer is trying to step down, but we still need a replacement to fill his shoes (he graciously remains the interim treasurer until we can find his replacement) So if you know anyone that would like to be active in the club, the treasurer position is open. I'm sure John will help train anyone interested.

As the night closes down we all get to talking in groups again-- asking which way evryone is going-- some are taking the twisty backroads, some are making haste on the freeway. David Bufford, his wife Rachel, Dan Miller and myself, decide to follow one another in a spirited drive home. Frankfort to the East End of Louisville has never been more enjoyable, and as always, looking forward to next years Party, who knows where it may be held.

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 through 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?

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



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.

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.



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"In memory of Dallas Tidwell"

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 have your preference set to US Mail.

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

Marikka's German Restaurant & Bier Stube
411 Southland Dr.
Lexington, KY 40503
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**



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