

# Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

BMW Car Club  
of America  
Bluegrass Bimmers



VOLUME 11, ISSUE 01 WINTER 2014/15

## i3, But is it a real BMW?



*also in this issue, 42 seconds of Fame*

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# WORDS FROM THE PRESIDENT

David Nalley, Bluegrassbimmers President

Bimmer Friends

Ah, the fall leaves have long since turned and we are now just about done slugging through the dregs that are winter in Kentucky. I've seen way too much salt on the roads (and hence on my car) for my liking.

Our annual Spring Drive is just around the corner is just around the corner, and we have our Spring Drivers School in May and some new summer events (a picnic, maybe another driving tour?) all coming in the months ahead.

Whether you like to shine up your street car, or are a gearhead track addict, or like me, a little of both, we want to have more events and activities for everyone in 2015. And that's where you come in!!!!

The best way for us to add more activities is for you, the membership, to step up and tell us what you want, and even better, for you to volunteer to make it happen! We have a full board of folks who can provide the support you need - so what are you waiting for? I'd love to hear your ideas for new events, and I promise you our board will try to make them happen - but we need your help to tell us what things we you'd like to do as a club!

Send me an email or give me a call! All of your board members have their contact info on the bluegrassbimmers.org website - any of us would be glad to hear from you!

-David Nalley  
Chapter President

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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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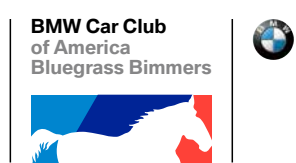
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# But is it a real BMW?

Getting down and dirty with the i3. by: David Nallry

In the late fall of 2012, BMW CCA North Central Regional Vice-President Mike Lingenfelter announced that we would be having a Regional Caucus, where the Presidents and other selected officers of the Chapters in our region would be gathering for some meetings and some interesting exercises on how we establish our Club's brand and attract new members. Worthwhile, I thought. Then I saw when and where he proposed having it. In Detroit . . . in late January . . . the dead of winter. What?

Our region stretches from Wisconsin down to Memphis. Surely there is a better choice of venue than dingy old Detroit, in one of the coldest months of the year - right? Lo, but there was some method the madness in choosing this locale - he picked the weekend that the North American International Auto Show (NAIAS) would be opening to the public. If you have never been to the Detroit Auto Show, put it on your "to Do" list. It is on a very short list of the world's premiere auto shows - the ones where the manufacturers debut new models, and show daring new concept cars. All the stops come out for this show - and in January 2013, our friends from Munich were rolling out the new "I" brand for all the world to see.

Prior to the show, I had certainly read a little about the new Electric vehicles that BMW was developing. I had seen more than few drawings and spy shots of the i8 - WOW that was impressive to see - but when you saw those first renderings you had to think there was no way they'd actually build something like that. I had also heard they were working on a city car concept as well - but until Detroit, it had never really had my attention. I mean, BMWs in my mind are more about performance than anything else. Even the low powered cars are nimble and sporty, and some kind of boxy little city car - meh - I could not get interested in it.

SO, back that Chapter Caucus - yes indeed, it was COLD! Chapter Officers flew and drove in from all over the region and were greeted with some serious arctic blasts of winds. And oh, by the way, our hotel was not downtown - it was about 15 miles outside. And except for the handful of Motor City Chapter members and a few others who drove in rather than fly, no one had a car. How were we going to get 40+ people into the show? Thankfully, a resourceful officer from one of our neighboring chapters made a few calls, and wheeled and dealt us into a small fleet of vans from a local limo service and we were on our way.



We were all abuzz about the new (at that time) 4 series concept. There was a lot of debate about the whole change in nomenclature, with purists very upset that there would no longer be a 2 door m3, and others not quite so upset as long as the performance was there. But on the way to the show, I don't recall anyone talking about the electric cars. That all changed when we arrived and made our way to the BMW display. While the 4



series had a nice viewing area - the real show pieces - front and center - were the i8 and i3. It was clear that BMW wanted to showcase these technologically revolutionary machines.

And true to form, BMW didn't shy away by putting out the i3 in a simple color like silver or black - nope. Just like the m4 reveal with the polarizing Austin Yellow, the i3 on display was a bold shade of metallic orange. BAM - you could no miss this thing.

It was so un-BMW like. Here is this tall, short wheelbase car with what look like motorcycle tires on it. I remember being amazed to see that these 19 inch tires were just 155 mm wide. I don't think I had ever seen a 155 tire over 13 inches before. And the electric blue trim, the futuristic interior - what was this thing? Certainly, it was not a BMW. Don't get me wrong, it had me intrigued, but I figured that this was just a cosmic shift and that BMW was trying to get into the Smart car market - this might be fine for people doting around in European cities, but this can't be a "real" car that would work in any way here in the states. And if they did make this car - it won't look so futuristic - the lines and styling would surely be toned down and more traditional.

Time passed after the show, and we learned that indeed, both the i8 and i3 would be going into production and would be sold here. Although at the time this is being written we are enjoying low gas prices again, we were flirting with the \$4 mark for premium not that long ago, and I'd be lying if I wasn't wondering about getting a more efficient commuter than my m3.

Fast forward to 2014, and the BMW dealers are gearing up for the electric revolution. I saw Charging stations are being installed at Sam Swope in Louisville and at the BMW Store in Cincinnati. Sam Swope GM J.R. Hage told the club about all the preparation his team was making and the investment that Swope was putting into the I cars.

And then late last fall, a colleague in the Buckeye Chapter told me about the extended test drive program for the i3. BMW wanted folks to take these cars for a couple of days and see how they really worked. As luck (bad in some ways) would have it, I was in a minor accident in







my m3 – an inattentive driver tapped my rear bumper – not big damage thankfully, but enough to require some minor repair and a re-spray of the bumper cover. My body shop was just up the road from Jake Sweeney BMW in Cincinnati, and Sweeney was offering a couple of i3s for the extended test drives. So while my car was getting fixed, I was offered an electric chariot for a few days.

Of course, it wasn't as simple as "here's the keys" and off you go. No, this thing is much different than a gas powered car – I had some training from the helpful staff at Sweeney. We even took a short test drive so the consultant could show me how you could drive it with one pedal, as it starts braking whenever you take your foot off the "gas". And then there's the Phone App, and learning to read the displays. Umm, yeah, this is a little different than my e36 m3.

When sharing with some friends that I was testing the i3, one of my track buddies poked fun at the "little golf cart" I was driving. And to be honest, I kind of expected that it would feel and drive kind of like a golf cart. I mean, it was nearly as tall as many SUVs, and was short, and rode on those skinny bicycle tires – just like the concept car.

But the consultant at Sweeney, himself a former racer and a track guy at heart, shared with me that the car was surprisingly nimble. He reminded me that with all the batteries in the floor, the weight was very low in the car, and that I'd be



## Thinking about the Spring Drive?

Car season has begun! The Bluegrass Bimmers Chapter of the BMW CCA is hosting a Spring Drive on April 11.

The event is open to all BMW CCA members from any chapter to join the fun, food, and great conversation. The official starting point in Dry Ridge, KY. Watch the Bluegrass Bimmers Facebook page for more info. We ask that everyone arrive at the starting point by 11 a.m.

This is a no cost event, however, you will need to pay for your food and beverages. At the end of the drive, we will be sharing some fun and conversation over Beers and German cuisine at the authentic Hofbrauhaus in Newport, KY.

All who register will be emailed a map with the exact starting location and a waiver about a week before the event. All drivers AND passengers must sign the waiver at the starting point.

Questions: Please contact David Nalley at davidcnalley@gmail.com or (513) 598-0184

Register at: <http://msreg.com/bgbspringdrive15>



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amazed at how it handled. Now, mind you, he wasn't suggesting I go crazy in it, but he said don't be afraid to push it a little and see how it does.

First thing - acceleration - it has plenty of it. Many of you probably know that electric motored cars have instant maximum torque. You mash it, and it goes. Of course, the Eco meter on the dash lets you know you are using a lot of power when you do this. But suffice it to say, in a straight line, the i3 can get on it.

On my daily commute, there is a really nice high speed (as I take it) turn - on the way to work it is an uphill left hander - not unlike the exit of "Dead Bear" at Putnam Park. On the way home, the opposite path takes you downhill and to the right somewhat like the last half of the Keyhole at Mid-Ohio. This would be the perfect place to see how the little "golf cart" handled. Wow. Just wow. How that thing stuck like it did was amazing. Mind you, I am not suggesting this is track car like handling, or even the same as my M, but it seemed to defy logic. Skinny tires and what appears to be a high center of gravity would suggest it can't handle. Physics - you win again. The car actually has much of its weight below the floor - and if you ever wanted proof of how much that effects handling - the i3 can give it to you.

On the looks side - it is amazing how much the production car looks like the concept. The space bubble appear-

ance on the outside, the futuristic dash and seats inside all scream "high tech" gadget. The dash is full of information on range, your actual power consumption and lets you know when you are doing better or worse on both. My wife and kids were not exactly fond of its appearance. It really is a bold look, and I found that people either loved it or hated it.

Range is really the main limit of this car. I am accustomed to looking at the OBC and starting to look for the nearest pump when it says I am getting around 60 miles left. Well, that is about where the max range on the i3 would be without the range extender. The model I drove had the extender, though I never made use of it. I did find myself vigilantly watching the range meter like a hawk though.

If you buy one, the 220 charge is a must. The tester comes with the 110 plug in charger. The first night I had it, it fully

charged the car no trouble. But the second night, it did not get quite 100% of a charge. I am told that the 220 juice gets it topped up very quickly. If you don't make road trips, and just need an around town commuter, the i3 could do well in that aspect. But I sometimes make day trips for business, and the i3 would not do - at least not until public recharging stations become more available.

Inside, the seats are remarkably comfortable, and overall the car is very roomy. With the rear seats down, it has a nice amount of cargo area.

If you have an extra space in your garage, and are interested in going greener with your transportation and are not hampered by the range limits, the i3 may be worth your consideration. As radical as it looks, and despite the fact that is nothing like the classic straight 6 gas powered cars I think of as BMWs, this is a driver's car. The engineers at BMW succeeded in making something that is in most ways a radical departure from the norm, but in its soul, it still very much feels like a BMW.

Now, if they'd just let me borrow an i8 for a few days . . .



# My 42 seconds of fame by: Bill Wade

I had the honor of taking part of the sale of one of the 2015 '30th Jahre (year in German) anniversary ' BMW M5 that was auctioned at the Barrett Jackson auction in Scottsdale AZ and was sold to Rick Hendrick for \$700,000.

Rick Hendrik is an owner of a 4 car NASCAR team and 93 dealerships representing 28 nameplates, a few of them BMW and has an affection for limited edition sports cars and collectors cars. The \$700,000 goes to the BMW CCA Foundation for the teen driver safety program that I manage, Street Survival. Mr. H spent at least \$5,500,000 in 3 days cars that supported charities. All either veterans/ military affairs or on youth programs/ health initiatives.

But let's go back to the beginning.... It was back in June of 2014 that someone approached a member of the BMW CCA Foundation with an offer to buy one of the '30th anniversary ' BMW M5's that was coming out. BMW North America President Ludwig Willisch was the architect of the M5 back in 1985 taking a somewhat normal 4 door 5 passenger sedan and tweaking it to be a nice practical 185 mile an hour family hauler. About a year ago he had an idea to do a special addition to celebrate 30 years of success. Fill it with

600 horsepower, paint them all with a 'frozen' dark silver finish, HUGE ceramic brake rotors, special subtle badges and trim enhancements and offer the for sale to special individuals.

Well one of those individuals decided that the Foundation might be able to use it for a raffle or special sale. The Trustees discussed a raffle, which we do once a year but they felt that it might deserve a more appropriate attention. After months of back ground phone calls and emails, the car was invited to the January 2015 Barrett Jackson auction in Scottsdale AZ as a 'Charity Car', one of ten for this year's event being offered to raise money for special programs, ours being the Tire Rack Street Survival program our teen driving education.

A gaggle of Foundation Trustees and myself were scheduled to be there to participate in the event. Erik Wensberg, Foundation Advisor and ex-BMW M



Brand Manager who was very instrumental in making this all happen, had secured a couple of VIP's to help introduce the car. The before mentioned President Willisch and Bobby Rahal, 1985 Indy 500 winner and owner of Team Rahal-Letterman-Lanigan which runs the BMW factory team in the Tudor Sports Car series and also Matt Edmonds Vice President of Marketing for the Tire Rack which is the corporate title sponsor of Street Survival. I arrived Tuesday evening to beautiful sunset and about 40 degrees warmer than my departure site, Louisville KY.

We wake up waaay too early since our bodies thought we were still 2 time zones away, found a great diner for breakfast





my42 seconds.

and then went to the dealer to look at the car and sheppard it to the venue.

After a couple of hours or so waiting the car was delivered outside. WOW, just sitting still it looked as if it was flying down the Nordschleife at the Nürburgring. Although the paint is a 'frozen' finish, it still gleamed in the sun creating shadows showing off its muscles. The ceramic front rotors (a \$9,200 option) could hold enough food for a family of 5 of college football linemen. The black leather and Alcatara suede is better than most \$1000 per hour lawyer's office furniture. There is enough lights and buttons to make NASA's mission control jealous. After the flat bed tow truck arrived and we de-



tangle in the regions of my body that are best not mentioned in polite company. The tow truck driver had a collection of additional timber members so that no harm would come to the very low nose of this goddess. Although I knew what I was doing, starting into a clear sky with no view of the metal decking I was sitting on, at a pitch that only John Glenn

scribed what he was looking at and its importance, to us at least, we needed to get it loaded. Erik handed me the keys and said "I want no part of this" with a smile. My heart stopped as it did when I saw my wife for the 1st time in a drunken stupor 32 years ago. I get in and close the door with the quiet sound of elegance. I stepped on the brake pedal and pushed the start button to awaken the S63B44 V8 twin turbo heart. This car has 10 miles on the odometer meaning that I joined a very short list of lucky mortals who have roused this example of Teutonic sculpture. Although I knew that I would not benefit of its reported sub 4 second 0-60 time or of its sub 8 minute lap time at the aforementioned Nürburgring, I still got a

tingle in the regions of my body that are best not mentioned in polite company. The tow truck driver had a collection of additional timber members so that no harm would come to the very low nose of this goddess. Although I knew what I was doing, starting into a clear sky with no view of the metal decking I was sitting on, at a pitch that only John Glenn would love, I felt nervous that somehow it would all come crashing down. The tow truck driver flattened the deck of the truck and moved it forward and signaled me to get out. I rolled the window down and jokingly ask him if I could just stay in the car for the 10 mile trek over to the venue waving at people like I was on a Rose Bowl Parade float. He smiled and said "I don't care". The look of Erik's face was clear enough that he didn't agree..... so I reluctantly got out.

Erik jumped in the Tow Truck and I followed them to WestWorld. A few miss-cues in directions and we enter the delivery gate. The only other people allowed thru this gate had to have proper credentials, the only thing I had was a view of one of the best back ends since Pippa Middleton in her sister Kate's bridesmaids' gown. Once the town truck cleared I got the stare of the security guard looking at me and then outside temp dropped 20 degrees. He said "Can I help you?" in a tone that meant no help was going to be coming out of his twenty dollar an hour mouth. I said "I'm with that car there and the guy that owns it is in the truck and I work for him and I need to be able to pick him up when the car is unloaded." It wasn't that far from the truth... really.... it didn't matter cause after looking at my VIP credentials around my neck he said 'OK'. My Dodge rental SUV got a quick mash on the loud pedal and I caught



up with them going though the 2nd layer of security. This time my intentions was stated as "The guy that owns that car you just let though is in the truck and were he goes I've gotta go". This guy smiled and waved me on. We stopped outside the entry gate that secures one of the venues special parking areas and acts as the front door for cars being entered. The only problem was all those cars got here 2 days ago. We were a bit late to the party but it was OK. I mean what better way to make a entrance right? I pull up behind the tow truck and get out. Michael, who had been our location scout meets us there and we watch the truck driver start to take all the chastity belts off so the car can be placed back on terra ferma. I'm placed back in the cockpit, crushing any hope of Michaels dreams and when the platform gets tilted I start to roll back.

"Roll forward just a little bit". Now I'm no physics scholar but I've spent the last 25 years of my free time getting cars on and off trailers. I know as soon as I take my foot off the brake and try to roll forward it's going to want to keep going backward for a bit. If we continue to go backwards the bottom of this very expensive air damn splitter will make contact with very unforgiving aluminum plate and cause a transfer of paint that will not be received well by the new owner. This finish cannot be "touched up" and definitely not in the 30 hours we have before it gets its National TV debut. I transfer my left foot to the brake pedal and apply a wild ass guess of pressure on the gas pedal to counteract earth's gravitational pull. It wasn't enough for a millisecond but by the time Erik got out the 'B' in BILL! It was

The back wheels embrace the pavement like a long lost friend but we have to watch the opposite end. I slowly roll back and as soon as the front wheels kiss the timbers I here "STOP!" It's Eriks eyes that make my blood freeze in place. The tow truck driver says

moving in the right projection. A slight adjustment was made in the wood timber and we made another attempt. Success!

With all 20" Michelin Super Sport (265/35 fronts and 295/30 rears) on the ground we rolled to the security gate. A Barrett Jackson employee smiled as he walked over and we told him that this was lot #3002 requesting entrance. Oh a charity car! Cool! (all 3000 #'s were the charity cars). He got on the radio and within 10 minutes 'Bob' met us. 'Bob' said "I know this is a very special car but if it's OK I need to drive it from here, if it's OK" I said " 'Bob' if it's possible I'd feel more comfortable staying right here". If he had said no I would have graciously acquiesced but he said "No worries, just let me get in the passenger seat so I can show you where to go." Michael got in the back seat, again disappointed that another, possibly the last, opportunity to drive the car has slipped thru his fingers. We drove about a 1/2 mile at about half the speed





of smell with the 'Bob shouting "Coming Thru!", "Make way please", "Heads up!"' acting like Moses parting the sea of humanity in front of us.

We say our goodbyes and hear that we will not know where it's going to reside tomorrow prior to the auction. Until tomorrow morning. We had a half a day to kill and a huge candy store to kill it in. It was noon by this point and food was in order. Think of the largest State Fair's food midway you can think of and this will give you an idea of our choices. A cheeseburger was bought from Burgers and Beers, without the beer, from 2 women who were obviously in need of the money that we paid because the clothes did seem to fit them too well. After lunch we started looking around. This year's main attraction at the auction was the Ron Pratte Collection which included 140 collector cars, trucks and motorcycles, and over 1,400 pieces of automobilia. The "superstars" of the collection included the 1950 General Motors Futurliner Parade of Progress Tour Bus, the 1954 Pontiac Bonneville Special Motorama Concept Car, the 1966 Carroll Shelby's personal Cobra 427 "Super Snake" and the 2007 'Blastolene B-702' Custom Roadster, the later being my favorite. There were also tons of Boyd Coddington cars including the 'whatthehey', the 'Alumatub', and the 'Chezoom'. We sat and watched the auction for a while and observed them sell the first charity car trying to get a sense of what it would be like tomorrow. It was scheduled to go off at 6:00 and at 6:01 it rolled up. 4 minutes and 40 seconds later it was done.

We returned to the breakfast place we found the previous morning for another round of food to kick off our day and made it to the venue. We had prepared all members of the Foundation and our guests with identical yellow branded dress shirts to create a unified front, at least visually. We parked the cars and got into the venue grounds and quickly found the car. Although you could contract with Mothers to have this car continuously polished within a inch of its life while inside the tents, this cars matt finish could not have ANY type of chemical polish or cleaner applied to it. The slightest wipe with a enhanced rag would create a swirl that could be seen from space, or so we where told. We had decided to take care of its final prep ourselves to save any embarrassing incident. I had prepared a few "No Wipe Downs Please" signs to be placed on the car just in case we all walked away and some overzealous underpaid individual had a thought of

improving the situation. Thinking ahead a bit I had also prepared a Tire Rack Street Survival logoed license plate (8 x 10 piece of paper from a color laser printer at the hotel) that was to be slipped into place. We didn't have any tools but I thought, well the tool kit mounted in the truck will have a screwdriver, surely. For \$139,000 the 2015 BMW M5 tool kits comes filled with a screw in tow hook and one Phillips head screw driver. That's all! We wiped down the car using new dry micro fiber cloths and was surprised at the amount of desert dirt on it.

Slowly our dignitaries started to arrive. Erik got a call from Bobby Rahal who was outside the gate not being able to enter because he did not have his credentials yet and the guard didn't know who he was or at least didn't care. Ray Evernham (former 2x Champion winning Crew Chief for Jeff Gordon ) who was working for Velocity on the auction coverage, came



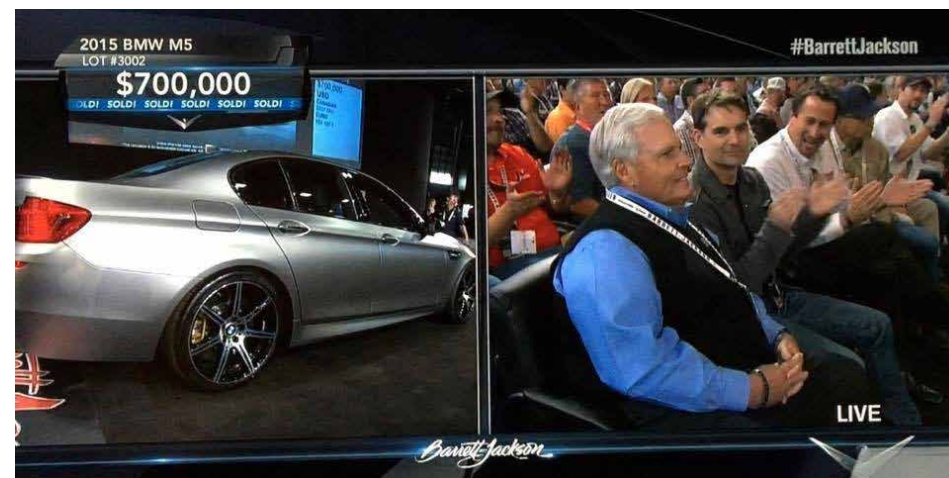
by with his video crew to shoot a promo of the car. He chatted everyone up and drew a crowd. Matt Edmonds arrived, and finally Mr. Willis and Kenn Sparks arrived. So the space around the car was getting filled and a crowd was gathering because of all the photographers and buzz, here is 1986 Indy car winner, BMW factory race team owner, the President of BMW North America and a few others. I was standing very close to the outside of the crowd close to the 'common folk' milling about and I hear someone say "WOW there's Ray Evernham!"... If they only knew....

Our handlers from B-J said we could have up to 6 people on the auctioneer's platform and we would be given a chance to speak. Erik had worked out that I would speak first for 30-40 seconds then hand the mic to Matt Edmonds who would

speak and then hand the mic to Bobby Rahal and Mr. Willis. I worked on a selection of words that would convey our message as briefly but clearly as possible.

It was time for the car to be placed in line. I was prepared with my 42 second speech and we follow outside to be with the car. The driver that took it out stays in the car. It's about 1 1/2 hours away and he gets to sit there, in the car. There are 2 different staging areas, a 'pre-stage' and 'staging'. Once we got up to the staging line they were very particular which cars went in which order. There are cameras all around our car, interviewing Bobby Rahal, and Mr Willis. Ray Evernham is talking... lots of people checking us out. It's getting exciting. Erik walks up and tell the guys that wipe down the cars right before the roll up on stage to NOT touch this silver car that's coming next with their rags. They look at him with amazement until he explains the finish on the car would be ruined and then they get it.

Here we go! The car rolls into the hall. We line up. I'm walking behind Mr Willis who is behind Bobby Rahal. Matt Edmonds is behind me. As we reach the stairs up to the podium I hear my voice on our 30 second PSA that running as a intro. That's weird. I get within 6 feet of



the microphone and our handler touches my arm and says "Mr Jackson says only one person will speak and it's not you, you can stand over here." Boom! OK I'm out.... my head clears and I'm standing watch all this happen. Keith Jackson introduces Bobby and he introduces Herr Willis. They talk about the car and then Steve, the ever wearing sunglasses sideman says. "Well we know about the car but tell us why we are here.... Tell us about the charity and what it's all about" I know it was only a second but it seemed like an hour, no one knew what to say and Rahal and Willis both stepped back parting the way for me. I stepped forward and was handed a mic, which wasn't on. Once that got fixed I said something... I wasn't sure what until I watched a recording days later but it seemed to be OK. The bidding started. It quickly got up to retail price and then hung.... seconds went by and then go to 250... 20 seconds went by, it felt like forever, then it hit 300, 350, 400! 450 it was all a blur after that .... BMM! hammer down 700,000 American dollars!

I was star stuck! what? we wanted \$250,000 I was hoping for \$300,000 max. everybody was shaking hands and high fiving all around. Mr Willis the President of BMW North America looks at me and I grin and he grabs me and gives me a huge bear hug! At this point I didn't know who bought the car as I couldn't see the front row of bidders I just knew what the price was. We walk off the podium and follow the car outside. Still hand shaking and high fiving all around. The car gets placed in the after sale interview area. More cameras, reporters, tons of people. Herr Willis, Mr Hendrick, Bobby Rahal, Matt Edmonds all line up next to the car. Then some short guy cuts in front of me and is shaking everybody's hand very enthusiastically. Oh this must be the guy that bought it I think... wait.... crap ! that's Jeff Gordon.... who bought it? I was then informed that Rick Hendrick did buy it. I'm 10 feet away from Jeff Gordon and this all star cast. Jeff looks at Hendrick and says "Do I get to drive it?" With cameras rolling he says "No, it's going directly into the Museum next to the i8." He owns a i8 painted the same frozen dark grey. The only one made.

Sorry for blowing my own horn but it was about the most exciting 2 days I have ever had.



# 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

though 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? 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.

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



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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## UPCOMING EVENTS...

### Bluegrass Bimmers Spring Drive

Saturday, April 11, 2015

Registration ends in a month on April 10, 2015 5:59 PM EDT

Car season has begun! The Bluegrass Bimmers Chapter of the BMW CCA is hosting a Spring Drive on April 11.

The event is open to all BMW CCA members from any chapter to join the fun, food, and great conversation. Informal groups may be gathering in Louisville, Lexington and Florence to caravan to the official starting point in Dry Ridge, KY. Watch the Bluegrass Bimmers Chat list or Facebook page for more info. We ask that everyone arrive at the starting point by 11 a.m.

There is no cost for the event, however, you will need to pay for your food and beverages. At the end of the drive, we will be sharing some fun and conversation over Beers and German cuisine at the authentic Hofbrauhaus in Newport, KY.

All who register will be emailed a map with the exact starting location and a waiver about a week before the event. All drivers AND passengers must sign the waiver at the startig point.

Questions:

Please contact David Nalley at davidcnalley@gmail.com or (513) 598-0184

Register at:

<http://msreg.com/bgbspringdrive15>

### Bluegrass Bimmers NCM Motorsports Park HPDE

Friday, May 15 – Sunday, May 17, 2015

NCM Motorsport Park, Bowling Green, KY  
Registration ends in 2 months on May 13, 2015 11:59 PM EDT

The 2nd Annual Driving School Bluegrass Bimmers at National Corvette Museum Motorsport Park

May 15-17, 2015

The Bluegrass Bimmers Chapter of the BMW CCA would like you to join us for our 2nd annual Driving School event at the brand new National Corvette Museum Motorsport Park (NCM). We will be driving the "Grand Full Course" 23 turn, 3.2 mile configuration. Students undergo a mixture of classroom and behind-the-wheel education under the supervision of trained instructors. The course of study includes vehicle dynamics, vehicle limits and limitations, driving line and track safety. Cars must undergo technical and safety inspections prior to coming to the event. Helmets are required (Snell 2005 or newer); a limited number of loaner helmets are available.

The cost for this event is \$495 for both Saturday and Sunday. An early bird discount is available for registrations through March 1st for the reduced price of \$475. No single day registration will be available. Spaces are limited!

Register at:

<http://msreg.com/bgbncm0515>

### Tire Rack Street Survival - Bluegrass Bimmers

Saturday, April 11, 2015

National Corvette Museum,  
Bowling Green, KY

Registration ends in a month on April 10, 2015 4:59 PM EDT

Saturday, April 11th, 8:30AM-4:30PM

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too.

It's about more than driving - it's about LIVING!

All Schools \$75.

See our FAQ page at: [www.streetsurvival.org/frequently-asked-questions.php](http://www.streetsurvival.org/frequently-asked-questions.php)

Any questions after reviewing the FAQ page call Bill Wade, National Program Manager, @ 502-649-4871 (8 am - 8 pm EST)

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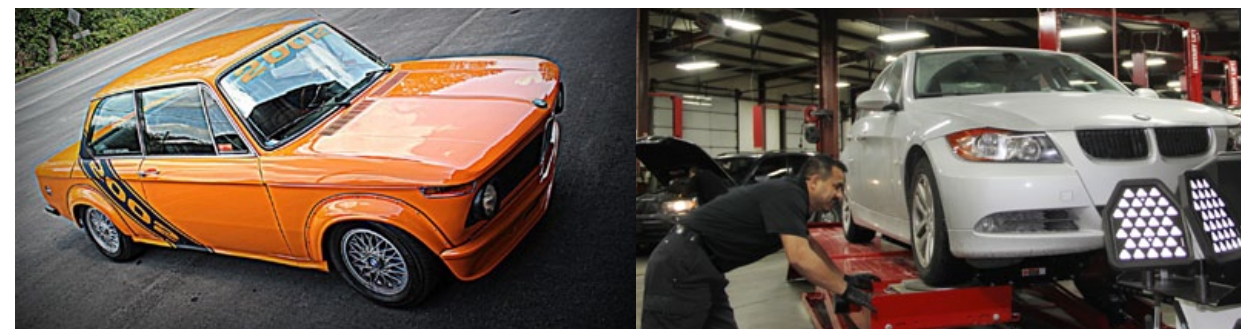
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\*Offer expires January 31st 2015, discount not to exceed \$25 per visit





## 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.

<b>Deborah Grover</b>	<b>FT. Thomas, KY</b>
<b>Chris Gullo</b>	<b>Lexington, KY</b>
<b>Vince Paniak</b>	<b>Edmonton AB</b>
<b>John Buckingham Jr.</b>	<b>Louisville, KY</b>
<b>Chuck Merz</b>	<b>Louisville, KY</b>
<b>Ray Scholtz</b>	<b>Prospect, KY</b>
<b>Jewel White</b>	<b>Louisville, KY</b>
<b>Tracee Cook</b>	<b>Louisville, KY</b>
<b>Bill Green</b>	<b>Jeffersonville, IN</b>
<b>Alex Gaither</b>	<b>Bowling Green, KY</b>
<b>Oliver Hofstrom</b>	<b>Lewisport, KY</b>
<b>William Hurst</b>	<b>Louisville, KY</b>
<b>Clay Kennedy</b>	<b>Kuttawa, KY</b>
<b>Daniellica Robles</b>	<b>Bowling Green, KY</b>
<b>Brad Roden</b>	<b>Cave City, KY</b>
<b>Aidan Steiner</b>	<b>Bowling Green, KY</b>
<b>Conner Stewart</b>	<b>Louisville, KY</b>
<b>K. Fassas</b>	<b>Lexington, KY</b>
<b>Andrew Ward</b>	<b>Owensboro, KY</b>
<b>Joseph Kipp</b>	<b>Louisville, KY</b>
<b>Austin Lundebly</b>	<b>Bowling Green, KY</b>
<b>Patrick Radden</b>	<b>Lexington, KY</b>
<b>Tristan Hall</b>	<b>Williamsburg, KY</b>
<b>Aaron Compton</b>	<b>Louisville, KY</b>
<b>JK Lee</b>	<b>Gilbertsville, KY</b>
<b>Zachary Matson</b>	<b>Lexington, KY</b>
<b>Ted Kahagias</b>	<b>Louisville, KY</b>
<b>Shelby Key</b>	<b>Glendale, KY</b>
<b>David Yunt</b>	<b>LaGrange, KY</b>
<b>James Beach</b>	<b>Louisville, KY</b>
<b>Erik Dwelly</b>	<b>Jeffersonville, IN</b>
<b>Mohammad Hassouneh</b>	<b>E'town, KY</b>
<b>Willaim Kaiser</b>	<b>Louisville, KY</b>
<b>Yravis Painter</b>	<b>Lexington, KY</b>
<b>Jeremy Bates</b>	<b>Lexington, KY</b>
<b>Oliver Hofstrom</b>	<b>Lewisport, KY</b>
<b>Drew Dover</b>	<b>Louisville, KY</b>
<b>Joseph Yung</b>	<b>Crestview Hills, KY</b>
<b>Chris Bailey</b>	<b>Prestonsburg, KY</b>
<b>Adam Wiebe</b>	<b>Louisville, KY</b>
<b>Chris Eddie</b>	<b>Lexington, KY</b>
<b>Robert Kramer</b>	<b>Louisville, KY</b>
<b>Jason Allen</b>	<b>Paris, KY</b>

## 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](http://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](http://www.bmwcca.org) and set your newsletter delivery preference to US Mail, or call the National office at 864-250-0022 and ask to

## 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**  
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.

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