

**BMW Car Club
of America
Michiana Chapter**



Bimmerbulletin

the newsletter of the Michiana Chapter of the BMW Car Club of America

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Summer 2015 Issue



*Top Down...
Sky Blue...
Now thats summer...*



BMW "Nut News"

Harvey Nuttall, President

The past few months have been packed with so much going on and so much to do. At the club planning meeting, we decided to hold a Spring Dust off in May and a Spring Tour in June. We weren't sure how this would work out but with our track record of rain on the May Spring Tour we decided to try something different. So we held a Dust off event at Grand Rapids Motor Car and Tom Kilmer, the owner, treated us to a wonderful barbecue meal and access to their service area to rotate tires, run diagnostics on the cars and diagnose a few small issues. We had a great time of socializing and the weather actually cooperated for the most part. Of course we had rain in the morning, so our plan to have a clean car show went by the wayside but we had plenty to do and all round had a great time as you can see from the photos.

On the very last day of Spring we held our Spring Tour organized by Art and Sandy Welch. A day later and we would have had to call it the summer tour. This year Art and Sandy carefully planned out the route to avoid the construction as much as possible as well as the roads with millions of potholes we encountered last year and we had a fantastic tour. Sharpe BMW provided a great launching spot for the drive with excellent hospitality and lots of nice BMWs and Minis' to hang out around. The drive got a bit delayed when a few people got off the planned route on the way to our first stop in Yankee Springs, next stop was at the Lawton Ridge Winery in Kalamazoo. We packed their parking lot with lots of shiny BMWs and had a great time sampling their offerings. The earlier delay caused us to have to abandon the

third segment of our tour and take to the freeway and allow our Bimmers to breath a little in order to get to the final destination, Schulers restaurant in Marshall, on time for our reservation. The drive was lots of fun with some scenic and twisty roads in the beginning and a nice little sprint to the finish and the food and fellowship at Schulers was great..

Earlier in May we held another hugely successful Car control Clinic jointly with the Motor City a Chapter. The weather even cooperated and we had a great turnout. In addition to the first timers, some experienced auto crossers decided to attend the event and pick up some new skills or polish their existing skills. They found that they got a lot of value out of the clinic too. Although the the exercises we do in the clinic seem basic, there is so much that can be discovered about the way your car behaves and how you as a driver can approach these situations and improve the way the car responds.

On the home front we have been kept busy with several new challenges related to living out in the country. I have come to call our new area "Ada the Last Frontier". When the new neighbors saw our cars they shook their heads and said " you're going to get stuck in the snow" they were not completely wrong, but they underestimated what a good set of snow tires on a little rear wheel drive BMW can do. I had no trouble with the 745Li but Abby did manage to get stuck one time in some heavy drifts about a quarter mile from the house in the low slung 323i wagon. I was able to dig her out, but had to dig her out four



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*Acceleration claim based on BMW AG test results for the BMW M235i Coupe.
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times as she advanced only about 30 feet each time and eventually we got her car to the paved road. Keeping the house warm with wood in an outside wood burner seems like a great idea and it really is very comfortable heat. The uncomfortable part is when you start running out of wood and have to go cut trees down and split them in the middle of winter. That happened several times during our first winter in the new home and we hope to be much better prepared for the winter this year with excess supplies of wood. We had some other challenges resulting in frozen pipes and leaking water into the unfinished basement. No great harm done but challenging nonetheless.

As far as BMW maintenance goes, the 745Li was due for some coolant system maintenance after 240k miles. I have all the service records and it has never had a belt change or a new water pump or thermostat, so I guess it should be no surprise that the water pump started weeping at the shaft seal. Some of the forums I check out say that after 10 years the entire cooling system on a BMW should be completely replaced. The list of items to replace includes: water pump, thermostat, all the hoses, expansion tank, radiator, sensors and fan clutch. I decided to resist doing as advised on these forums and only replace parts as they fail or need to be replaced. This has led to an ongoing saga of coolant leaks from the 2003 745Li. I began by replacing the pump and thermostat and while I was in there I took care of replacing the belts and tensioners for the AC and Alternator. Everything seemed to be okay for a while until I kept getting a low coolant warning and finding a puddle of coolant on the garage floor under the car. Turns out a \$30 small return hose was bad and so I replaced that. No big deal. Next another puddle and another hose needs to be done, another \$30 small return hose goes bad. Only a month later its leaking coolant again and this time I can't see where it's coming from so I had to get a friend to put a pressure tester on it and we discover a tiny pin hole leak on the bottom of the expansion tank, another \$60 takes care of that and

we have a dry garage floor and no low coolant light for about a month. Next I noticed a stream of coolant running out of the garage door on to the driveway. This time again I couldn't find the source of the leak and had to end up getting a pressure tester in order to track down the leak. Things get a bit complicated at this point. The coolant is leaking out of a small weep hole on the front of the engine. Thoughts rush through my head instantly about blown head gaskets and major repairs, time to part ways with my beloved seven. But after some online research I discover that there is a coolant transfer pipe that carries coolant through the V8 valley to the back of the engine and that pipe has a vulcanized seal on the front of it, that is notorious for failing. Mine lasted 245k miles so I guess I should be thankful that this didn't happen sooner. The repair at the dealer involves removing valve covers timing chain covers, timing chains too and the entire front of the engine comes off to access the pipe and replace it with a new one to the tune of about \$3000. An alternate fix involves removing the intake manifold and using a specially manufactured collapsible pipe that can be inserted into the engine after you cut the old leaking pipe out. This repair runs about \$800 for parts only. I decided to go for the third alternative repair which is a stent that gets inserted into the problem area with some sealer after the damaged seal is cut away and smoothed off. The kit is made by Bimmerfix for only \$199. That got done a few weeks ago but after the stent was placed another hose decided to start leaking and this time one of the larger hoses that cost another \$90. I think there is only one hose left to replace now and the only other things left that might go bad are the radiator or the fan clutch. I'm hoping to hold out for another 10 years from the radiator but somehow I think this saga will pick up again in the near future. I will keep you posted in the BMW NUT NEWS. Hope you're all enjoying your BMWs and not dealing with as many coolant problems as I have had lately. See you at an upcoming event. Harvey Nuttall Chapter President.

Spring Dust Off





BMW "Autocross News"

Jason Powell, Autocross Chair

This has been an exciting season of autocross for the Michiana BMWCCA. Attendance has been very high, so high in fact that we hit our driver cap of 45 not once, but twice this season! Why so high this year? Great question. I think it's because word has spread about how friendly, fun, and efficient our events are. And we continue to see folks that have never autocrossed before, come out and give it a try. To date in 2015, 20 newbies have taken the plunge into the exciting world of autocross...and several of them have been women. In fact, I just got this email from a couple that came out to autocross for the 1st time just last weekend. Here's what they said:

"Jason, My wife Lara and I would like to thank you and the participants from Saturday's autocross for making her first autocross an enjoyable experience. We will be participating in future events. We would like to thank Carl for sharing his driving expertise and knowledge of the event. He fielded many question from Lara and myself in a positive and professional manner. We could not have asked for a better instructor. Thank you also to those who offered Lara to ride along and experience the different driving styles. This level of friendly competition is something rarely experienced. The rain could not take away from the good people, good food, and the great time."

#311 Brian and Lara Beaman

How cool is that!? I love hearing stories like this :-). We make an effort to pair up newbies with an instructor to help make their 1st time a roaring success.

And finally, here's a recap of event # 5 on August 29. Thirty Two drivers braved the very wet forecast to have some fun as well as get wet. The course included a complete loop plus a half around the skidpad which, in the wet, really tested a cars handling as well as driver patience. You can view a course map by going to: <http://take.ms/5R8cG>.

You can also view lots of great pictures from the event on our Facebook page, which can be found at: https://www.facebook.com/MichianaBMWCCA/photos_stream...

We did 9 timed runs and a TON of fun runs afterwards. The 4 morning runs were very wet, and Ignacio Villar-

marzo dominated in the wet in his all-wheel-drive Audi. Lunch again was provided by Jim's Smokin' Cafe... Mmm Mmm BBQ! After lunch, the rain started to finally clear up. With the track starting to finally dry, group 1 times started to finally fall and I decided we should do 5 runs in the afternoon. By the time group 2 got going, the track was drying much quicker and soon a dry line was clearly forming...and the times for group 2 dropped significantly which each lap. It was clear...group 1 drivers got the short end of the stick today!

For example: I was luckily in group 2. My best AM run was a 64.6 ... my 1st run in the PM was a 54.5+1 cone, then 54.2, then 51.4+1 cone, then 50.7, and finally 49.666 (2nd fastest overall time of day).

Almost everyone, in both groups, had their best time on their last run.

You can view the results online by going to this URL: <http://live.axti.me>

I'm pretty sure the entire group 1 lined up for fun runs to get some personal vindication about what time they might have gotten if THEY had been in group two!

Here are your current season points leaders heading into the final event of the season...

Class AA: Dimitre Dimitrov

Class A: Matthew Huizing

Class B: Jason Powell

Class C: Cathy Kenny

Class E: Michael Kramer

Class EMOD: Don Sjolin

Event 6 is just around the corner on Sept 19! Hope to see you there and I'm already working on 2 special door prizes so there's some extra incentive for you to come out and join us!

Jason Powell



#311 Brian and Lara Beaman

BMW Club “Upcoming Events”

Date	Description	Location and Details
May 3 rd	• Car Control Clinic	• Tire Rack Joint Event with Motor City Chapter
May 16 th	• Spring Dust Off Tech and Prep Event	• Grand Rapids Motor Car
May 30 th	• Michiana Chapter Autocross	• 1 st of the Season
June 6 -7 th	• Windy City Challenge Autocross Competition	• Between Windy City BMWCCA and Michigan Chapter at the Tire Rack
June 13 th	• Michiana Chapter Autocross	• 2 nd of the Season
June 20 th	• Spring Tour	• Organized by Art and Sandy Welch
July 11 th	• Deutsche Marques Annual German Car Show	• Gilmore Museum
July 26 th	• Michiana Chapter Autocross	• 3 rd Event
August 16 th	• Michiana Chapter Autocross	• 4 th Event
August 29 th	• Michiana Chapter Autocross	• 5 th Event
September 19 th	• Michiana Chapter Autocross	• 6 th Event
September 21-26	• BMWCCA Oktoberfest	• Details forthcoming
October 17 th	• Fall Color Tour	• Destination Frankenmuth Michigan
December 12 th	• Holiday Party	• Gilmore Car Museum, Hickory Corners Michigan – See page 5 for Details!

BMW "Christmas Party"

Make your plans now!



Our celebration will be hosted at the incredible Gilmore Museum in Hickory Corners Michigan. The address is 6865 W Hickory Rd, Hickory Corners, MI 49060.



You won't want to miss this one. Organized by Peter Hamlett and his wife Marge.

Send your RSVP to Peter Hamlett at pjrep@aol.com

The cost is: \$25 per person

Cocktails will begin at 5:30 pm (Cash Bar) with dinner starting at 7pm followed by Annual Awards and the Election of Chapter officers.

Getting back to the important stuff..... On the menu this year will be:

First Course- Domestic Cheese and Cracker Display Sliced Vegetable Display with Ranch Dip Buffalo Chicken Dip and Caramelized Onion Dip With Pita Chips and Kettle Chips Cucumber Cups with Herb Cream ChimiChuri Chicken Salad on a Tortilla Crisp

Second Course - Bourbon Glazed Meatballs Chopped Salad Tinis (individual portion sized mixed green salads)

Chef Sliced Turkey Breast with Cranberry Sauce, Stone Mustard, Rosemary Aioli, and Dinner Rolls

Mashed Potato Martini Bar With Cheese, Bacon, Sour Cream, Scallions, and Butter

Third Course - Salted Caramel Apple Bars and S'mores Bars

It's going to be a fun one!

Don't forget to bring a Toy for our annual "Toys for Tots" donation.

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Its an Election Year



Is this the year for YOU to offer up your time and talents to help keep your chapter of the BMW CCA running smoothly? Have new ideas? Want to be more involved?

Every two years the positions of President, Vice President Secretary and Treasurer are elected at the Annual Holiday Party (this year, December 12 at The Gilmore Car Museum in Hickory Corners, MI).

The PRESIDENT presides over the meetings, ensures timely submittal of documents/reports to the National Office and represents our Chapter to the BMW CCA and the community. Harvey Nuttall has done a fantastic job serving our chapter two consecutive terms, and our bylaws state that he cannot be re-elected...unless there are no other nominees. He is willing to continue in the role.

The VICE PRESIDENT assists the President as needed and submits event insurance requests. Greg Strader is willing to continue in the role if re-nominated/re-elected.

The SECRETARY records and preserves chapter minutes and issues and chapter correspondence. Matt Westgate is willing to continue in the role if re-nominated/re-elected.

The TREASURER monitors and maintains the Chapter bank account, prepares the annual budget and required financial statement, submits required tax documents and ensures prompt payment of insurance and other event expenses. Eve Dolenski has served for six years and will not be seeking re-election. She is committed to working with the new Treasurer to ensure a smooth transition.

If you are interested in learning about any of these roles or would like to nominate yourself (or someone else), please contact Eve Dolenski (evedolenski@att.net, 269-420-3010), who will serve as election coordinator. You may also contact the incumbent to learn more about the requirements and expectations.

Spring Tour



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- Mike Rankin, Regarding Euro Autowerks, Inc.

Financial Report from 2014

Michiana Chapter Financial Statement – 2014

Total Assets (Dec 31, 2013):	\$9,794
Income:	
Dues from national	7,286
Autocross fees	6,241
Other event fees	2,110
Advertising revenue	1,520
Rebates from national	185
Sponsor (Sharpe: Fall Color Tour)	500
Merchandise sales	
Interest	20
Total Income:	\$17,862
Expenses:	
Event expenses	4,716
Newsletter expenses	3,203
Insurance	2,330
Autocross Expenses	2,564
Chapter Congress transportation	560
Communications	292
Trophy	
Total Expenses:	\$13,665
Net Income:	\$4,197
Assets	
Cash	\$13,094
Equipment (Autox timing equipment)	\$896
Total Assets (Dec 31, 2014):	\$13,990

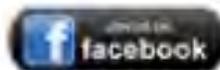
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"Neverlift"

Craig Sisk, Performance Driving Chair



Club Contact Information

President

Harvey Nuttall

616-634-3655

BMWnutt@att.com

Vice President

Greg Strader

269-270-1177

GregoryStrader@yahoo.com

Secretary

Matt Westgate

231-414-0601

MatthewWestgate@hotmail.com

Treasurer

Eve Dolenski

269-969-7492

EveDolenski@att.net

Performance Driving Chair and
Webmaster

Craig Sisk

408-761-7910

Track@michiana-bmwcca.com

Autocross Chair

Jason Powell

574-532-3352

Autocross@michiana-bmwcca.com

Bimmer Bulletin Editor

Bob Conley

269-876-1949

robertcponley@mac.com

Grand Rapids Coordinator

Dave Brandsen

616-437-2154

DaveB@3dmkting.com

Kalamazoo Coordinator

Randy von Steinen

RvonSteinen@yahoo.com

South Bend Coordinator

Tim and Mel Brassell

574-675-9532

mbrassell65@sbcglobal.net

Fort Wayne Coordinators

Rick and Kate Tomkinson

877-872-1084

August at the track means only one thing to me: Mid-Ohio. This legendary track was built in the 60s during the golden era of motorsports in the US. It is often mentioned in the same breath as Watkins Glen, Road America, and Laguna Seca. It's just the right amount of twists and turns with some good sized straights. The track winds through rolling hills and has just enough elevation change to keep things interesting and present a challenge to even the most experienced of drivers. Due to the track's history, aura, and challenge to the driver it has quite a wide appeal and draws participants from a very large geographical area. While walking through the paddock I saw license plates from the following states and provinces: Alabama, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Ontario, Quebec, and Virginia – and I likely missed some!

There were several Michiana members in attendance, we all parked together in the paddock so we could share the shade from a couple easy-up canopies and have a common place to meet and relax. We had lunch as a group and had a couple friends from the Motor City Chapter join us as well as Fred Bell from Iowa who is our North Central Region Driving Events committee representative. Fred and I had a couple of good runs out on track in the instructor sessions. He was in his mid-2000s Z4 M Coupe and I was in "The Rocket" aka my 97 M3. We were pretty closely matched and neither could really pull away from the other – the smiles per mile were definitely running high.

There were two parts of the track that I really enjoyed this time out. The first was the bus stop - a high speed right, left, then right just prior to entering the Keyhole. Entry into the first right was pushing 90 mph and depending on how you negotiate it you can sneak a downshift from 4th to 3rd in there and come out the other side around 75mph before braking for the keyhole – it's absolutely amazing how much speed you can carry through there safely. The second area of the track I was enjoying comes after the Honda Bridge and goes up to the entry of Thunder Valley. There is a left followed by a right over a crest onto a short "straight" - you are really still slightly turning right through the whole straight. You are carrying a lot of speed through this area of the track and since you are still arcing right through the "straight", the left side of the car is heavily weighted. At the end of this "straight" you have to brake a fair amount to make a relatively sharp right hander over another crest into Thunder Valley. Trying to brake and turn further right (more than the arc through the straight that you are already doing) while the car is heavily loaded on the left side makes the car want to rotate to the right under braking. This phenomena is called trail-braking and if you aren't expecting it, it can make for a real pucker kind of moment as you scramble to correct the rotation before it becomes a spin-out. I was however expecting the rotation and it was a great opportunity to work on my trail braking skills to get just the right amount of rotation. It sounds like a lot to process, but really its just a ton of fun and when you get it right it's a real feeling of accomplishment!

Unfortunately on Sunday one of the pipes on my Dinan style cold air intake broke. Luckily with some Gorilla duct tape sourced from Carl Zmijewski I was able to finish out my weekend and make the drive home. The manufacturer of the cold air intake on The Rocket was no

Continued on page 9

"Neverlift"

continued from page 8



longer in business so I had to research currently available options and found there are basically two offerings - Dinan and AFE. I decided to go with an AFE intake from Bimmerworld since the installation procedures looked much easier (it was still a small pain – but I'd be glad to help you if you want to do it to your car). Another plus to the AFE setup is that the actual air filter element is visible when you open the hood and can be changed in about 2 minutes. To my shame I realized I had not changed or cleaned the air filter on the old intake as long as I have owned the car as the old filter was not visible and down behind the fog light – out of site out of mind I guess. Hopefully I will be better about this going forward, I'm sure my engine is glad to have a non-black air filter to breathe through.



Since I had to place an order for the cold air intake I decided to pick up a front strut tower brace and a motorsports cross brace at the same time – to save on shipping you know? Well that was my excuse anyway, I had wanted those parts for quite some time. I'll let you know how they worked out at Grattan next time – NeverLift.



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