

Pferdestärke

BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

BMW Car Club
of America
Bluegrass Bimmers



VOLUME 11, ISSUE 04 LATE SPRING 2016

Wreck to Track

135i gets the Works



WHAT'S INSIDE

From the President
Wreck to Track
'16 Spring Drive
and other good stuff...

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WORDS FROM THE PRESIDENT

David Bufford, Bluegrassbimmers President

Greetings Bluegrassers!

We have had a great spring and early summer so far. In June, the Board held one of our quarterly in-person meetings in Lexington. We scheduled it the same day as the Lexington Social, so it was really great to be able to see some Lexington friends in person.

We have one big announcement to make- if you recall earlier this year, we were looking for a new Treasurer to allow John Wilson to retire from his post. A new member, Billy Amshoff graciously took the reins from John and is our new Treasurer. Billy is a CPA in Louisville and has existing experience with non-profit organizations. Billy has some pretty big shoes to fill in Johns absence, but I know he will help our club continue to grow and develop. So make sure to give Billy a big thanks the next time you see him. I know, I know... I'm leaving out the important info- Billy drives an e46 M3.

I would encourage new and old members alike to try and make it to a social in Louisville or Lexington if you are able. If you live outside of those areas, you can schedule a local social! Let me know if I can help in any way. I would also encourage all members to send any eligible teen drivers they know of to one of our Tire Rack Street Survival schools. We will be hosting two more this year, in September and November.

Finally, for all my track junkies and non-track junkies alike- don't forget about SPEEDtem-

ber September 23-25 at NCM in Bowling Green. This will be a very special event because we will be running two configurations of the track over the weekend. Even if you have no desire to drive your car on the track, I would encourage you to try and make it to watch or volunteer. We can always use another pair of hands to help everything run smoothly.

I hope to see you out and about this summer and remember to keep it shiny side up! 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.

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Wreck to Track

Tyler McGinity works magic on his 135i for the track.

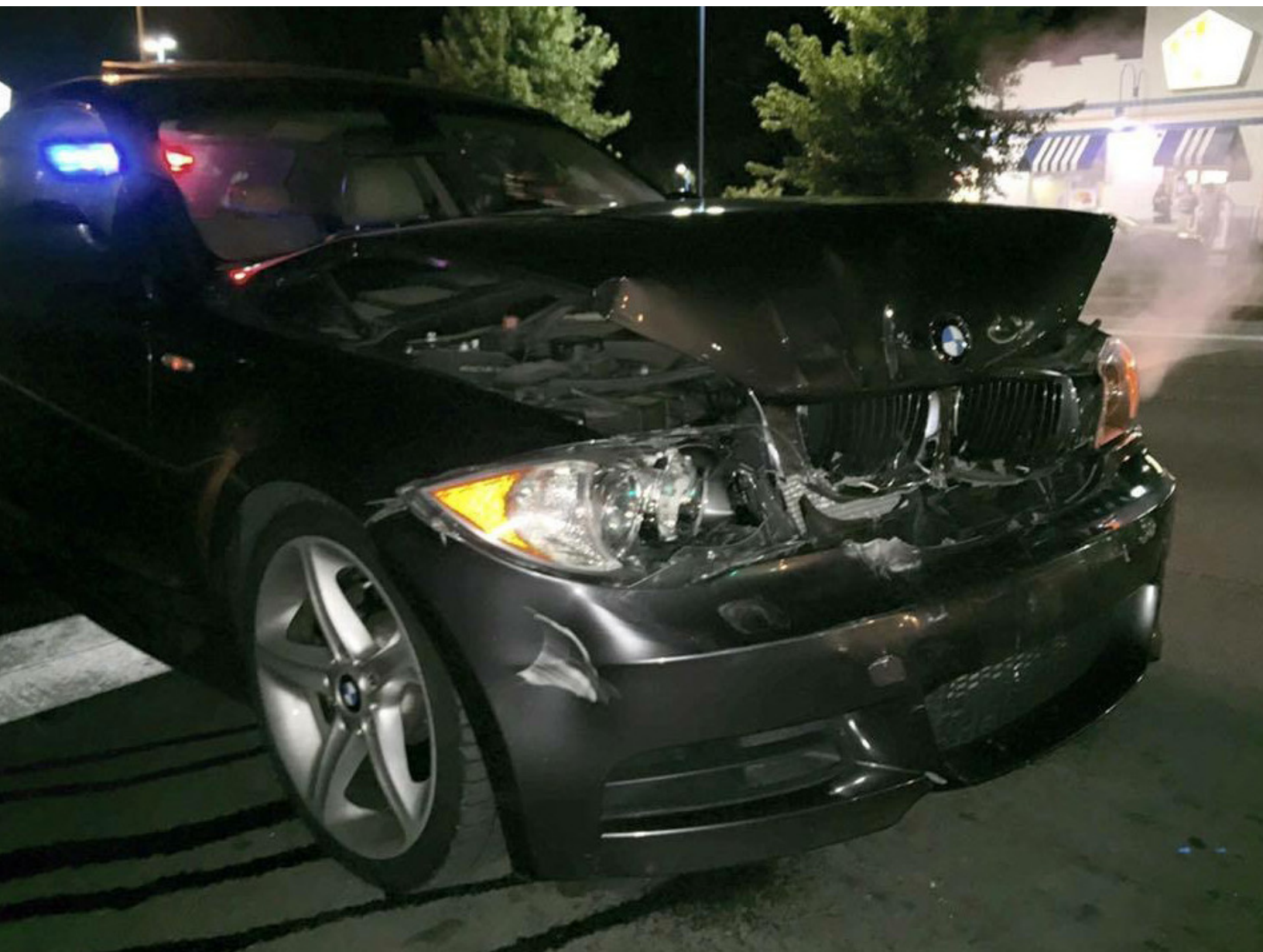
by: Tyler McGinity

If you're reading this then you are probably a car person: better yet, a BMW enthusiast. Well that's what I am and that's what I have been since purchasing my first BMW back in High school. I've had a lot of these ultimate driving machines since then, 16 to be exact, and each one has its own character. Most recently, I had the opportunity to pick up a 2008 BMW 135i, this is the story of that car. But before I get ahead of myself let me explain why I was looking for this kind of BMW. It all started last June when I volunteered to help out with the Hoosier/Bluegrass chapter Rites O' June HPDE out at Putnam Park. This was my first time ever experiencing the atmosphere of a track driving school. I was

very impressed with all of the fantastic cars that showed up to participate, everything from completely stock vehicles to full blown dedicated track cars. I eventually had the opportunity to get some seat time in an instructor's car for a ride along. Simply put, I was hooked! I knew that this was something I would love to participate in and now I just need a car to do exactly that. I spent the evening searching and searching and I ended up finding a 1996 318Ti with a M52B28 engine swap. The price was fair enough to convince me to drive out to Akron, OH. So I bought a trailer and went and got my new track car. It needed some work but nothing I couldn't handle. A Short time passed and I was now

registered for the Buckeye chapter HPDE at Mid-Ohio. Alright, now it's my turn to get behind the wheel! If you've never been to Mid-Ohio, it's a serious venue, and to say the least I probably should have started at Putnam. I had about six laps under my belt when I ran into some unfavorable suspension issues. I was unable to get the car sorted so that I could enjoy the event; therefore I spent the remainder of the weekend watching everybody else have a good time.

I realized that it's probably not a great idea to try and track a cheaply purchased BMW, the Ti had some significant rust issues and I really wanted something in a little bit better



of shape. Luckily for me, the Mid-Ohio HPDE is towards the end of the year so this gave me all fall / winter to find a better track car candidate.

One evening a Hoosier CCA member posted a link for a wrecked 135i to the groups Facebook page. Come to find out, it was actually a local CCA member who was selling the vehicle after it had been totaled out

by insurance. The price was right, and the damage didn't look horrible. I also knew the E82 chassis would be great for the track. I went to look at the vehicle at the same time as another chapter member and we actually ended up splitting the cost of purchasing the car. I did however; obtain full ownership of the vehicle later down the road. We made the transaction, I received the clean title, and on the trailer it went!

Once back at the shop, I got it pulled in and immediately started assessing the damage. The BMW had been in a three car accident and just happened to be sandwiched in the middle. There was minimal damage to the rear, but the front end was a different story. Everything needed replaced up to the front of the engine, including the cracked valve cover. There was no frame damage and only minimal issues with both front fenders. Numerous hours were spent tearing it down and compiling a parts list. The car actually still ran and moved on its own with the exception of power steering fluid spraying everywhere and not much engine coolant running through the system.

The goal was to rebuild a running and driving car and then from there add some goodies to make it go fast and improve the handling. I would say 90% of the new parts were ordered from BMW to try and keep everything original. However, some small sacrifices were made, and pennies were pinched, to be able to rationalize putting more towards the goodies! For example the original damaged xenon headlamp assemblies with angel eyes were replaced with factory halogen housings off of a 128i; the radiator was sourced from an aftermarket company, and I drove to Chicago to save hundreds of dollars on a replacement electric fan. As parts began showing up, I just couldn't keep my hands off the car, always tinkering with fixing something or mocking up the new parts. Eventually I was able to replace all of the fluids and actually get the car driving. Granted this was still prior to receiving a new hood, bumper and previously stated headlights. What can I say, I was excited! If I remember correctly it was only a week or two between actually purchasing the car and getting it ready for its first "drive" around the block. So off I went, and before I made it around the corner, the engine malfunction warning light turned on. I knew what turbos spooling were supposed to sound like, and they weren't spooling. It drove as if I had secretly been sold a rebadged 128i... come to find out there was some damage to the camshaft sensor rings from when the valve cover was damaged. I spent a few days sorting out that issue and finally got to enjoy the first real, check engine light free, test drive of the 135i. I was immediately blown away at how quick this little car was. I gave it a few good shake downs (with traction control off of course) and verified everything



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Then it was
time for the fancy
hardware upgrades.
On the list were some
upgraded downpipes to
help those turbos breathe
a little better, a 7" front mount
intercooler to keep charge air
temperatures lower, an upgraded
metal charge pipe, dual cone intake,
and numerous other odds and ends.
With all of this stuff added to an already
great beginning platform, the car was a
whole new animal.

was in proper running order before finishing the process of making it look like a car again. The cosmetic appearance of the vehicle was improved with a 1M coupe replica front bumper cover as well as BMW performance gloss black kidney grills. A new hood was installed, the original roundel was transferred over, and things were really starting to take shape. The vehicle stayed like this for all of two weeks before I decided it was time to modify. This is where the good stuff started!

There was a significant amount of research that went into selecting everything else that would be added to this car. I reached out to numerous well known businesses for advice and even some fellow club members to get their experience with certain products. I owe a huge shout out to David Bufford for all of his help and advice with making this car what it is today. First items on the list were

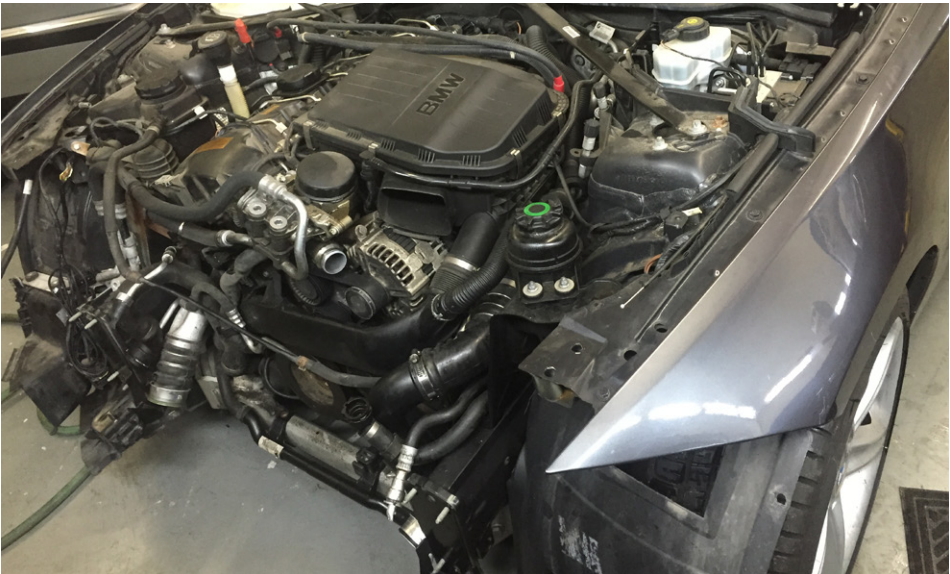
suspension and a nice wheel / tire package. I went with TC Kline SA coil overs including camber plates as well as some APEX Arc-8 wheels fitted with Hankook RS3 tires. The tire sizing was bumped up to 235 from 215 in the front and from 245 to 265 in the rear. I did need some 5mm spacers up front but that wasn't too hard to get accomplished. The new wheels and tires alone completely transformed the car from an appearance standpoint and really started to make it look track worthy. The front end also received E9X M3 lower control arms and an E93 M3 convertible front sway bar. Once all of the suspension modifications were finished the handling of the 135i was a night and day difference. Much less body roll and it seemed to turn on a dime. To say the least, I was very happy. Since this car just so happens to have a twin turbo engine, power modifications are extremely popular. I started with software first, a

It was at this time that I decided to register for the NCM HPDE put on by your local Blue-grass BMW CCA chapter. I knew worst case scenario the car could go as it sat, but at this point why not keep improving other systems. Of course if you plan on doing a fair amount of track driving it's probably a good idea to upgrade brakes. The "McGinity Motorworks 135i track car" as I began to call it, received HAWK HT-10 pads all around, some new front rotors and a high-temp brake fluid flush using MOTUL 600. These cars also like to run high oil temps, on the street and especially on the track, so that needed addressed. A 25 row additional oil cooler was installed in front of the driver's side front wheel well with custom made AN-10 lines plumbed to the stock oil cooler thermostat location. I wasn't sure how to make air venting integrated into the wheel well liner, but a quick trip to the local hardware store to pick up some furnace venting solved that issue. That's the



fun part of building your own car: you get to figure it out as you go! At the same time as the second oil cooler installation, a low temp oil cooler thermostat was installed. The only thing left to do now was some preventative upgrading of failure prone components. All of the turbo Vacuum lines were replaced, the car happily received all new fuel injectors, and the electric water pump and thermostat were exchanged for brand new BMW components.

Everything was officially wrapped up probably a week before the trip down to Bowlinggreen, KY. During that week I drove the car as much as possible trying to bring out anything else that could fail on me once out at the track. Although at this point, mostly everything on the car was new. The required tech inspection was completed with flying colors and I was ready to have my first "real" HPDE weekend! This event was held during this past Easter weekend, so instead of your typical Saturday / Sunday, this was Friday / Saturday. The day to drive down to Kentucky was here, and a fellow club member and I had decided to caravan. My father helped me load the 135i onto the trailer and wished me luck, telling me to "keep the shiny side up!" I'll tell you one thing, when you have a



great looking BMW track car loaded up on a trailer; it certainly looks like serious business. So off to I-65 we went and that highway deserves a story of its own but that is neither here or there. The weather was a torrential downpour, which is never fun when you are hauling a vehicle, but somehow we made the trip unscathed. By the time we arrived at NCM, the rain had let up and we were warmly welcomed by the fantastic facilities of the new motorsports park. I was very impressed and if I'm being honest somewhat

intimidated. The paddock and unloading areas were filled with car guys just like me, and I just had a feeling this was going to be a great weekend.

We were able to get our tech inspections done that evening, grab some dinner and hit the hay early in preparation for the following busy day. It came time for the drivers meeting Friday morning to go over some things about the track and the whole event in general. I was paired with a fantastic instructor, and it





was time to drive! Now keep in mind my last on track driving experience wasn't much to write home about, and I was hoping as I hit the pre grid that this would be much better. On to the track I went, after the first few laps the car felt great. Plenty of power, very balanced, and the upgraded brakes seemed to do their job just fine. Was I actually about to drive this track for two days? We hit the group classroom between driving sessions as well as got some seat time in our instructor's cars to get a feel for how they do it. This part



of the weekend is just as important to me as the time behind the wheel. I signed up for this event to grow and improve my driving and that is exactly what was in store. As Friday went on, I began to pick up speed. Learning the most efficient line around the track and tweaking each set of turns for braking, turn in, apex, and track out. I'm not sure if I ever

stopped smiling that whole day. I had zero issues with the car, and everything was the way it should go when you plan a weekend at the track. It is amazing though, how much energy driving like that takes. A lot of focus directed towards recreating accuracy.

After Friday, I was overly excited to get back



behind the wheel. The instructor I was paired with provided me with exceptional feedback and input at all times, allowing me to extract the most out of that weekend as possible. The objective for Saturday was to practice heel-toe downshifts as well as carrying more speed through certain parts of the track. There was a lot more of the tires talking to me that day. He actually told me before lunch that I should practice heel-toeing before my next event, well I ended up practicing it all the way to the gas station during lunch and when I got back I was ready to do it on the track. Two sessions later I was actually able to do it well enough that it made each lap feel better and better. There is just something about the feeling of taking a few turns in sequence, smooth and fast, that can't be described. To see and feel the difference between my first time out on Friday and where I was by the end of Saturday was awesome. All of the hard work that I put in to building a fun and reliable track car was worth it, every penny. If you've ever wanted to see what your limits are behind the wheel of your BMW I highly recommend looking into one of these driving schools. The Bluegrass BMW CCA chapter did a wonderful job hosting a really great event. I had the pleasure of meeting some great people and seeing BMW enthusiasm in its purest form. The only thing I could think of the whole trip back was; I can't wait for Speedtember!



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Spring Drive 2016:

ROAD&TRACK was right

by: Greg Nehring

This years Spring Drive was a good one. David Nalley, who has done this a couple of times now, decided to use a portion of the route that the Road & Track guys used a couple of months prior to our event. And it didn't disappoint.

What did let us down a little was the weather, there was a light drizzle most of the trip to the meeting location. I left Louisville about 8:30 to meet up with David Nalley to help organize a bit. The starting point was in Berea, KY about a hour and 45 minutes to 2 hours from Louisville. I was going to meet up with some other members, but leaving that early for an 11:30 meet time was a little early for most.

So I headed out alone which isn't so bad because you really just have to watch out for yourself.



waited for everyone to show up. Still with the nagging drizzle, we walked back over to that cars as members started to show up.

Fortunately for us the weather starts to co-operate and we can start to make a little progress to catching the main group.



The Trip was uneventful to Berea, with the exception of the rain-- again that nagging drizzle, yuk.

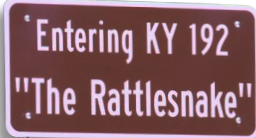
Met up with David Nalley and Chad Sledd around 10am in the Parking lot of Kmart, (Hmm, did I say an hour 45 to 2 hours, I was a little glad Patty wasn't with me this time out) so we walked over to McDon-



About noon we had everyone registered and gathered in a circle so David could give the mandatory instructions.

David is going to lead the group and I'm doing chase, which to me isn't so bad because of the conditions. Everyone finally jumps in their cars and we head off.

Now if you've ever been on one of our drives, you know how long a line of BMWs we can have at any given time, this one was no exception and immediately we got split up by a traffic light. we start moving again and realize after about 8 miles we are on the wrong road, so we pull over and pow-wow. One of the guys knows the route to get us back on track so we head off again and finally find the road we are looking for.



Well, theres no we we're going to catch the main group, so we all just go on our spirited way through some of the most beautiful scenery Kentucky has to offer. Twisty, rolling, on camber, off camber, long fast curves slow sharp turns and most of it with little or no traffic, and best of all the rain holds off.

I've been following the map for quite a while now and we have a turn coming up, well most of the group blasts right past it and 3 of us pull over to wait for their return-- I can see how that happens whenyou're on a relatively quick straight area. So we wait about 10 minutes and they still haven't returned??? WTH?? So we give them another 3 and nothing. The turn is very close to the meeting point so we go on to it, hoping all the while

that they haven't gotten so lost that they abandone the drive.

Everyone at the meeting point is pretty anxious to get rolling again, but we all wait and they finally show up. They realized their mistake after they Blitzed past the turn but there was no where to turn around, thats what took so long.

Bill Green Shows up also-- He left Louisville late and missed the start, but met us at the midway point.

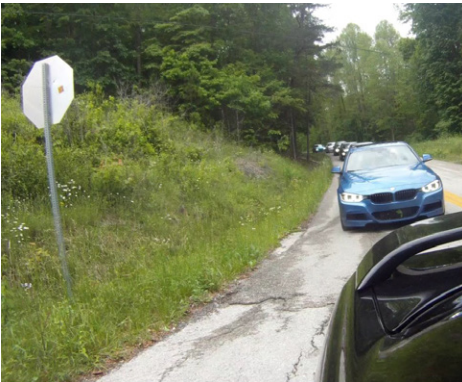
So, we all refuel, both the cars and ourselves, and are ready for the next leg, which is a relatively straight 4 lane shot to the restaurant. No as much fun as the twisties but, fun in its own right. Its great seeing a long line of BMWs cruising along at a speedy pace. No one messing with us on the road like at some other events. Just us and our cars, humming along at a fast but comfortable speed.

We finally get to the restaurant and get to walk around and relax and share stories.

We generally have stories of dogs chasing cars, but this was an unusually busy animal day - Two Groundhogs, five dogs, two turkeys and a dead cat. I myself almost took a dog out when it stuck its head out of some long grass right at the apex of a fast corner--lucky for him and me. Too much wildlife, but no one was hurt.

David picked a great spot for lunch, but it was getting late, and after we finished we all gathered outside and said our respective goodbyes. Bill Green and I followed/chased each other home on the way to Louisville.

It wasn't the most cars we've had on a drive, but I guarantee that if this course comes up again and the weather is a little better, everyone will be out in force, and I know everyone that made this one loved it as much as I did. Even with animals in the road, and getting lost, its all about the adventure, which we always get on a drive like this. Road & Track was right about this route, its great, and yes I'd drive it again in a heartbeat



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Building thoroughbreds one car at a time

Street Survival- The most important activity in which our club participates.

by: John Wilson

The Bluegrass Bimmers holds numerous activities every year- Driving Tours, Social Events, High Performance Driving Schools and other events. But of all of the activities we have, the most important activity is our Tire Rack Street Survival Schools for Teen Drivers. We usually hold 2 Schools per year in Louisville and have members who instruct and assist in schools outside of



Louisville.

Street Survival was founded in 2002 by the BMW CCA Foundation with Sponsorship from BMW of North America, Tire Rack, and Liberty Mutual Insurance. In 2003 few several schools were held. That number increased to over 101 schools in 65 locations nationwide in 2013 with sponsorships from Tire Rack.com, BMW, BMW CCA, Michelin, and Enterprise. The schools are facilitated by members of the BMW CCA, Porsche Club of America, Sports Car Club of America, Audi Club of North America, and the National Corvette Museum. This year the goal is 110 schools.

Our own Bill Wade is National Program Director for Street Survival in addition to being Chairman of the BMW CCA's National Driving Events Committee.

So why is Street Survival so Important? According to the National Safety Council:

- Motor vehicle accidents are the number 1 cause of deaths for teenagers.
- The chance of one crash in the first three years of driving is 89.2 percent
- The chance of two crashes in the first three years of driving is 52.5 percent
- 58% of teen drivers do crash within the first 12 months driving solo.
- A 16-year-old is 20 times more likely to

- be killed in a crash than an adult
- Teens are 400 percent more likely to die in a car crash than 25-34 year-old drivers
- 113 teenage drivers each week in the U.S. are involved in fatal crashes
- 62% of teenage passenger deaths occur in vehicles driven by another teenager.
- Nearly 1000 teens each day are treated in an emergency room for injuries suffered in a motor vehicle crash.
- In 2012 Kentucky and Indiana were 2 of 6 states whose 16-17 year old deaths increased by more than 5.

Driving Facts of Life:

- Seatbelts do save lives - About 2/3 of teens killed in auto accidents were not wearing seat belts
- Over 1/2 of all occupant deaths in accidents were not wearing seat belts.
- 62% of all accidents occur in urban areas.



- 60% of all FATAL accidents occur on rural roads.
- Many rural roads are based on old trails.
- Two lane roads offer limited run off area and little room for recovery if you drop a wheel off the road.
- 40% of all FATAL accidents on curves.

What occurs at Street Survival Schools?

The Street Survival School is usually an 8 hour day.

The day is a mixture of classroom and in-car exercises with a coach in the car at all times with the student. They spend a total of about 2 hours in 3 different classroom sessions and the rest of the time they are in their car. When driving, the student is put through a collection of exercises based on real world scenarios while driving their own car. They work on skid control on a wet skid pad, do lane change /accident avoidance maneuvers, perform threshold breaking / ABS exercises, and drive a slalom course to learn about weight transfer. Where possible we do two wheels off exercise and a tail gating exercise.

In the classroom they learn about proper seating position and hand positions, mirror placement, the concept of the contact

patch of their tires, the theories of weight transfer, the use of long distance vision and situational awareness. We talk about the challenges of distractions to the driver, be it the radio / I-pods or cell phones for talking or texting or just the simple cause of too many teens in the car. Where possible we stage a semi-truck on site and park cars around it to simulate highway driving. We then have each student and all adults get

into the cab and close the door to show how little the driver can see and how many of the cars are not visible to the driver. We also may explode an air bag to reinforce what they learn in class about hand placement on the steering wheel.

Who Instructs-

The coaches from various clubs have years of experience having participated and instructed at driver education schools ranging from car control, winter driving or high performance driving schools, many on race tracks and enjoyed various disciplines of auto racing, rallying or competitive auto-crossing. All are volunteers. Tire Rack Street Survival is not a speed event, but these coaches have been exposed to all levels of car control and have the ability to communicate their experience in a manner that gets through to teens. In addition the coaches complete a certification course that focuses on communication and instruction for teenagers as well as specific course layout instruction and the goals of each driving exercise.

The role of parents and adults-

If you have a teenager at home you may at times feel that they don't pay much attention to you, but they do. What you know, communicate, and the example you set will have a huge influence on your children.

Knowledge and communication-

As a parent and adult you should be aware that driving is the most dangerous activity you do on a daily basis.

- Are you aware that more people were killed in traffic accidents between 1981 and 2012 than in all of the wars



and incursions that the U.S. has been involved in since the revolutionary war? 1,335,380 people killed in vehicle

accidents between 1981 and 2012. Deaths from wars and incursions from 1776 to date - 1,321,612.

- 10% of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash.
- Are aware that at a minimum you should have a 10" distance between the air bag cover and your chest when seat is in the proper position to ensure that you hit the airbag and the airbag does not hit you?
- Are your hands in the correct 9 and 3 position on the steering wheel?



- Are your mirrors set so you could see a car passing you or do you see the entire side of your car?
- Are you aware that in the 5 seconds it takes for a quick text message a car traveling 55 mph travels the distance of a football field?
- Remind teens that driving has risks and the more they retain from the training and class instruction, the less risk they will have of being in an accident.

Example adults set.

An interesting survey was recently completed with teenagers in which they disclosed the following about their parents-

- Nearly half of all teens had seen their parents driving while talking with cell phones in hand.
- 15% had seen a parent texting while driving.

When you jump in the car in the morning, do you check your tires, seat position and mirrors?

Do you buckle your seat belt low on your hips? Use your seat belt very time you drive the car? Use the correct hand positions?

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



As a parent do you drive within the speed limits? Do you use turn signals every time they should be used? Do you tailgate? Are you a distracted driver? Do you show a little ROAD RAGE towards other drivers occasionally? Teens model what they see.

The personal benefit-

I personally fell more enjoyment from instructing at Street Survival than much else I do. I enjoy teens having coached them in baseball and softball when my children were in their teens.

Children all are unique and all have talents. It is fun to see what type of personality the students you instruct will have at each school. Teens are sometimes too aggressive; sometimes a little timid. Boys and girls will often be different in communication styles. But when you see their progress with driving skills and the knowledge they gain after a day spent with them, you know the instruction has improved their odds of survival on the road. At the end of the day you feel a real sense of accomplishment.

The only better feeling is the group of parents and teens giving instructors and helpers a standing ovation at the end of a school. This occurred last year at the first Street Survival School at the National Corvette Museum. This is not unique to only this event.

Instructors and those assisting in the school knew it had been a day very well spent.

Instruct if you have the experience.

Assist on the course if you can or volunteer to do registration.

Volunteer to help reduce the number of teen deaths and injuries.



AUTOBAHN BMW SERVICE

1403 Hugh Ave. Louisville, KY 40213

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"In memory of Dallas Tidwell"

Don't forget the Louisville/Lexington Socials*.

Louisville Area:

2nd Wednesday of each month

BoomBozz Taphouse
1315 Herr Lane Louisville, KY 40222
Contact: Dan Miller

Lexington Area:

2nd Tuesday of each month

Marikka's German Restaurant & Bier Stube
411 Southland Dr. Lexington, KY 40503
Contact: Chad Sledd

**All membership socials are "DutchTreat".*

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

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.

Wiechers, Charles
Sabharwal, Surinder
Kemish, Lewis
Christie, Jerrold
Enzweiler, Jason
Ratterman Jr, Joe
Petty, Eldon
Mook, Robert
Beneke, Chris
Adams, Derick
DeSouza, Andre
Brown, Collin
Lafferty, David
Bentsen, Henry
Brooks, Katie
Buchanan, Ethan
Grubb, Kathryn
Rubin, Kyle
Thornton, Grace
Patton, Karlina

Georgetown
Lexington
Somerset
Scottsville
Erlanger
Louisville
Burlington
Lexington
Louisville
Lexington
Alvaton
Georgetown
Lexington
Crestwood
Crestwood
Taylorsville
Pewee Valley
Bowling Green
Bowling Green
Wilder

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