



BLUEGRASS BIMMERS
CHAPTER
BMW CAR CLUB OF
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Pferdestärke welcomes submissions!
Send your story, photograph, or
comments to:

andyfloyd@bluegrassbimmers.org

Pferdestärke



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High Performance Driver Education Event

By Keith Williams

Our first ever combined **High Performance Drivers Education School (HPDE)** at Putnam Park featuring our club

(Bluegrass Bimmers BMWCCA) and our neighbors (Hoosiers BMWCCA) turned out to be a fantastic event. The event has been named **HooGrass** and all of us hope that the name will live on for many years to come. Weather was picture perfect at Putnam Park, and the combined chapter format at this year's school made it very special. All of the following are in some way attributable to the combination of the two clubs, and greatly enhanced the environment and quality of the event:



- It was a safe weekend, with no incidents!
- We had 116 participants, counting drivers and instructors. We actually sold out all four run groups, and could not grant all of the waiting list drivers a space
- The combination have us a very eclectic group of drivers and cars, making participation on the track and discussions afterwards very robust
- Our sponsors were wonderful. Both Sam Swope and Dreyer Reinbold sponsored the event, with Sam Swope sponsoring Saturday night's dinner
- The new garages at Putnam Park were really a treat! They will be in high demand next year!

Thanks to Jerry Reamer (Hoosier President), Dan Miller (Bluegrass President), Chris Dunlop and Neil Maller from the Hoosier Club, and Bill Wade (Chief Instructor and general overall guide for the event from Bluegrass), John Wilson (Bluegrass, and financial engineer for the event), Kurt Resener (Bluegrass, and even though he could not participate the entire weekend helped us greatly) and all the others who pitched in and ensured the event was one of our best!



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Editor's Corner

By: Andrew Floyd



It's a good time to be a techie. As a few of you know I'm a bit of a technology guru and the cars that are hitting the market now a days are packed full of gadgetry goodness. From data logging to voice controls, we are just a few options short of having our very own KITTs at our disposal. Just think calling your car and telling it to pick you up at the bar to take you home. Well there are a few companies, scientists, and government agencies that are looking to make that a reality. Ok so they are not necessarily developing a car to take safely after a night enjoying your favorite brew, but they are working hard to develop a technology that will allow a car to drive its self.

Now, I know what your thinking, "Why would I want a car that would drive its self?" I'll admit that's exactly what I thought when I first heard about it. It wasn't until I was listening to a technology podcast about Google and Amazon that some concepts on why we would want such a thing came to my attention. The first concept is one that touches every one of us, distracted driving. With the phones (if you can even call them that anymore) that we have in our pockets, dinging and vibrating with each email, text, and miscellaneous update, not to mention our radios and on-board computers, we have plenty to keep us distracted. Now factor in that our new young drivers were born in 1996, having grown up with Internet access and mobile phones, constant connectivity is just a part of their life. Carrying on conversations via texting or some other form of messaging while watching TV, eating dinner, or at the sports park is just a part of the new normal. So is this the generation that starts to see driving as the mundane distraction to their social connectivity?

How about on the other end of the age scale? One day we will all be in that state where we don't see, don't respond as quickly, and might just not remember as well as we once did. This is the other realm where I could see the self driving car making a home for its self.



If you want to read more, keyword search : google, driverless car, self-driving

What's in your toolbox?

By: Chip Singleton

Hi, we're going to begin a new series as the title says. It's an effort to share some of the more useful things each of us that turn our own wrenches has in our garage or toolbox. A lot of these could be favorite hand or power tools, but sky's the limit!

I'm going to start with what I use most, almost each and every time I do a remove and replace of a part. What is it? Copper anti-seize. I have to tell you I was aware of the stuff forever ago, but never knew of anyone who much messed with it until I bought my first BMW, and subsequently a Bentley repair manual. But two other things stick in my mind as to why I'm so sold now on how effective it is, once I began working on my BMWs. First, hub-centric wheels. I noticed how difficult it was to remove some BMW wheels, be they old bottle caps or Dforce LTW track wheels, and everything between. The fit is so close, and the rust or galvanic bind so strong, I've had to use a 15 lb spud bar to break the wheel loose a couple of times. Now, each new car that enters my home gets a good brass brushing of the hub and wheel mating surfaces, and a coating of copper anti-seize – on the hub, only at the mating diameter, not on the flat face where the wheel bolts go in, and the corresponding part on the wheel, where the 45% lead-in is and deeper in to the innermost diameter.. If you do a really good job of cleaning up the surfaces, you many not need to re-do this for many years. The copper seems to embed in the wheels especially, and the problem never begins as the copper doesn't react with steel or alloy wheels.

Next, while getting ready to pull the head on my E36M3, I noticed the exhaust bolts and headers all had copper nuts. I've worked on exhaust for decades, and two things I'd never seen on a car more than two to three years old were copper nuts, and the lack of completely rusted together exhaust bolts and nuts, more or less proportional to age. I'd venture a guess in these non-copper situations that I've broken or cut off the bolts way more times than I've had them come apart with wrenches. The M3 was six years old when I did this work and

saw the copper nuts that just came right off, no drama or use of torches or saws! So when this went back together, not only did I replace the copper nuts, I also coated them with copper anti-seize, since the exhaust section bolts did appear to be rusting some even though the copper nuts came off.



Now, I use copper anti-seize on pretty much every bolt or nut I remove and replace, with the exception of engine internals and the interior, and brake caliper bolts. None of these places corrode noticeably anyway. Most German caliper bolts appear to be a class 4 thread, so there are almost no voids for moisture or dirt to enter; on these, if I see loctite was used originally, I'll put a very tiny new dab of loctite on, but no anti-seize.

And yes, I even put a dab of copper anti-seize on lug bolts/nuts. Some will say “no, no, you'll affect the torque/holding power”. All I can say is use your own judgment. I'm an engineer, torque is torque, and copper anti-seize is NOT designed to leave a film at high shear like motor oil is; more of less it just fills the space between the threads to avoid oxidation. If torqued to spec, I've never had a lug come loose in street use, or had them move much during re-torque at track events any more than anyone else, and once they break loose during removal, they come out by hand. But if you feel this isn't the best idea, don't do it, simple!

So, copper anti-seize is one of the most used things in my toolbox. What about yours? If you would like to submit a write-up of one of your favs, please send it to: andy-floyd@bluegrassbimmers.org. If we get too many to place in print, we'll put them on the website.

Street Survival 2012

By: Bill Wade

The National Tire Rack Street Survival program held a school in Louisville again on April 28th. After a last minute venue date change at Papa Johns Stadium Keith Williams and his team put on another great school. Bill Heumann kept the students entertained in the classroom learning the theories of weight transfer, oversteer and understeer, while Bill Wade managed the driving exercises. We had our usual wet skid pad, threshold breaking and accident avoidance exercises. As usual we exploded an airbag to reinforce what they learn in the classroom about hand placement on the steering wheel. We had an 18 wheeler semi truck demonstration allowing each student to see that the cars parked around it to simulate highway driving positions sometimes disappear in the truck drivers mirrors. after a full day of classroom and driving the teens went away much more confident and much safer drivers.

Started in April 2002 by the BMW CCA Foundation, the Tire Rack Street Survival Program is designed to go beyond today's required driver's education and give teens the driving skills to become safer, smarter drivers. In 2011, over 75 schools were conducted with the goal of saving lives and raising awareness of the growing epidemic of teen driving deaths. The primary emphasis of Tire Rack Street Survival is a "hands-on" driving experience in real-world situations. Teens use their own cars to learn about handling limits and how they can control them. The goal for 2012 is 95 schools across the nation. We'll be back in the Louisville area in the fall depending on the UofL Football schedule. We might be helping with a school in Bowling Green at the Corvette plant before the end of the year as well.

The Bluegrass Bimmers have hosted at least one Street Survival school since 2004 and is tied with one other chapter for 1st place in holding the most schools.

As part of the 1-day driving schools, teens experience a mixture of classroom and real world training. The goal is that 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.

Each school is facilitated by local chapters of the BMW Car Club of America, Sports Car Club of America and Porsche Club of America.

To view the complete 2012 schedule and learn how you can participate visit <http://streetsurvival.org/>. There is a brand new video on the home page

Backroads to Buckhorn 2012

By: Steve Cullen

With mid hundred degree temperatures still firmly imprinted on our minds, it's nice to think about sweeter days ahead.

Our Fall Drive is open for registration on www.motorsportreg.com.



Last year our destination was Buckhorn Lake State Resort Park. If you've ever joined us for that trip you already know the route takes us through some beautiful countryside including a final leg out of Lexington for a long stretch of remarkable roads through the Daniel Boone National Forest! We're returning to Buckhorn this year on **OCTOBER 27th**. This is a great opportunity to renew acquaintances and make some new ones.

We've arranged for the Lodge to hold 15 rooms for us September 28th but they will fill up before then so don't wait too long. Those rooms are "first come first served" and you will need to make your own reservations to secure them. Let them know you are attending the "BMW club event" for a very good rate. If you miss out on the lodge reservations all is not lost. There are additional rooms available in nearby Hazard.

Here's what we've got planned:

Saturday Morning - Continental breakfast at our respective starting points before setting out for our rendezvous in Lexington

Saturday Noon - Lunch served in Lexington at our rendezvous point

Along the way - a couple of "sag" stops to take a breather and stretch

Saturday Evening - Dinner at the Lodge. Dinner will be off the lodge buffet and participants will be responsible for purchasing meals but we have reserved a private party room to congregate during dinner and to hang out with friends later.

This is strictly a **"BYOB"** event.

Put this on your calendar and make your reservations now! You don't want to miss this trip!

Backroads to Buckhorn 2012 Details

When: Saturday October 27th, 2012. Unless you are starting from Lexington, plan on meeting at your starting point at 8:15 for a 9:00 departure (unless told otherwise by your local event coordinator)

Lodging *15 rooms being held at *Buckhorn Lake Lodge* through September 28th under "BMW club" reservations 800/325-0058. Additional rooms available in nearby Hazard Kentucky *Hampton** Inn* 606/439-0902,*Days Inn*606/436-4777, *Super 8 Motel* 606/436-8888.

Dinner: Buffet with private dining room at the lodge.

Contact for questions:

Steve Cullen, s.cullen325i@gmail.com

Advertising Rates 2012 - 2013

<u>Size</u>	<u>Dimensions</u>	<u>One Year</u>	<u>Four Years</u>
1/4 Page	4-5/8" x 3-3/16"	\$125.00	\$375.00
1/3 Page	4-5/8" x 4-7/8"	\$165.00	\$500.00
1/2 Page	7-1/16"x 4-7/8	\$250.00	\$750.00
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Full Page	7-1/16 x 10"	\$500.00	\$1500.00

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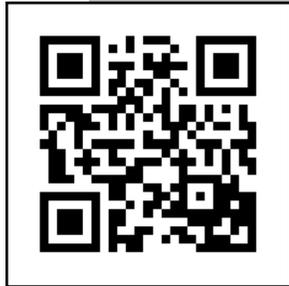
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Connect with old friends, and make some new ones. Find us on Facebook for technical talk, race chat or just share your passion with like minded individuals.



YAHOO! Groups

If Facebook doesn't do it for ya, We've got two Yahoo groups for you to join.



Bluegrassbimmers "Chat" yahoo List
Get help with repairs, organize spontaneous get-togethers, or just shoot the breeze,
Sign up at:
groups.yahoo.com/group/bgbimmerschat



Bluegrassbimmers yahoo List
Join this group to receive chapter news and reminders of upcoming events,
Sign up at:
groups.yahoo.com/group/bluegrassbimmers

Calendar of Events

<u>October</u>	<u>November</u>	<u>December</u>
5th to 7th - Louisville Concours d'Elegance	13th - Social Louisville: BoomBozz Taphouse Lexington: Winchell's Restau-	11th - Social Louisville: BoomBozz Taphouse Lexington: Winchell's Restau-
9th - Social Louisville: BoomBozz Taphouse Lexington: Winchell's Restaurant		
13th - Street Survival @ Papa Johns stadium.		
21st - SCCA Auto Cross @ UPS		
27th to 28th - Backroads to Buckhorn Fall Drive		

For more info on any of the events listed above go to...
www.bluegrassbimmers.org
www.bmwcca.org/
www.motorsportreg.com

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