

Newsletter of the Hoosier BMW Car Club, Inc.

HOOSIER TRACKS



SPRING 2017

Upcoming Events Members Might Like

Carmel Artomobilia

Saturday, August 26, 2017, 11AM-5PM

Carmel Artomobilia returns to Carmel, Indiana for the 10th time in 2017 as Central Indiana's annual celebration of the art and design of the automobile. Taking place Saturday, August 26, 2017, Carmel Artomobilia features more than 400 enthusiast and collector cars across more than 26 classes, including Super Car, Exotic, Classic, Sports car, European, Domestic, Vintage and Racers. Artomobilia is significantly different from a Concours d'Elegance by placing a primary focus on display and appreciation over competition.

Although each of the automobiles on display is truly magnificent, this event is not just about cars; it's about the art and automotive enthusiasts. Among the numerous judged car classes, Artomobilia also gives local car clubs an opportunity to participate with organized Car Corrals presenting examples of their club's best and most interesting cars. While the show casing Munich's best to a wide range of fans old and new. The Hoosier Chapter will once again have our trademark "Bavarian welcome center" open for visitors during Artomobilia 2017, and we encourage you to register your car in the non-judged BMW corral class (or in a judged category if you must). More information can be found at: carmelartomobilia.com/corral-registration/.



Deutsch Marques Event at the Gilmore Car Museum

The Deutsch Marques Auto Show is being held at the Gilmore Car Museum! The Gilmore Car Museum is a destination by itself — over 300 cars spread out in multiple buildings over 90 acres! Deutsch Marques Auto Show displays 200 German vehicles including BMW, MB, Audi, Porsche and VW! The BMW display is usually the largest. You will see everything from early 2002s to an Alpina B7, with everything in between! This event is July 8th. Check the website as the date gets closer for more details.



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CALENDAR OF UPCOMING EVENTS

- June 17th** Reggie's Motorworks 10th Annual Open House.
- July 8th** DeutchesMarques Event at Gilmore Car Museum.
- 12th** Monthly Meeting at 6:30 p.m. — Georges.
- 15th** New Castle Motor Sports Park Go Karting Event.
- August 2nd** Monthly Meeting at 6:30 p.m. — Georges.
- 11-13th** IMS IPCA track event.
- 18-20th** Mid Ohio BMW Northern Ohio.
- 26th** Artomobillia Carmel, HBMWCC coral.
- 27th** Annual BBQ/Pool Party at Kash Rahman.
- September 6th** Monthly Meeting at 6:30 p.m. — Georges.
- 8-10th** KYPCA Track Event.
- 16th** New Member Picnic — Eagle Creek Park

At the time of publication not all calendar events and dates were confirmed. Please check our website often for an updated calendar.

A social gathering will be held the third Wednesday of each month at 6:30PM Champps — Keystone at the Crossing.

*Visit www.hoosierbmw.com for updates, additions and last-minute changes.



Scan with a QR reader to visit the Hoosier Chapter BMW CCA website.



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D&R BMW South:	Jerry Reamer	317-738-2658
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CHAIRPERSONS

Newsletter Editor:	Pam Clarino	317-896-9689
Webmaster:	Chris Dunlap	317-328-1461
Membership :	Kyle McGary	317-669-2553
Driving Events:	Jerry Reamer	317-738-2658

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FROM THE PRESIDENT'S CORNER



By Chris Dunlap

Chapter President/Hoosier BMW CCA



Who out there feels like the BMW car lineup is just passing them up (too hard to keep track of)? I know that it's getting hard for me to keep them all straight as there are just so many models. Now the numbers really don't make a lot of sense. They don't even remind me that the M6 is now a 4 door. I've been playing with them for 30 years and really enjoy them. I guess that if one thing is true in this world, it is that things change. I suppose that my days of working on cars has to end around the 2006 time frame (when the E46 ended). They are just getting so complex. Am I getting old, or are they getting harder to work on? I don't know about you, but I enjoy working on my own cars. It gives me a sense of accomplishment knowing that I can take them apart and then put them back together.

I just can't stay stuck in the past. Eventually, I'll have to join the today crowd and (as much as it kills me) take my car in for service. Of course, the new cars really don't need a lot of work — yet. But, what about 10 or 15 years down the road? Are they becoming a commodity — a 'disposable' item as it were? How is the DIY person going to handle that? Will good resources become available? As it stands you can't buy repair manuals for the new BMW anymore. But, you can buy the repair stuff online, according to a friend. He is a DIY guy who wanted to change his transmission fluid in his 435i and finally gave up trying. It's still under warranty, but he wanted to give it a first fluid change after the break-in mileage. It's just too complicated anymore to do it. So what's going to become of the DIY person over the next 10 to 15 years? Are we stuck with simple brake and oil changes? Only time will tell I suppose.

WELCOME NEW MEMBERS

Cambra, Edward
Zionsville, IN

Casalino, Andrew
Camby, IN

Cavanaugh, Michael
Kokomo, IN

Chatson, Dan
Whitestown, IN

Craft, Glenn
Fishers, IN

Cudby, Alexandra
Indianapolis, IN

Dunn, Ken & Lucas
Indianapolis, IN

Ehsani, Mariam
Greenwood, IN

Eland, Dennis
Indianapolis, IN

Elliott, Melissa
Shelbyville, IN

Gaudin, Joe
Shelbyville, IN

Graham, Thomas
Indianapolis, IN

Harris, Robert
Greenfield, IN

Heffley, Bryan
Delphi, IN

Holbert, Dana
Fishers, IN

Leonard, John
Carmel, IN

Lindley, Matthew
Noblesville, IN

McGinity, Tyler
Carmel, IN

Meier, Mark
Indianapolis, IN

Mello, Bob
Greenwood, IN

Morrone, Robert
Anderson, IN

Murphy, Chris
Carmel, IN

Schick, Lloyd
Bloomington, IN

Sloop, Andrew
North Manchester, IN

Webb, Alex
Indianapolis, IN

Voykin, Ryan
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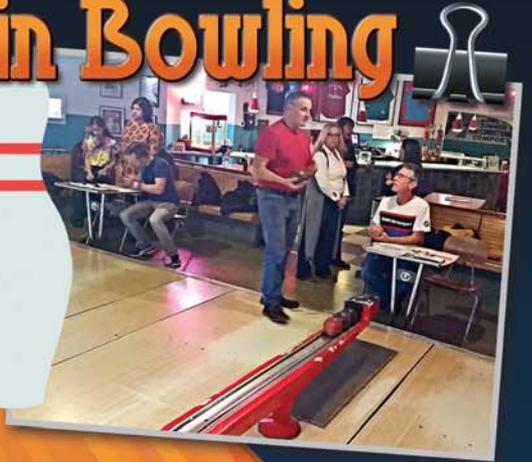
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A Fun Night of Duck Pin Bowling



Article & photo by Chris Dunlap

On March 11th, 14 of us came together for a fun evening of Duck Pin Bowling at Fountain Square. It really does not matter if you are good at regular bowling or not since Duck Pin really has no relevance in this game — other than keeping it out of the gutter, which some people did have an issue avoiding.

It goes without saying that each time we hold this event someone usually slips and falls down. This year was no exception. However Andy pulled it off as if he intended to “fall”. Maybe it was more of a bow to the duck pin gods to grant him luck — yeah, let’s stick to that story.

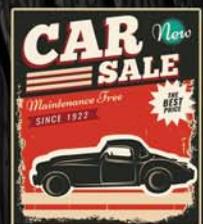
However by the end of the night there would only be two winners. Kash took top men’s score while Tami took top women’s honors. Of course there has to be a last place and that dubious distinction went to Larry. Of course they were all awarded prizes according to their skills.

Ray Skillman Collector Car Sales Tour

Article and photos by Kash Rahman

Another exciting March trip! Meeting at Panera Bread and driving a short 2.3 miles, this was the shortest scenic drive of the year! 18 of us enjoyed a leisurely tour of the \$25 million collection at Ray Skillman Collector Car Sales hidden in a very nondescript building behind their Ford dealership! There is a strong emphasis on 60s and 70s classic American muscle, but includes a few other interesting cars as well, including a pair of Jaguar E types and a Detomaso Pantera! The entire building feels like a time capsule, with antique bicycles, neon signs, and posters. An entire row of Corvettes, Mustangs, Camaros and other muscle cars helps too!

After the tour, we paid a quick visit to Dreyer South (hi Alex and Tosha and everyone!) and then enjoyed a tasty lunch at Brozinnis Pizzeria! Now, I have to figure out if I can squeeze enough space in the garage for another car! Ha!





Valve Adjustment for M88, S38 and S14

Article & photos by Chris Dunlap

The following procedure will outline the tools and steps required to adjust the shim style valves found on the old M engines.



The tools needed are pretty straight forward, but it does include two special tools — the tool to depress the bucket (US and Euro are different) so you can fish the shim out and a 0 — 1" outside micrometer.

You will need a complete set of feeler gauges, magnetic pickup tool, various small flat head screwdrivers and a 36 millimeter deep socket. The picture below has about everything you will need to complete the job (you may need more of some things pictured below).



You must start by removing the valve cover and exposing enough of the front of the engine to allow you to turn the crank. You can skip the latter step if you wish to leave the car in gear and push it forward from the rear bumper (this is a

pain). For the M5 and the M6 it is easiest to remove the radiator. The M3 has enough space that removing the radiator is not required. You might also find it easier to jack the car up to save your back.

Once you get the valve cover off, you might want to suck out all of the oil in the bucket areas. For some of the harder to remove shims you can blow them with compressed air, and if you don't remove the oil you'll spend a lot more time cleaning it all up. Now that you have cleaned the oil out, here's what you should be looking at:



Notice the small pockets in the side of the bucket — you will need these spaces accessible to remove the shim. Turn the engine so you can measure the

gap under one cylinder. The cam will be perpendicular to the shim on one cylinder. The picture above shows the intake of cylinder 1 ready to go. Turn the engine clockwise — tighten the crank nut to bump the engine over. The nut is on there really tight but you don't want to loosen it. It will help if you remove the spark plugs. Measure the shim to cam clearance and compare that to the specs — the M3 specs are 0.28 — 0.33 mm (0.011" to 0.013"). Now you need to remove the shim. Begin by rotating the pockets in the bucket so that when you depress it they will face a direction that will permit you to get a screwdriver in it. For cylinder 1 intake place the right (front of car) pocket around the 3:00 position and the left one at around 9:00. Once you insert the tool and begin to depress it you will notice the bucket will spin toward the center.

The pictures right show the tool under the cam, and the buckets have been depressed. The pockets are now in a position to get a screwdriver at the side of the shim.

Here you will see the shim being popped out of the bucket. The oil layer will make it difficult to fish the shim out, and it takes a few times before you will finally get it out. Here's where the magnetic pickup tool comes in handy; use it to remove the shim.

Next you will need to measure the shim:

Record the shim thickness and compare that to the spec. If you find the gap is 0.009" (nominal is 0.012") and the shim to be 0.145" — you will need a new shim of 0.142". The original thickness of the shim was written on the bottom side in millimeters, like 3.70 and that will give you an idea of how much they wore compared to the head. You will want to measure each position and shim and record the values in a table. Do one position at a time so you don't get yourself confused. You can swap intake and exhaust shims to minimize the number of shims you will have to buy. Do not rotate the cams without a shim in the bucket.





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**BMW Car Club
of America
The Hoosier Chapter**



Hoosier BMW Car Club Inc.

P.O. Box 20775 • Indianapolis, IN 46220-0775

Go-Kart Event at New Castle Motorsport Park

The Hoosier BMW Club is planning the second annual Go Kart Event at New Castle Motorsport Park on July 15th. The track is located just off Exit 123 on I-70, the New Castle/Spiceland exit. From Indy, go east on I-70, take exit 123, turn south at the light at the bottom of the ramp. About a third of a mile, turn left at the NCMP sign.

Come out and test your karting skills against fellow club members. NCMP is one of the premier kart tracks in the nation. The rental karts will reach nearly 50 miles per hour on the long straight, one inch off the ground that feels like 150!

Don't let anyone kid you; karts are real race cars...only very little race cars. Weight transfer, tire pressure, roll centers, all act just the same as when you take your Bimmer on a track, except everything happens much, much, faster on the kart.

Keep an eye on the Hoosier BMW Club website for upcoming details and pricing on this terrific event.



Check out the latest event details at:
www.hoosierbmw.com