

BMW Car Club
of America
Bluegrass Bimmers



Bluegrass Bimmers

M TRACK DAY EXPERIENCE

Hosted by BMW of Louisville to Engage the BMW
Community Through Training and Horsepower

NOT PUTZING AROUND

Reflections on How to Become a Better Driver at
Putnam Park Road Course

ONE WOMAN'S JOURNEY

An Adventure of Speed: HPDE Student to
HPDE Instructor



THE 2021 M2 CS

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LETTER FROM THE PRESIDENT

Fausto Sarmiento



Dear Bluegrass Bimmers BMWCCA members and BMW enthusiasts,

The challenges we face as we confront the Covid-19 pandemic is still keeping the majority of our activities on hold. Nonetheless, as summer starts to fade in our rear view mirrors, the oncoming fall is already teasing us with the promise of more adventures! While our hands are somewhat tied when it comes to organizing official group activities, impromptu unofficial drives and gatherings are clear evidence we can't wait to get out with our bimmer friends! BMWCCA efforts resulted in formal BMWCCA events at area racetracks...talk about the ultimate outdoor events!

Join our Facebook group at <www.facebook.com/groups/bluegrassbimmers> to stay abreast of the latest information. We'll take a group drive on Oct 11 featuring a pro photographer, a flying camera drone, and...group camaraderie! (Unless Covid guidelines say otherwise!) Our rally friends sent us info a bit too late for a group spectator event, but we're planning a dedicated rally run for the Bluegrass Bimmers in the mountains of Appalachia. Oh.Bavaria.Yes! LEO permitting, of course! Hopefully the collection of motorsports inspired articles in this month's Bulletin will make you want to join us at a future BMW CCA HPDE event or a group drive to cheer on BMWCCA Club Racing drivers! Adventure is our ultimate destination!

Don't hesitate to email me at <fausto@performancedrivenky.com> with any questions, comments, concerns, or suggestions! I'm happy to take submissions to the Bulletin, so send me an email if you have an idea or a submission!

Sincerely,

Fausto Sarmiento



bluegrassbimmers.org



Passport to Speed

My Experience at Windy City's HPDE at Putnam Park Road Course

Words by Craig Gipe

Pictures by Craig Gipe & Fausto Sarmiento



My name is Craig Gipe. I'm 48 years old and grew up in Owensboro, Kentucky. I've been married for seven years now and have two little girls that are four and six years old. I own and operate a small OSHA consulting business called SafetyCraig Consulting, Inc. Growing up in Owensboro, my father was part owner of and worked at Gipe Automotive, where I worked at between the ages of thirteen to eighteen before moving to Lexington and attending UK in 1990. My dad was an automotive enthusiast, had antique cars, and we used to go to antique car club events and drive in parades. Being a car enthusiast today really helps me keep my dad's spirit alive as he is no longer with us. I have always wanted to get back into cars and have a car that could be driven on a track and be used as a daily driver. At the end of 2016, I bought a used 2011 BMW 335D M Sport and began getting it track ready. After three years of making modifications and upgrades, the car was finally ready!

Unfortunately, though, the car isn't that practical as a daily driver anymore with all the modifications! Fausto finally convinced me to take my track car out on the track! The Windy City Chapter out of Chicago hosted the event at Putnam Park, near Indianapolis. Putnam Park is about three and half hours away from where I live on Herrington Lake in Garrard County, Kentucky. Since most social events for the year had been canceled due to COVID 19, the HDPE event was very exciting to look forward to!



My car was finally ready just the day before the event. I had just a few more tweaks to make, such as a new high pressure fuel pump and Wavetrac limited slip differential as well as some maintenance items. I picked it up from the shop and drove it straight from Nicholasville to Indianapolis on Friday afternoon. The weather was just perfect in Indiana on the morning of the event. After a short meeting Saturday morning, I met my instructor and we headed out on the track. He recognized that I appeared nervous and so told me to relax and breathe. Relax, breathe, and be smooth!

This advice came in very useful on the track as I had never done anything like this before. Normally, the instructors would have been inside of my car with me giving driving instructions. With COVID-19, the format was a lead-follow format, with the instructor in his car and me in my car, trying to match and mirror my instructor's actions. Between track sessions, the instructor would review where we needed to improve by analyzing the track map. I started to record the sessions using my phone and the Track Addict app. View a video clip at <https://www.youtube.com/watch?v=n7SDXmHR6Z0>.

To start Day One, I followed the instructor and another student followed me for the first 30-minute lead follow track session. I was behind the other student in the second 30-minute run and I fell behind a little bit...probably from being a little nervous! There were two more 30-minute lead follow sessions that afternoon and we got faster on each run. On Day Two, I was a lot less nervous and wasn't as distracted and intimidated by the roar of the cars on the track around us. I found out that during our 2nd morning session the instructor was going to have me pass him after a few laps and then I would be on my own. He told me the other student was already on his own. I was excited but nervous before that second session but as soon as he signaled me to pass him, it was like a whole new world opened up in front of me! I felt like a wild animal that had just been released from his cage! I had to tame my wild instincts by quickly learning some new limits and smoothing some things out! I began to finally learn how to connect corners and become smoother! Then, of course, the combination of gained confidence and loss of focus led to an off the track excursion. I remember hearing my DSC take over and the horrible screech of the tires. By the end of the 2nd day, I was shifting the automatic transmission in manual mode and really learning the power band of the diesel while praying both the transmission and engine didn't blow up! While there were a few off-track incidents by various people in various cars over the weekend, I do not believe there were any serious wrecks over the weekend. A weekend free of accidents without severe consequences on a racetrack does not happen by accident. It takes everyone being constantly vigilant and aware of their surroundings the whole time they are on the track. I had heard the Putnam Park track is one of the safest and best tracks to learn on around this area. Another aspect of the HPDE I really liked was getting the chance to meet other BMW enthusiasts, such as Michael, my instructor, and the other student in my group, Richard. Richard's buddy Igor - with a beautiful M2 he modified himself! - was also a good coach and helped both Richard and I out a lot. A pair of guys who brought their homebrew beer for us to enjoy at the end of Day One were also highlights of the weekend! And then after 4 hours of total abuse on the track, I drove the 138,000 mile BMW 335D home getting almost 37 mpg like nothing ever happened. I think the car is now broke in a little and will need more track exercise soon!



BLUEGRASS BIMMERS APPAREL SHOP IS NOW ONLINE!

Shop official Bluegrass Bimmers retail apparel, accessories, and merchandise

Everyone can now purchase Bluegrass Bimmers branded hats, t-shirts, button ups, scarves, blankets, and more at the Bluegrass Bimmers retail shop, online at Squad Locker.

The retail shop also allows us to organize a variety of fundraisers. For example, in the lead up to the 2021 Keeneland Concours d'Elegance, special edition gear will be made available for purchase. A portion of the proceeds will then be donated to the UK Children's Hospital, the official recipient of the Keeneland Concours organization, as part of the Paddock Club Challenge.



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RISING THROUGH THE RANKS

One Woman's Journey from Novice HPDE Student to HPDE Instructor

Words and Pictures by Maryam Saldana



CIRCA 1997

This journey needs to start where it all began. When younger, I yearned for an e36 BMW and was almost ready to buy one brand new until I got the insurance estimate. Yikes! I ended up with a Honda Civic instead.

It wasn't until later in life that I was able to get my first M car, a 2011 e92 M3 manual coupe jet black on fox red. Ultimately, it took the role of garage queen, driven only on nice days.

FALL, 2014

Wanting the engagement of an M car but the every day sensibility of a 4-door sedan, an M3 was ordered in the autumn of 2014.

That car was a 2015 f80 M3 base model in mineral gray over shakir orange with the only option being the DCT transmission (because daily, right?). I drove the MG f80 daily for just over a year. A fender bender, the regret of the choice of Shakir orange interior, and a great deal on a 2016 M3 in black sapphire metallic on black that arrived at Sam Swope on New Year's Eve 2015, prompted me to trade it in.

2016

On January 2nd, 2016 my tracking companion came home! I said to myself, "These M cars are meant to be driven! Driven not only on nice days, not just daily, but also on the track!" The stars aligned when Bluegrass Bimmers hosted an HPDE in March 2016 at the then recently opened National Corvette Museum Motorsports Park (NCM). But wait -- I had never been to a track, never watched a track event on TV, nothing, nada! So my husband suggested an autocross.

NCM hosted such an event in late January on the West course. Perfect! Plus, I needed to get some miles on the car in the next two weeks for break-in service. At exactly 1500 miles on the odometer, I pulled back into the BMW dealer for the break in service and get my M3 ready for NCM! Nonetheless, I was so nervous I forgot my helmet cheek pads at home and drove the day with an ill-fitting helmet! Not recommended, folks! I was so slow through the course that on one run, the car behind me nearly rear ended me at the trap. But what a great day, what a great car! My track addiction was born!

In the March of 2016 Bluegrass Bimmers HPDE, my 100% showroom stock f80 and I were assigned Bob Habel as my first ever in car instructor and to whom I owe my driving line at NCM. My first event was nerve racking! Information overload in the classroom, terminology I never once heard, flags that I didn't know what they meant, cars constantly in my rear view mirror, but Bob kept everything calm, cool, and collected. I was passed by every car in novice group that weekend -- sometimes twice. That night I almost called it quits, not wanting to come back for the second day. But in the morning, I couldn't wait to get back. Everything started to become more familiar, and I was beginning to relax.

2017

I continued to track at NCM with their HPDI lead & follow introduction days. The f80 had a few weaknesses that an H&R sway bar couldn't fix, so off to TC Kline Racing in Hilliard, OH. TC Kline set me up with coilovers and a street/track suspension setup, and Hawk DTC-70 brake pads. The performance upgrades were immediately felt and the M3 was intoxicating! In October of 2017, the Bluegrass, Hoosier, and Buckeye Chapters hosted the Regional Roundup HPDE at NCM. My instructor was BMWCCA member Paul Roddy, who also happens to be an endurance racer!

No longer a first timer, Paul taught me how to brake, load up the car, turn in, and gas. However, it was so cold that weekend it even snowed! I consequently experienced my first tank slapper at turn 1B. I lost all confidence I had in myself. Nothing my instructor asked for could I deliver. It wasn't until the following year that I understood what Paul was trying to teach me, and I often think, "what if Paul could see me now!"



2018

After TC gave me a shoulder to cry on, he made a camber adjustment. Now fitted with new Bridgestone RE71R tires, I hit the HPDIs at NCM some more. First track event with 1010ths Motorsports, but certainly not last, I got bumped into the intermediate group. Later I was solo'd for the first time. Randy Slomian (NCM), Gregg Bell (NCM), the line, I remembered it. I drove it sub-consciously, I could focus on driving, as everything else became automatic. Corner workers, hello there! I see you, flag stations! Checkered flag already? Cars in my rear view?... no sweat!

I was doing the passing now, anyways!

2019

The Bill's! Bill Pollock (1010ths), thank you for giving me the confidence that I really did know my stuff. And we all know Bill Wade (BMW CCA). I was nervous, absolutely intimidated that my instructor was going to be Bill Wade. What would he say, what would he criticize, would I see all the flags, would I make all my corners? Turns out nothing to fear, I was solo'd. Roger Winters (BMW CCA), thank you for teaching me that sweet sweet line at Mid-Ohio! Chris Dunlap (BMW CCA), what a ride at Putnam Park. My track experiences were euphoric and my f80 M3 was an extension of me. At the end of the season, The RE71R tires I loved so much couldn't hang with my driving pace, The stock brakes were overheating nearly every session, and the street/track damper settings were no longer enough.

2020

I made some big changes to my f80 M3 over the winter to match my capabilities on track. With TC Kline's help, I've had to relearn the car and we have a tuning path to get it dialed in. I am very grateful for his help and proud to wear the TC Kline livery. Nearly 40 track events later, 1010ths Motorsports accepted my application for Instructor at their HPDE at NCM. My first student? A young woman that was just like me my first time out.

Despite all those that have helped, I don't think I would have come this far this fast were it not for the design and engineering BMW M Division put into the f80. Feedback and communication, almost telepathic, as long as I did my part to listen. It gives a sense of connectedness, a perfect platform to grow with, always reliable, always willing, and always adept! See me around the paddock? Don't stop at hello, ask a question! I've got a lot of stories to tell, or at least an umbrella to share.

We're all here for the love of the sport and passion for BMW!



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**The Ultimate
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2021 MODEL YEAR SPOTLIGHT

Provided by Hannah Marshall & Cameron Peoples, BMW of Louisville Geniuses

Last month we briefly reviewed numerous model updates that we will begin to see as we approach the new year. Everything we went over last month was an update overview. This month we are going to specifically cover the 2021 M2 models. The two available models in 2021 for the BMW M2 will be the M2 Competition Coupe and the very limited M2 CS. Only 2,200 M2 CS models will be produced in 2021, and only about 300 or so will make it to the United States, so act fast! Below we have gone into more detail on the similarities and differences between the two models.

2021 BMW M2 Competition

- 3.0 Liter BMW M TwinPower Turbo Technology inline 6-cylinder Rear-Wheel drive
- 405 HP, 406 LB/Ft
- 4.2 Seconds, 0 - 60 MPH
- 174 MPH (with M Driver's Package)
- Standard 6-speed manual transmission OR available 7-speed M Double-Clutch Transmission with Drivelogic
- M-tuned exhaust with quad tailpipes, optimized aerodynamics, M Sport Brakes, M rear spoiler, M2 Competition badging, carbon fiber trim, M door-sill finishers, M footrest, M gear shift lever and M-specific design elements
- Starting at \$58,900

2021 BMW M2 CS

- 3.0 Liter BMW M TwinPower Turbo Technology inline 6-cylinder Rear-Wheel drive
- 444 HP, 406 LB/FT
- 3.8 Seconds, 0 - 60 MPH
- 178 MPH Top Speed
- Standard 6-speed manual transmission OR available M Double-Clutch Transmission with Drivelogic
- Front carbon fiber splitter, carbon fiber rear diffuser, CFRP hood, Alcantara Competition seats, Carbon fiber trunk spoiler, Alcantara performance steering wheel, Red M-Sport brakes, optional Carbon Ceramic brakes, CS badging
- Starting at \$83,600



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M TRACK EXPERIENCE

Words by Fausto Sarmiento

Pictures by Bill Green and Fausto Sarmiento

BMW of Louisville's ongoing efforts to engage and educate BMW aficionados, regardless of whether they are old school driving enthusiasts or merely getting into the brand through the purchase of an X2, continued unabated on September 1st and 2nd at the Kentucky Speedway.

Through BMW of Louisville's dedicated M Track Derby Day Experience, the BMW Authorized Center was able to give its employees in-vehicle training so they can better share relevant, hands-on experience on the nuances that make BMW the Ultimate Driving Machine with potential buyers.



The M Track Derby Day Experience also enabled BMW of Louisville to give the BMW community the chance to learn better driving techniques, sample the latest and greatest driving vehicles BMW creates, and participate in a variety of competitive exercises to challenge fellow bimmerphiles.

Whether in the state-of-the-art BMW of Louisville Authorized BMW Center, out on dedicated tracks, or among the enthusiast community, stay tuned for more activities the team at BMW of Louisville is engineering for the BMW community and BMW CCA members!

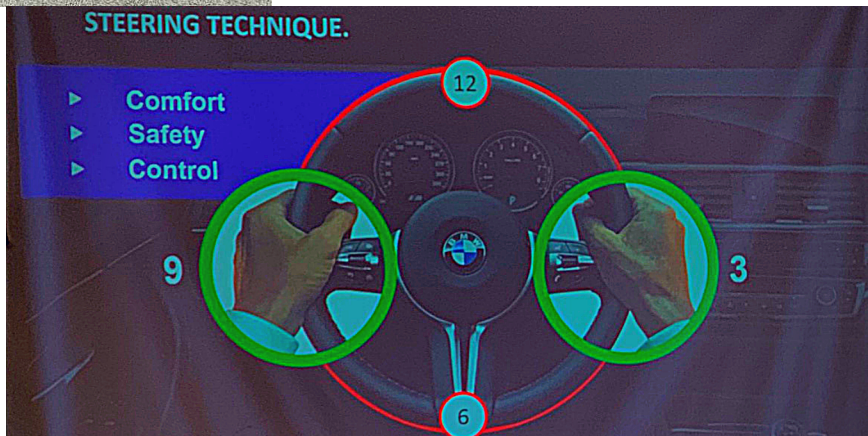
SESSIONS

1. CLASSROOM TECHNIQUES

2. DRAG RACE/PRECISION STOP VEHICLES: X5M, M5, M2, M8 CV

3. LEAD/FOLLOW SPEEDWAY LAPS VEHICLES: M8 COMPETITION

4. TIMED AUTOCROSS VEHICLES: M2 COMPETITION



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M TRACK EXPERIENCE



I hope you've enjoyed this small collection of pictures from the event. I encourage you to check out more pictures (and video!) from BMW of Louisville's M Track Derby Day experience at the Bluegrass Bimmers Facebook group page, located at <https://www.facebook.com/groups/bluegrassbimmers>



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Local Chapter	FREE* Trunk Badge (you only pay S&H)	FREE* Trunk Badge (you only pay S&H)	FREE* Trunk Badge (you only pay S&H)
Discounts	Local Chapter	Local Chapter	Local Chapter
Exclusive Events	Discounts & Exclusive Events	Discounts & Exclusive Events	Discounts & Exclusive Events
Eligible to apply for a Vehicle Rebate after one full year of membership	Eligible to apply for a Vehicle Rebate after six months of membership.	Eligible to apply for a Vehicle Rebate after six months of membership.	Eligible to apply for a Vehicle Rebate after six months of membership.



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