

# Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

BMW Car Club  
of America  
Bluegrass Bimmers



VOLUME 12, Summer 2017

## Gorge-ous Summer Drive at Red River



### WHAT'S INSIDE

From the President  
Gorge-ous Winding Road  
Replace That Sensor  
2017 Round-Up  
and other good stuff...

**SOME GREAT EVENTS ARE GOING ON IN 2017, 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

Happy summer, Bluegrassers:

Our Summer Drive wrapped up a while back with a beautiful tour of Red River Gorge.

Matt Condra organized and planned that, so if you see him, give him a high-five for a great social drive.

BMWCCA National let us know that each Chapter can send a member to a Club M Day in Greer, SC, with free admission (a \$700 value) on August 19th! This will allow you to drive BMW's M2, M3, and M4 in various challenges and exercises. Admission is provided by National.

Kurt Resener won the Drawing and hopefully will get us a small write up for the next newsletter.

ALSO! We need more Street Survival instructors and volunteers! I have instructed at a Street Survival and can tell you it is both a ton of fun and very rewarding to know you are helping save teen drivers. Please let me know if you are interested. PLEASE SIGN UP!

Finally - even though it is still summer, it is never too late to consider filling a role in our Chapter. If you have any interest in adding

events and growing the Chapter, we always are looking for additional help. I would encourage you to add your name to the election ballot this fall.

See you around,  
Thanks,

David Bufford  
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.**

# The Gorge-ous Winding Road by: Eddie Brock

## Red River Gorge Scenic Summer Drive

Being new to the BMW scene, I am constantly chomping at the bit to join in on any Bimmer related activities that are to be had. This summer the Bluegrass Bimmers CCA coordinated a summer drive that started in Winchester, Ky and went through the Red River Gorge Scenic Byway which is in the vast Daniel Boone National Forest.

Joining me on this trek was my loving, supportive (read: leave me the hell out of

the 80's Disney movie Condorman (see obscure movie villains). We promptly arrived in time to be met by 17+ more BMW from the Lexington and Cincinnati Chapters. The cars ranged from yellow-eyed black E30 to a jaw dropping new Frozen Grey M4 GTS. After a brief but thorough "I'll show you mine if you show me yours", we were off.

We volunteered to bring up the rear of the entire pack, communicating with the front via walkie talkies and cell phones due to the area's sketchy service. A seemingly quick 22 miles on the Mountain

always gets the well deserved driving excitement awards with its Tail of the Dragon. I have been and it IS spectacular, but there is something to be said for this route we took (courtesy of Matt Condra's mapping skills). Twists, turns, banked switchbacks, and quick blind hills where your stomach butterflies would get fluffed were all a plenty. All this was to be had only an hour and a half away versus The Gaps 6 1/2 hour drive. This ride was where we discovered my wife's constitution doesn't agree with being the passenger seat navigator.

Our 135i convertible is a driving delight. Mildly set up (in the grand scheme of N54 performance add ons) due to being a daily driver for myself as well as my wife, I couldn't complain. The M Sport seats and steering wheel keep you firmly in place. The engine, having an aftermarket charge pipe, Tial BOV, cone filter, ECU flashed with MHD Stage 1, and an Alpina flashed transmission was determined to UN-seat us. Aside from our regular flexing of this twin-turbo's muscles at assorted stop lights and expressway on/off ramps, this car has never really been put through its paces. Being a convertible typically leaves it out of all track play so real world driving is the only place I can "experience" it. I've always been quite impressed at its firm grip on the tarmac. With 10 and 15mm spacers on the wheels, it truly feels extra planted. These roads put it in its element. Being the caboose to the "slower" group I was anticipating a yawn inducing, bore of a drive. Was I ever wrong! It was a constant effort to keep up with this

Parkway routed us into the town of Stanton. Thus began our 111 miles of pure driving Xanadu.

Deals Gap in Tennessee/North Carolina

this next time) wife, Erica. Not being a car enthusiast per se, she still was game on a six hour ride through the countryside on an absolutely gorgeous Saturday morning in July. Little did we know that the countryside driving would not be one that an ascot and a derby hat would hold up very long on. The term Puke-a-saurus Rex seems more appropriate in this situation.

Erica and I met up with about six other Louisville BMW drivers at 9:00 AM bright and early. We were driving our 2008 135i convertible (top down of course). We left promptly at 9:30 to meet up with the other regional enthusiasts in Winchester. Seven cars never drove in such a precision manner, reminiscent of the Prognoviach in



obviously well seasoned pack of drivers. At a handful of sharp turns, I startled myself with the capabilities of the car. It was far more able than I and it was determined to convince me of this. It held much more tightly than our stomachs could.

Fifteen miles into the twisties I glance over at the pale, sweaty face of Erica in distress. Torn between not hampering my enjoyment of this drive, and losing her breakfast, Erica was trying her darndest to be a good trooper and keep it under wraps. She didn't want me to stop for fear we may get left behind or worse, lost. I suggested she put her head down between her legs and I would try to maintain the smoothest driving I could. It actually was enjoyable trying to transition these undulating, unforgiving turns as if I had a sleeping newborn in the back seat. I couldn't just saw at the steering wheel and stab the brakes come the next turn. I had to anticipate each concurrent turn

ahead of time and adjust accordingly. With my steering I kept thinking "slow is smooth smooth is fast". For our luck, the pack of cars had gotten a little too spread out and a stop to get everyone grouped back together helped my wife get her bearings and stretch her legs. The rest of the trip seemed to be a little better for her.

Upon arrival into the small town of Slade, we took a brief bathroom break, gas stop and had a chance to get refreshments. We continued on, thus beginning the truly scenic part (In my opinion) of the drive. This leg was a little less "spirited" but it was made up for by the natural beauty of Daniel Boone National Forest. Running along the Red River, the drop offs were as mesmerizing as they were terrifying. The Nada Tunnel, a 900ft one lane tunnel cut into solid Limestone in 1911

was probably most everyone's top highlight. Hearing the V-8s rumble and the turbos hissing throughout the shaft is a sound not soon to be forgotten. Tiptoeing the narrow roads were sometimes cringe worthy, but when it would get a little too narrow in spots, traffic was always kind and took turns appropriately.

The group arrived at Miguel's Pizza at the end of the drive. This well known, yet quite remote restaurant was originally a base camp for hikers, kayakers and rock climbers. 90% of the seating is outdoors, under shelters built for all the constant stream of people coming from all around to try this excellent pizza. With 45 toppings to choose from, they have a combo for every taste bud.

Everyone ate, talked cars and family, and were left to trek back home by whatever means you'd like. We took the smooth interstate home, allowing our food to digest, and our motion sickness to subside. Next year I will be driving stag or interviewing (with my wife's blessing), a new navigator. We had a wonderfully memorable time and met many great people who are already friend requested on Facebook. I look forward to the next group drive.



# Would you spend \$75 to increase the odds of your teen NOT having a vehicle accident?

by: David Bufford



Tire Rack Street Survival is a driving school for teens. BMWCCA is a partner.

Why does it exist? 16 year olds are 20% more likely to be killed in a crash than an adult - usually due to lack of skills, experience, or "teen distractions" - passengers, cell phones, etc.

Having coached at schools, I can tell you what to expect if you have not had the opportunity to visit streetsurvival.org.

Upon arriving you will need to find registration so we know who is attending (you register online).

You will then have your car inspected with the aid of coaches and volunteers. Your teen will actively participate. Does he or she know where the tire pressure information is in the car they are driving? Do they know how to check tire pressure with a tire pressure gauge? Seems simple



unless you have never had the experience or instruction. Let's look under the hood-coolant check, brake

fluid check, hose check, windshield fluid check, and oil check (provided you still have a dipstick on your car), any other issues? Are your mirrors set correctly so you can see the car in the next lane (or are they set incorrectly so you primarily see the side of your car)?



feels like when hard braking.

The students are then randomly divided into two classes. While one class is in the classroom (parents are welcome and encourage to attend the classroom instruction) while the other class is on the course with the coaches (only coaches in cars with students). The course exercises are usually made up of the following (but are usually modified slightly in the afternoon as their skills improve)-

- Slalom- This exercise teaches both weight transfer and proper use of the eyes and vision (eyes up!). The Slalom allows for better understanding of the vehicles capability during transitional maneuvers and smoothness of inputs.
- Straight line breaking- similar to the morning exercise but focusing on speed and braking consistency, familiarity with ABS braking, developing braking skill and



Proper seating position Wrists break over the steering wheel? Hands positioned on steering wheel at 3 and 9 so they will not be injured if an airbag goes off in an accident?

## A 16-year old is 20% more likely to be killed in a crash than an adult

Teen are sometimes not morning people. They woke up early for the event that probably one of their parents signed them up to attend. So we need to wake them up! Many have never experienced ABS brakes. So they line up and are sent down the pavement at a decent speed and instructed to brake HARD. They feel the brakes engage but the wheels continue to rotate lightly as the ABS pulses and they feel the vibration in the pedal. After 5 or more of these runs, they are usually much more awake and understand what ABS



modulating braking pressure, and developing some skill at understanding speed and braking distance to stop given the vehicle (weight) they are driving. Understand that a standard piece of paper folded to 1/4 of its size is about the size of each tires contact "patch" the road to stop a 4,000 lb. vehicle.



- Braking and turning-Understand the limits of the tires in braking and turning. At higher speeds some oversteer or understeer may occur. How to balance steering and braking inputs and how to focus on the direction they want the car to go versus the "accident" in front of them.
- Skid pad- Using cracked corn to create a skid pad does not dry out like soap and water. You start by establishing a constant radius. You can exceed the limit of adhesion with acceleration and regain the limit with deceleration (as the radius grows or shrinks). Understeer or understeer can be

induced and instruction for correction is provided.

- Emergency avoidance - Lets the student understand the real world situation of driving down the road and debris falls off a truck in front of them. They have to react quickly by changing lanes and coming to a controlled stop. One central lane is set that leads to 2 or 3 lanes on the right or left with space in between for the lane change maneuver. Car gets up to speed and the instructor will tell the student "right" or "left" for the "lane change". As the students understanding increases of the weight

transfer and their confidence increases, the time for the lane change may shorten



There are additional exercises and experiences that can take place to improve a student's knowledge and skills. The exercises, along with the informative and educational classroom instruction between sessions complement each other so the students understand the concepts that the exercises reinforce. You will not find a better investment to benefit your teen.

Visit [streetsurvival.com](http://streetsurvival.com) for a schedule of schools and their FAQ for additional information.



# Time to Change that Sensor by: Greg Nehring

We all have those nagging little issues with our cars, and I for one have more than a few. You always try to start with the easiest to resolve, and work down from there, but until recently I didn't know what that little stutter was that was plaguing me-- its the type of thing that drives you nuts, like that little squeak from your arm-rest or from the blower motor. You can't quite get them resolved.

David Bufford, bless his heart, coded my battery the other day and noticed a fault code that never popped up before, a 29F3 Faulty Low Fuel Pressure Sensor. (I Installed my JB4 BT a couple days later and bingo it popped up there also.) Could this be the stutter I've been getting these last couple of years (yes, Years). Only one way to find out-- Replace that little sucker.

So, as with all stuff BMW, I go online to find a how to. Low and behold there it is, very straight forward, remove the CAI, remove the Charge Pipe, (oh, I also have a strut bar that needed to be moved-- easy peasy) remove the Throttle Body--not hard, but one of the things they always neglect to help you with (or give vague instructions,) is removal of all the connectors, of which there are of course 2 million different ways to take connectors off.

Now being a little older than 2-3 of you guys put together, the eyes need a little more light than they use to, and contorting my physical being to get into some of these areas isn't quite as easy as it used to be, but I somehow manage and finally get the connectors unconnected.

Not bad -- about 45 minutes in, this is going to be a breeze -- Hold it, just hold it right there, this is where the video gets vague--theres a connector box held on two arms by tabs you cant see but need to depress to slide the box off the arms, and of course the LPFSensor is right behind that little sucker. The video says you need to remove with some force after depressing those tabs, HMMM. Now, the box is plastic and theres really no place to put a small pry bar to help with the removal other than the plastic intake where the Throttle Body connects. I become alarmed because I know, that in all my years, when something needs to be removed with a pry bar and it involves two pieces of plastic, I need to stop, and look this situation over because its not a recipe thats going to end well.

So I grab a screw driver and depress what seems to be 2 tabs that of course I can't see, and contort my body as I wrestle with the connector box to wriggle it off

the arms so I can get to the LPFSensor. Wait. What-- its starting to give a little-- one side seems to be free, but no matter how much I try the other is not going to budge. So when all else fails, thats right, spray it with WD40, the wonder liquid. Now, I've been messing with this for about another 45 minutes (Patty says I have all the patience in the world) and it won't give -- I go to FB and the guys say to pry it fast and hard-- again that recipe for disaster pops into my head, so gonna keep wriggling until something gives.

--OK, times up, I'm done messing around, I've been contorted as much as possible, almost seeing double from looking into dark places to long, I grab the short pry, put it behind the connector box and on the intake and slam it--SNAP! the box is loose, there are no other shards of plastic, nothing is broken or hurt other than my sensibility. There it is, the elusive LPFSensor in all its shiny brassness. It unscrews as easy as butter, replace the connector to it, back-track putting everything else back together, make sure everything is tight, close her up and take her for a spin, the little stutter has been replaced by a big stumble, and a new trouble code 2AAF Fuel Pump, Plausibility. Ahh, love me some BMW. guess what the next article will be about.

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Contact: Greg Nehring

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*\*All membership socials are "DutchTreat".*

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

BMW Car Club  
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## 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.**

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