

Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

BMW Car Club
of America
Bluegrass Bimmers



VOLUME 10, ISSUE 1 WINTER 2014

COTA 2013, RAMBLINGS ON THE ROAD WITH BILL WADE



WHAT'S INSIDE

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and other good stuff...

SOME GREAT EVENTS ARE GOING ON IN 2014, SO BE WATCHING YOUR EMAIL, NEWSLETTER AND WEBSITE FOR FURTHER DETAILS.

Check out the article on our first event of 2014, the *Bluegrass/Buckeye Karting Challenge*. *Whos going to take it this year?* --Good Fun.

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WORDS FROM THE PRESIDENT

David Nalley, Bluegrassbimmers President

Bimmer Friends

After an awesome Spring, and amazing As I am writing this for the "Spring" newsletter, it is actually about 8 degrees outside, and our friends to the South of us in Atlanta are getting pummeled with an ice storm of historic proportions. But alas, I assure you that Spring is on our mind and after what has been an all too long and all too cold winter, I am ready for the warmer weather when there are greater opportunities to enjoy quality time with my BMWs.

We've just wrapped up our planning meeting for the year, and we should have plenty of opportunities for quality time with our cars and our friends in the club.

We will of course have our Monthly Social meetings in Lexington and Louisville. We might have one or more of them at special locations over the course of the year.

February has the Karting Challenge, where we hope to keep the crown for another year. April brings us the Spring Drive. Registration is open, and I hope to have the route finalized shortly - it looks like a good one!

Rumor has it that the i3 will be at Sam Swope in early May. We will have an event there when it is in. Oh, and don't forget the new 2 series and the 4 series convertible - those will be in stock by then as well. I always like checking out the new hardware!

June is our Hoo-Grass driving school at Putnam Park. Teaming up again with the Hoosiers, this is always as much fun as a social event as it is a driving school. Head over to Motorsportreg and sign up!

We are working on a summer drive of some kind - details coming as they develop. This should be in July or August.

September will bring us another distillery tour. Buffalo Trace was a great event last year - this year promises to be a good time as well!

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

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

October - WOW - we will have the first Driving School at the NCM Motorsports Park in Bowling Green. Our Club is the first group to use the facility after the Museum has its Grand Opening for the Corvette crowd. This looks to be a serious track - 3.1 miles long - that will be both fast and in parts, very technical and challenging. Best of all, it is IN THE COMMONWEALTH!!! Watch for sign up details - this will sell out fast!

Of course, we will also have our annual fall drive to one of our gorgeous State Resort Parks.

We have some other possible events we are looking at - possibly a picnic, and a paint less dent repair clinic. If you have some ideas, send them our way - this is YOUR club! We'd love to fill the calendar!

-David Nalley
Chapter President

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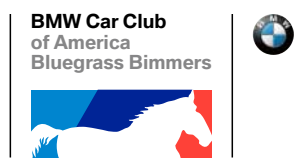
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COTA 2013, RAMBLINGS ON THE ROAD by: Bill Wade

An opportunity came about late last year when the Texas Chapters of the BMW CCA had an idea. "Let's rent the Circuit of the Americas for a Drivers School and Club Race". Bruce Heersink had the vision. Since we aren't in a bar I'll make this a little quicker. They were able to come up with a HUGE amount of money and signed the contracts.

The idea started circulating within the BMW CCA driving community. Since the first of 2013, when the track started allowing clubs and organizations, it became clear that the track was not quite ready for this. Drivers in many of these clubs had the nerve to lose control of their cars and hit things like guard rails. The word began to circulate that the signed contracts would be honored for this year but there was absolutely no guarantee that they would be renewed.

Since I have a 'flexible' schedule I wanted to go. Hmm.... Austin Texas, fire up MapQuest and find it's 1049 miles from my house to the track - one way. My truck gets about 15 miles per gallon towing the track car. I'm would never consider not taking my M3 so how can I make this work? I start talking to my track buddies (aka Team Monkey!)... too far they say, too much time away they say... pssstttt I say. Tim Beechuk and I talk about it and we figure out well..... we gotta go.

We figure out we needed to be there Thursday night so we can hit the track Friday morning to learn it before we spend two days teaching it. Tim's very understanding wife Jaynee brings Tim down from Cincinnati on Wednesday morning and he jumped in the Ford Giesel (my F250 diesel truck that also runs on waste vegetable oil) and we head out. We are taking our time to try and stretch out the fuel mileage so we get the cruise control set on 65 mph and head out. We stopped for dinner in a truck stop when Yelp! had sent us looking for a place that no longer served dinner. We pull in and bounce through a puddle that about swallowed the entire truck and trailer. We walked in and a guy in the back says loudly, "so you the guys pulling that race car?". The conversations were...spirited



The Team Monkey banner flies high at Circuit Of The Americas

let's say, not to mention the speed of our eating... We drive to just southwest of Texarkana and stay at the TexInn, a independent \$48 a night hotel. Tim is hesitant. I tell him the story of my then

14 year old son, Max, and I driving from San Francisco to Louisville and having two rules, no chain hotels and not eating anyplace that there are more than one of. We spent 13 days and never paid more than \$40 for a hotel room, and lived to tell about it. Tim relented. We ate in another diner for breakfast and pointed the truck toward Austin.

We arrived in Austin in time to drop the trailer at the track. Wow!.... what a place. First class facility, no world class facility. "No expense was spared" indeed. So we see a ton of people we know and try to decide on what to do about dinner.

Since we were 'Ballers on a budget' we didn't stay at the host hotel and stayed much closer to the track at almost half the rate. After a challenging bout with the Garmin we ate a late dinner and came out to find a flat tire on my truck. I've got a spare but no jack because everything is at the track. A good Samaritan offers a plug-in-the-lighter type compressor which got us just enough air to get to a gas station to then get us to Wal-Mart. I bought a similar compressor and tire goo and a valve stem tool because the air was coming out from the stem. We got back to the hotel at 12:00am, got to bed after setting the alarm for 6:00am. I fall immediately asleep. I wake up with Tim saying "ahhh it's 8:00" My phone was dead.... the



COTA is an Amazing Facility with no expense spared, and a little Tire Rack Street Survival Love

COTA 2013, RAMBLINGS ON THE ROAD *by: Bill Wade*



drivers meeting was at 7:15. The track is 15 minutes away. The tire was flat again and it takes 20 minutes to get 20 lbs in



Another flat tire is just what was needed to make an already late start to the morning even later

it. Not a great way to start out the day. We get to the track to beg forgiveness with all involved and get on the track. OH MY GOD!!! This track is amazing. It's got everything. We both drive a couple of



Everyone should have one of these nifty little compressors that just almost inflate your tires

sessions learning where to go. Very fast track!! I'm running out of 5th gear on the back straightaway. Get out at lunch and pump up the tire.... again. We saw a junk yard on the way in that was close to the track that had a hand painted sign that said "we fix flats". In seconds a very small dirty Hispanic guy comes out to see what we need. He jacks up the truck, takes the 8 lugs and wheel off, rolls it into a shed that I didn't dare go into, and less than 5 minutes later he rolls it back out. A new valve stem installed, pumped back up to 70 psi and back on the truck. It took maybe 15 minutes. I'm thinking \$30-\$50.

The guy smiles and says "all done... \$10 please" I said No! He now has a panic look on his face and thinks I'm going to argue that it was too much, his face changes when I say "Here's \$20, have a nice day".

Next to the junk yard was a high school football game sized concession trailer. A very large woman was selling tacos and all kinds of Mexican food. They had quite a local crowd. Typically that's the last genre of food I eat, but what the hell.... "when in Rome!". 3 tacos for \$5 from the taco truck and we where back to the

track. Laughing at the guys eating \$15 BBQ sandwich.

Another 3 sessions and we are done. Rotating the tires at the end of the day I find the tire (one of the newish BFG's that had a slight blister and flat spot from the Memorial Day school at MidOhio) now had a much larger flat spot with cord showing. CRAP! I gotta get that abs working again.



Just an ordinary day for Bill at COTA. Leading a group of BMWs and a lone Porsche thru the turns

We put the old hard Toyo's back on and left the track.

Dinner, no flat tire, the prerequisite 'brown liquor' and desert of some type of ice cream was a great end the day.

The next day the students came. It was an odd mix of experienced levels. No one was allowed there as a 1st timer to track driving so everybody had some experience. One guy had been there with every club so far something like 5 week-ends. He was a student! He had more experience than any of the instructors/ racers. There were some pretty hot cars and some just plain 'ol street cars off the showroom floor. Some famous (but not to me) NFL football player was there and was having trouble with his Ferrari, the wheel weights kept falling off and shaking the wheel too hard for him to drive... At one point during the day I got a quick tour of the facility. Having been behind the curtain at many tracks where pro racing is done I can honestly say "HOLY CRAP! This place was amazing, again." The race control room has over 45 cameras to cover the 20 corners, reportedly over 100 miles of cable. Some 12 terabytes of storage on site for video. There was a camera at the top of the hill at turn one, somebody noticed a guy sitting on the pit wall and they zoomed in on him and could almost read the shirt he was wearing. That's easily a 1/3 of a mile away.



The race control room has over 45 cameras to cover the 20 corners, reportedly over 100 miles of cable. Some 12 terabytes of storage on site for video

My student was a nice guy in a 1M. He had done a couple of schools but none here. We got around the track pretty well and he had a good time. He was more concerned about getting a good lap on video than driving a better lap... oh well I'll bide my time.... he's not dangerous. It's funny when you see a guy come to the track on his street tires, no jack or spares, he had a torque wrench, a screw driver, and he didn't use any of them. I'm glad some people can do that and it worked out for him but.... Speaking of lack of preparation, one of our neighbor paddock mates came to the event in his e92 3 series, again with hardly any tools. The only thing he had was a spare tire. Not on a wheel mind you just a spare tire. We let him borrow what he needed; Windex, paper towels, torque wrench. He came in during his last session on Saturday with a flat tire, cut sidewall. He had quite a dilemma. He knew no one here and he was about 3 hours away from home. Not only did he want to drive the next day on the track, he needed to drive his car home. While I'm a true believer in personal preparation, I'm a bigger believer in Karma. So we couldn't just leave him... Now in another example of how the track didn't really want us there they book a concert in the huge amphitheatre that's in the middle of the track, just some band called Munford & Sons. That meant that we had to be off track an hour before what the contract stated... so there was



A nice Slightly modified 2002



Bill all by his Lonesome. Doesnt look like hes having fun, does it.

a HUGE traffic flow coming into the track when most of us were trying to leave. Back to our friendly Mexican tire repair shop with this guy and his tire, \$10 later we are trying to get back into the track. I now know what a salmon feels like.

Driving into town for the event dinner that night and trying to find a place that the

truck would fit was a challenge, but we made it work. Lots of people were hootin' and hollern', think of a Texas style Beale St. We get back to the hotel relatively early and get ready to do it all over again. On Sunday Tim had a friend stop by and I



The Observation tower in the background, you get a great view from up there --if you like heights.

Some of the instructors had started to leave early and at one point they called for an all hands on deck, looking for people in the right hand seat for students. I jumped into a black on black big Porsche of some description. The acceleration in this thing was awesome and the guy was quite proud of it. When it came to the back stretch he floored it and when we hit about 155 he started coasting.... we had LOTS of room to go.... I thought to myself well let's give him another lap or two and see. Every lap he'd do the same... so I said why are you coasting here? Stay in the throttle you've got lots more room are you having brake issues?" No he said I'm too afraid! Well I said I can talk you



So long COTA, It's been wonderful.

through it.. there's lots of runoff at the end and this car has phenomenal brakes, you'll stop. So a couple of corners prior to this corner I started getting him ready. "We're going to stay in it this time right... you'll listen?"... Yep! he said... so we made the entry corner great and he got into it.. bang, bang, bang up through the gears and then.... then.... nothing... he yells "I can't do it", and backs out... as Boris Said says... there's a reason the Porsche starts with a 'P' sometimes. We had a good rest of session but man I wanted to trade him places soooooo bad for just a couple of laps.

At the end of this very hot but fun day we packed up and pointed the truck to the east and with tears in our eyes, we said go bye to a awesome track weekend experience.

Fall Drive 2013 *(More of a good thing.)* by: David Bufford

With two boys at home, four and two years old, it was not difficult to convince my wife, Rachel, to join me on the Bluegrass Bimmers Fall Drive to Dale Hollow with an overnight



All the Club Memebers checking out the rides and getting ready to depart on another epic fall club drive

stay at the Park Resort. In fact, she made sure to remind me (a few times) to book a room. Of course, I needed each reminder because I likely would have otherwise forgotten. A few weeks pass and that crisp October Saturday morning arrives. We make our way from Louisville to the Lexington rally point, wondering if each bimmer we saw on the road was also headed there.

We arrived in Lexington and everyone grabbed some lunch as we waited for the rest of the group. After some introductions



Yep, we're lost. But after a little consultation and some directional sauve by Chad we are soon on our way again, soon to catch up with the lead group

and car inspections, we set off with a two page route guide that took us down scenic Kentucky back roads.

Our group was particularly well suited for tackling the twisties. Chip and Gary headed the pack in their matching Imola Red e46 M3s, John in his e39 M5, Scott in his rare 1M Coupe, then Rachel and I in my 335i lead the rest of the group of three 135s, another 335i, a beautiful z4, and even an e39 530i. Chad and Heather ran tail duty to make sure no one got lost in an e36 M3. All together, we had twelve

cars with twenty enthusiasts to make the Fall Drive a great event.

At our first pitstop, Heather supplied each car with a bag of delicious home-made Chex mix and cookies. We continued on to the first of three lake destinations. Rachel had brought a few books with her to read on the drive, but it didn't take long for her to realize she wouldn't be able to read very well holding

onto the grab handles most of the time. Green River Lake was our first stop and provided a great scenic backdrop.



Wolf Creek Dam, very scenic, now lets drive.

After a few pit stops in some extremely well heated restrooms, we continued on towards Lake Cumberland. On the way we traveled on some excellent driving roads where we encountered an early 90s Oldsmobile Eighty Eight Royale. This Olds was must have been driven by someone who has spent a lifetime memorizing every inch of the road we were driving and hung in with the lead cars of our tour through some very interesting sections. Multiple times I winced, fully expecting to see a twenty year old Oldsmobile go sailing over the guardrail as its painfully

blown suspension bounced it off the road. Luckily, that never happened.

Unfortunately, our friend in the Oldsmobile caused the the pack to lose sight of the three lead cars, leaving our group all following Scott in his 1M Coupe. We quickly found out Scott did not know



The obligatory Fall Drive Group shot. It wouldn't be a Fall Drive without one. That and of course a group of us getting lost.

where we were going. After a brief impromptu rally point on the side of the road, Chad pulled around from the rear and lead us back on track, where we quickly were reunited with the rest of our group.

We traveled to the Wolf Creek Dam at Lake Cumberland. I had been on the Lake in a fishing boat many times, but I had never seen it from land. We were able to line up for a group shot, and then drove to the top of a hill to see the entirety of the dam.

From Lake Cumberland, we pushed on to our final destination, Dale Hollow Lake. We arrived shortly before dusk and everyone checked in at the Lodge (yes, I made a reservation, thanks to Rachel's reminders). After settling in our room, Rachel and I headed back and met with the rest of the group for a lively dinner.

Following our dinner, a handful of drivers met back in the Lodge lobby to recount our adventure and share other stories. The next morning, we ate breakfast at the Lodge and headed off back home. We decided to avoid the expressway and enjoy another scenic drive through beautiful Kentucky countryside. Our route home took us right by Abraham Lincoln's birth-place, where we stopped for a short tour.

This was my first Bluegrass Bimmers group drive, and most certainly exceeded my expectations. I look forward to seeing new faces on the Spring Drive, and I'm sure I'll see my Fall Drive cohorts there too.

Your newly elected Bluegrass Bimmers Board of Directors are...

Well... are all the same as last years Board of Directors.

It was pretty unanimous all around, we had a few write ins, but none of the board was in trouble of losing their seat.

Office President	Candidate David Nalley
Vice-President	Zack Ketring
Treasurer	John Wilson
Secretary	Steve Cullen
Members-at-Large	Bill Wade Chad Sledd Chip Singleton

Thank You,
David Nalley, Chapter President



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Buckeye/Bluegrass Karting Challenge by: Greg Nehring

This event has become a favorite of both the Bluegrass and Buckeye Chapters, and a bit of a rivalry. Who takes the honors? Who's the fastest on the kart track? Bluegrass Bimmer's Zack Ketring took the win last year.

This year was a little different format. A Le mans style enduro. A hour long, non-stop race, featuring ten teams, some all Bluegrass, some all Buckeyes and 1 or 2 mixed, but all competitive as hell.



I don't know if you're ever been kart racing before, but I for one can tell you it can be violent and exhausting. Violent in the sense that you get thrown all over the place, bounce off of tire walls, get bumped into, slide into others and just all around get beat up driving, but damn is it fun, and fast. I was signed up to race but relinquished my spot, not quite being over a stomach bug and not wanting to share anything with the track or helmet. *(if you know what I mean)* So I brought the camera and started shooting.

Full Throttle Indoor Karting in Cincinnati is quite a venue and man are they set up to do this kind of thing. Not only do they have kart racing but slot cars too, 3 tracks, big tracks, some 4 some 6 lane. When was the last time you slot car raced? If ever? I'm in heaven. The karts? Oh the karts. The SODI RX7 go-kart features a Honda GX270cc engine to power you around the track at speeds up to 40mph and you can probably hit that speed in certain spots. The track is 1/4 mile long with 14 challenging turns that will accomodate 10 drivers at a time, just right for our event.



Everyone got there at noon on Sunday, registered and were sent to the conference room for all the pre-race and race information. While we were waiting, Full Throttle had set up a race simulator in the back of the room, and a couple of the guys gave it a try. 3 screens, paddle shifters, motion and vibration sensors gave a realistic sense of driving. Everyone complained about the cold tires when they overshot a turn and wound up in the grass. The crew eventually



came in after all were seated and laid out the program. Warm up and qualifying, team selection based on times recorded, making sure that all teams were evenly distributed with fast and not so fast qualifiers, and teamed according to Chapter the best they could, doing their best to make all things even.

With warm up and qualifying taking place you could see everyone was getting faster and faster as they got use to the track and the tires on the karts warmed up. The adrenaline was flowing as the bold got bolder and the times came down. 30s, mid-29s, high 28s, and some low 28s, but no one hit that magic 27. Everyone qualifying finally had to succumb to time as the staff needed to get together to form the teams that would eventually race each other.

The management was kind enough to give me access to different parts of the track so



I had plenty of opportunity to get some great shots. Watching, while nowhere near exciting as driving, was still fun. The sounds of the karts and the squealing tires, karts bouncing off the tire walls and the occasional sound of a spin would make you turn your head to see where the problem took place.

Everyone was tired and excited as they worked their way back to the conference room to talk about the track and share

the fastest driving lines with each other, hopefully coaxing some useful info on how to pick up some time in certain areas. The crew finally returned and the moment of truth had come. They broke down how the enduro was going to run then started with the teams. Each team was given a color Pit Card, and read the 4 drivers, who promptly grouped together and started talking strategy. Who's going first, second, third and the finisher. Most teams had their own strategy, some had the fastest start first, some had them last. Then you have to take into account that there are pit stops to change drivers, you come in the pit area have to stop hit the pit button, then wait for it to turn green before actually going to the pit to change drivers. The last thing you wanted to do was get to the pits as a group of drivers was hitting them, then you run the risk of loosing laps because you're waiting for a different team to change drivers so you could change drivers. They had 3 pit



lanes open, but I still saw some bunch up. This is an hour long enduro, and anything can and will happen. It doesn't take long to lose a lap when they are clicking off at 28-29 seconds a lap and there could be a couple of spins in one lap.

All teams selected, strategy taken care of, time to get this show on the road. The first drivers helmet up and climb into their respected carts. They are let onto the course and line up on the grid, side by side, engines warm, tires cold, breathing heavy with excitement. Green light. The karts start off slow at first, the by the 2nd turn are hitting just about full speed, and its on. This isn't about Bluegrass vs Buckeyes at this point its about 10 teams out there looking to take first place, and bragging rights.

With the race well under way, Murphys Law comes into play, anything thats going to happen will. Karts spin, karts loose power, tires overheat. Those are to be expected. Fatigue sets in on some of the drivers, they make their way into the pits for the drivers exchange. Some are fast, some are slow and some are not ready for the exchange, but all exchanges are made and the next round of drivers are out.

Everyone is settling into their own group rhythm and starting to emerge is the pecking order for the race. All the team times are staying pretty even and believe it or not are roughly 1 sec apart for the fastest and slowest. So the strategies are working, and the pit

LeMans (19)				
Ka	Racer Name	Best	Left	Left
1	16 Yellow Team	28.644	28.782	
2	22 White Team	29.305	30.094	
3	11 Blue Team	28.791	28.805	
4	43 Pink Team	29.848	29.930	
5	59 Light Green Team	29.171	29.583	
6	78 Teal Team	28.457	28.457	
7	67 Black Team	28.828	29.241	
8	15 Red Team	28.728	28.989	
9	31 Dark Green Team	28.838	29.751	
10	94 Purple Team	28.878	29.519	

stops are doing what they are suppose to do, some of the slower teams may have a faster pit stop than the faster teams, so time is picked up and lost in the pits, but its still the race that counts.



Now, each stint for the drivers can be what they want it to be. If you think about it 15 minutes for each driver can be a long time as each person may not have the same physical ability as the next. They had the option to pit when the team asked or could signal they needed to come in. Last time I raced, we did 8 laps and I can tell you that



at the end of those 8 laps I was close to spent. Those laps came in at 26 sec. each so multiply that by 8 and thats only 4 minutes of racing, now multiply that x3 -- 15-16 minute stints at full race speed, don't know about you but I would have been toast, and some



of the guys I talked to were absolutely spent. You could see the exhaustion and the exhilaration in their faces as they came back to the on deck area. Pulling their helmets off, heads wet with sweat and



breathing hard they were either elated or upset with the stint they just finished.

The race kept going, every team was in the groove and most of the mistakes made earlier were over, the speeds and the times were staying pretty much the same as the laps and the clock ticked away. The yellow team was ahead with the white team close behind.

The final seconds ticked down and the checkered flag comes out. The yellow team takes it, followed by the white team then the blue for 3rd. There were only 6 laps between the first and last place teams, pretty amazing for 1 hour of racing 3 pit stops each and numerous spins and caution flags. Drivers ranging in age from early 20s to early 50s and a few ladies who were fast as hell.

It was a great time. Heck, I had a great time just watching and shooting. I WILL do this next year, no matter how sick I am (if I'm sick). Better start getting in shape now because I don't think I could have lasted a 10 minute stint let alone a 15 minuter.

Yellow Team (Bluegrass) -Yea! sorry.

Vincent Tan John Memmer
Kelsey Gowin Gary Nakasoto





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Curb those wheels lately? *by: Greg Nehring*

This is probably the biggest reason Patty won't drive the 135i. She's scared to death that she'll do something to it. Not that I don't know every little ding and

she's managed to curb all 4 wheels in a not so nice way. She always comes home looking like a kicked puppy when it happens. Believe me, she hates doing it -- she loves



dent on it, (only a couple) or that I can notice something "different" out of the corner of my eye at 50 paces. She knows I know my car.

Over the last 11 months Pattys X1 has had some trauma done to it-- someone slid into the rear end in the snow, on the expressway, FIXED, check that one off, and, TA-DA

her X1, so do I. I made the mistake of (you won't believe this) dropping a Thornton's Chili dog with all the fixings and x-tra mustard on her center console shift lever. Yep, I did it, that was me. She handled it extremely well except for the jabs that the X1 smelled like chili and mustard for the next week or two. Oh, well back to the wheels.

I met Noah of Dent Wizard and talked to him a little bit to get comfortable, when I asked if he would come to our location and he said yes, I was overjoyed. Well a few months passed and Patty came home one day with that kicked puppy look and told me it happened again. Not to worry I told her we can get them fixed good as new. She had that Uh-huh look on her face and I assured her that all would be good and right in the world again once the wheels were refinished.

I set up an appointment with Noah for a Saturday, of course that was the week we started to get snow. Saturday came and so did about 4" of the white stuff--no sooner than I looked outside, I get a text from Noah that we need to move the date -- same time next week I ask, perfect is the response. Next week it is.

Saturday arrives, snows melted, sun is shining and Noah shows up 10 minutes

Curb those wheels...con't

early! I pull the X1 out and pull behind the truck, unlock it and go back inside to get my camera. I walk back outside with the camera and the X1 is up on jack stands all 4 wheels already off, in the truck and being prepped.

down with a cleaner degreaser, and believe me they needed it after that sanding. They looked finished with the cleaner degreaser still wet on them.

From here on out its all assembly line work-- he sprays the wheels with an

4-5 coats of BMW matching wheel paint, he takes his time making sure each wheel is evenly coated and smooth. While the fresh paint is drying he gets the Clearcoat ready. Can't wait to see this as the silver paint already looks shiny and finished. The Clearcoat goes on as even as the

silver paint and really finishes off the wheels. 4-5 coats of Clear and the wheels are complete with the exception of drying. The curing lamps come out and he

aims them towards the wheels.

Clean-up ensues while the wheels are drying/curing. 30 minutes later they are ready to go. He puts the core back in the valve stem and starts to inflate each wheel, each tire seats to the the wheel rim with a loud BANG that makes you jump even if you know its gonna happen. With the efficiency that he took the wheels off they were back on. A few instructions on what and what not to do for a couple of days and the job was complete. It was painless, and the whole process took about 1 3/4 hours. To tell you the truth he probably could have gotten it done in an hour if I wasn't there every step of the way asking questions.



1) Yuk, bugged up.



2) 150 Grit



3) after 400 grit



4) buff pad to promote adhesion

Its a pretty impressive setup. everything you need to refinish wheels. A tool to break the tire bead away from the wheel, a rack they sit on which is also the spray booth, templates that go around the

adhesion promoter, going down the line making sure all the wheels are coated evenly. While thats drying he mixes the paint for the wheels. A couple minutes later he starts spraying. Each wheel gets



A self contained mobile repair and paint truck, I don't know if I would want one of these or a lift in my garage...Ok a lift.



Tire guards on and secured...



Noah getting the wheels ready to spray rubs the whole wheel with a scotchpad to make sure there are no imperfections.

edges of the rims to shield the tires from paint overspray, compressor, straightening jig, paints, everything.

He starts by rough sanding the wheels with 150 grit and works his way up to 600 grit, goes over each wheel as an assembly line, 150 all four wheels, etc. you get the idea. After they are smooth they are all wiped



4-5 coats of Silver wheel paint...



and the same with the coats of clear and the wheels are just about finished.



All done and ready to remount on the X1

Pattys happy, I'm happy and unfortunately, I'm sure this isn't the last time Noahs going to be making a visit to the house. I know my time is coming, but now I have the resource to get them repaired, or resprayed a different color. Hmm, lets see matte black or matte anthracite? Or maybe something that stands out...

MANHART RACING GIVES 400 HP TO BMW M135i (reprinted from the BMW Blog website)

Unless you are constantly scouring the web for BMW related stuff, the chances of you coming across an article like this is slim to none. This is a Euro Spec'd M135i hatch, something that we will probably never see over here in the USofA. Now we do some great things to BMWs over here and I for one am partial to the 1 series owning a 135i myself. Seeing that they are no longer putting out a 1er, at least for right now, I had to share this with you. Everything you see here you could do yourself having an unlimited budget, but to most of us its eye candy, so enjoy.

Manhart Racing tunes up the BMW M135i to a total power output of 400 horsepower.

The BMW M135i is one of the most fun

vehicles we have driven in 2013, if not in the last ten years, and it is currently available in Europe. Those of us on this side of the pond will have to settle for its larger brother, the upcoming M235i, another vehicle that promises the ride of your life.

Manhart also gives the M135i a striking "paint job" aka vinyl wrap with 3D patterns. The super sporty hatch comes with a redesigned front spoiler, rear diffuser, upgraded exhaust system and 19-inch OZ Ultraleggera wheels.

For a sportier appearance, the KW Club-sport coilovers were included by the tuner which bring the M135i closer to the tarmac.

In addition to the suspension and sports tires, Manhart fitted the M135i with a more



powerful brake system with 8-piston at the front and 4 piston at the rear. The 380 and 365 millimeter discs promise great braking capabilities.

The power boost accounts for 403 hp and 561 Newton meters of torque, which is accomplished by an additional control unit. The M135i is powered by a six-cylinder unit with a single turbo (N55) which in standard form produces 320 hp and 450 Nm of torque (332 lb-ft).



Inside, the BMW M Performance seats with Manhart lettering and numerous Alcantara elements enhance the sporty look, while the colored interior trim strips made of carbon ensure consistency with the exterior design and colors.



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Welcome New Members

Every quarter we will be adding the newest BluegrassBimmers club members. Don't forget to join the facebook page and to come to the social closest to your specific area, locations are on the website at bluegrassbimmers.org, its a great way to meet and get to know other members. Welcome.

Charles Griffis	Lexington, KY
Robert E. Johnson III	La Grange, KY
David Burke	Lexington, KY
Robert Pitman	Crestwood, KY
Taylor Carroll	Crestwood, KY
Alex Danhauer	Owensboro, KY
Katherine Hill	Prospect, KY
Luke Goodman	Alvaton, KY
Yasir Saifullah	Elizabethtown, KY

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 and Lexington Socials*. Second Tuesday of each Month, @ 7pm

Louisville Area:

BoomBozz Taphouse
31448 Bardstown Rd
Louisville, KY 40204
Contact: Dan Miller

Lexington Area:

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

**All membership socials are "DutchTreat".*

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

BGB Join The Club Card

As members of the club, we are always looking to expand the experience by trying to get the membership up-- Its not always easy approaching someone with a BMW that you like (or maybe it is), or maybe theres a time when you see a hot BMW in a parking lot somewhere and want to see if they're interested in joining the club.

Well, we have just the ticket for that-- the NEW BGB Join the Club card.



10 different designs help to get the point across. Each has a current image of a BMW to help attract attention, and a list of benefits on the back to entice them. Social media info on the front to get them to FaceBook and our club website. Available free to members at the monthly socials, just ask.

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