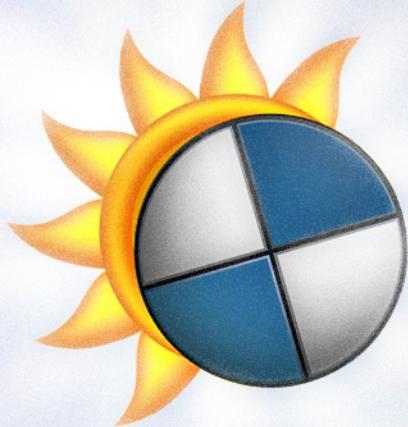


Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter – Spring/Summer 2017

BMW Car Club
of America
Old Hickory Chapter



IN THIS ISSUE: Hello from Joe – Chapter Events – New Members – Road Trip Suggestions – An M5 Adventurer – A Very Fast 320i – History and Theory of Bicycle Brakes – Chapter Financial Report – There Goes the Sun



Chapter Officers:

President: Joe Questel

President@OldHickoryBMWCCA.org

Vice President & Web Admin: JC Costarakis

VicePresident@OldHickoryBMWCCA.org

Membership Co-director: Murray Crow

Membership@OldHickoryBMWCCA.org.org

Events Chair: Jackie Hardy

Events2@OldHickoryBMWCCA.org

Treasurer: William Hafley

Treasurer@OldHickoryBMWCCA.org

Dealer Liaison: Mike Gillespie

Liaison@OldHickoryBMWCCA.org

Secretary: Marie York

Secretary@OldHickoryBMWCCA.org

Newsletter Editor: Matt Smith

Newsletter@OldHickoryBMWCCA.org

Board Member at Large: David Yando

BML@OldHickoryBMWCCA.org

Copyright © 2017, Old Hickory Chapter BMW CCA. Gemütlichkeit is the official newsletter of the Old Hickory Chapter of the BMW Car Club of America, Inc. The club assumes no liability for any of the information, opinions, or suggestions contained herein. None of the information is factory approved. Modifications made to a vehicle within the warranty period may void the warranty. The acceptance of advertising for any product or service in the newsletter does not imply endorsement for that product or service by the club. Gemütlichkeit is the sole property of the Old Hickory Chapter BMW CCA, Inc. It is published quarterly and all information contained herein is provided by and for the membership only. Permission to reproduce any information is granted, provided full credit is given the author and the Old Hickory Chapter. Visit our Website at www.oldhickorybmwcca.org. Membership in the BMW Car Club of America, Inc. is \$48.00 per year. It includes subscriptions to Roundel, the national publication of the club, and Gemütlichkeit. To join, visit www.bmwcca.org.

Advertising Rates/Info: Gemütlichkeit reaches over 300 BMW owners and enthusiasts in the Middle Tennessee area. It is available online at www.oldhickorybmwcca.org. Non-commercial classified ads are free to members and run for two issues. Non-commercial classified ad rates to nonmembers are \$5 per issue for a text based ad and \$10 per issue with a photo. Please send typed copy, photo, name, contact info, and BMW CCA membership number (if applicable) to the chapter P.O. Box or email to newsletter@oldhickorybmwcca.org. Payment for all classified must accompany ad. Information regarding commercial advertising opportunities is available by contacting the editor. Gemütlichkeit reserves the right to refuse or edit any ads submitted. Advertising deadline for submittal is the 1st of the month prior to publication.

PRESIDENTIAL ADDRESS

Have you noticed it's already July, and just a few more days to August? I don't know about you, but the days are moving way to fast for my comfort. While I don't mind fast moving things, I wouldn't mind the days slowing down just a bit.

Speaking of fast moving thing, yours truly had the opportunity to go out to Thermal, California back in May for a BMW Club M Driving School. You are probably aware or may have even attended a BMW Driving event over in Spartanburg, South Carolina at the BMW factory. BMW has a new west coast facility at a facility called The Thermal Club.

The Thermal Club is a residential community in the middle of the desert south of Palm Springs. What makes it unique and the perfect location for the West Coast BMW Performance Center is that it is a residential community built around three racetracks. If you are thinking roll out of bed, fire up the car and hit the track then you are pretty much on target. I won't even tell you the cost of entry should you decide you want to join the Thermal Club – and then you have to build a home there. Yes, to join you also need to build a home at the club, one that you might use four to six months a year because no one lives in the desert year-round. When I was there in May, it was 109 degrees (a cool spring day, I was told).

One of the great things about the M School is you are driving M cars. We alternated between M2s, M3s, and M4s, depending on the exercise. Essentially we each had three cars, so it gives you a great opportunity to discover the nuances of each one, and decide which you are most comfortable driving. You might not think it, but there are vast differences between the M2, M3 and M4.

Our former President Murray Crow is going to be doing the same school in South Carolina soon, so it will be interesting to hear the differences between the east coast and west coast schools. Either one of us would be happy to answer your questions if you're thinking of attending a BMW Performance Driving School.

Speaking of driving, check out the website. We still have a good bit of summer left and a few more drives for you to come out and enjoy with us. Don't forget our monthly dinner meetings the second Thursday of each month – again, check the website for the location, as we move around Nashville to try to accommodate everyone as best we can.

Hope to see you soon.

– Joe

Check oldhickorybmwcca.org and your email for updates!

Chapter Meetings

Meet members for food and conversation! Meetings begin at 6:30. Second Thursday of the month. Check our website and member emails for updates and locations. Upcoming meetings August 10, September 14, October 12, November 9, December 14.

Area Car Events

German Cars & Coffee.

Saturday, October 14, 8-11:00 AM. The ongoing showcase of German vehicles, with rotating sponsorship by Nashville's BMW, Porsche, and Mercedes clubs. If you have been in the past, then you know how the scenery looks: with new machines coming each time! A great gathering for the German motorsport enthusiast!

Cars & Coffee. Saturdays at the Carmike Theater parking lot Cool Springs Blvd, 8:00. This has grown into a big C&C, and an especially large turnout, including exotics, shows up the first Saturday of the month. See carsandcoffeefinder.com/cool-springs for info.

The Lane Motor Museum.

The Museum's permanent collection includes a number of rare, classic BMWs, along with an eclectic assortment of rare, unusual, and quirky vehicles. Be sure to check out the new exhibit: *Microcar MANIA!* through May 2018, celebrating the museum's microcar collection – which includes the BMW Isetta. See lanemotormuseum.org.

Please welcome our NEW MEMBERS

Sydney Asmus, *White House*
Aashim Bhatia, *Nashville*
Sierra Climer, *Spring Hill*
Adam Coon, *Smyrna*
Myles Cross, *Hermitage*
Brien Dill, *Dover*
Ryan Frederick, *Nashville*
Douglas Gardner, *Nolensville*
Volney Gay, *Nashville*
Samuel Grimes, *Eagleville*
Roman Grizzell, *Franklin*
Jack Hicks, *Nashville*
Leigh Hicks, *Nashville*
William Hostettler, *Nashville*
Taylor House, *Franklin*
Jackson Koch, *White House*
Kathryn Mahoney, *Franklin*

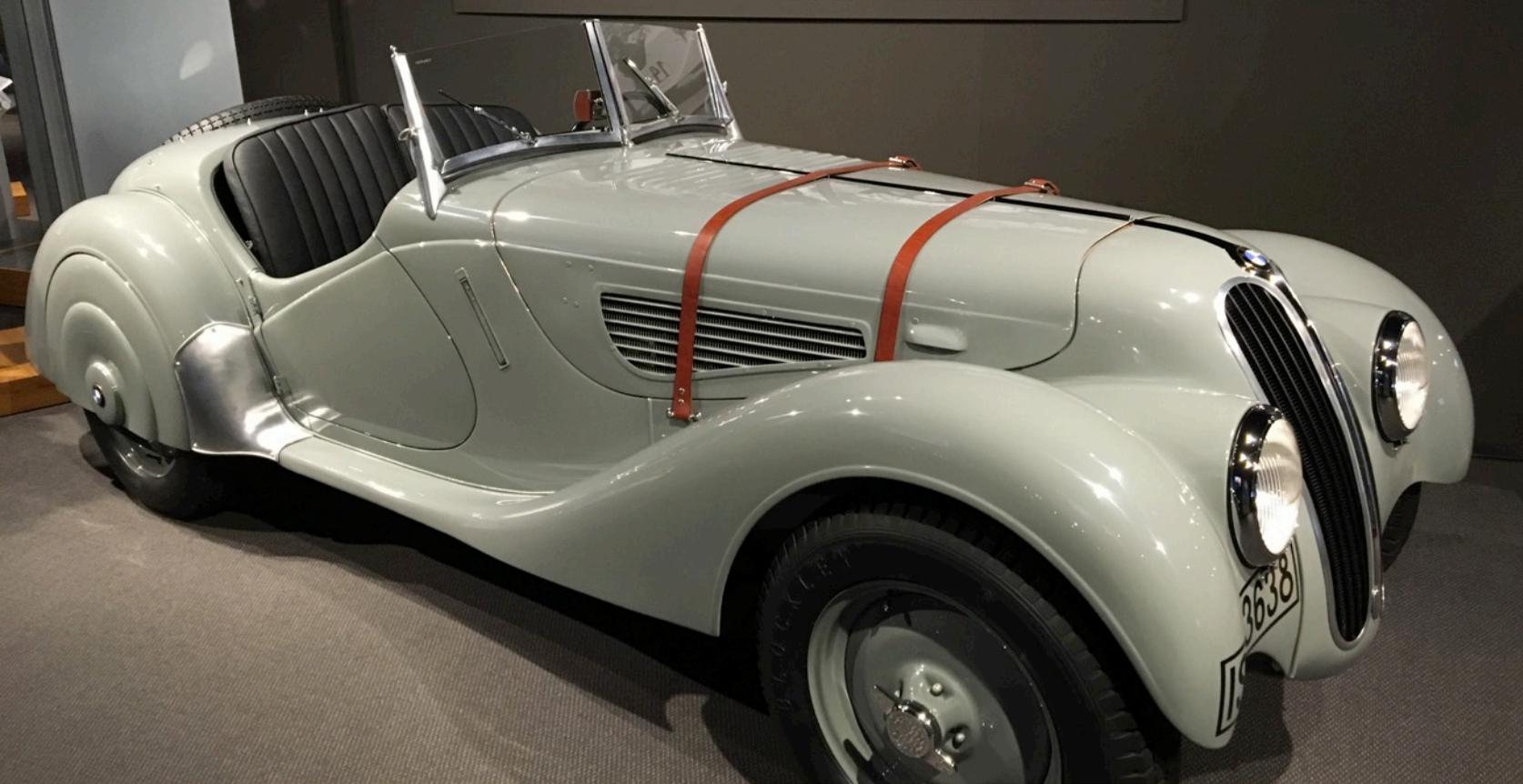
Kyle Marshall, *Clarksville*
Tom Mason, *Nashville*
Andrew McKinley, *Franklin*
Caleb Oakley, *Brentwood*
Rick Payne, *Brentwood*
Barbara Perez, *Thompson's Station*
Ryan Phillips, *Murfreesboro*
Nicholas Pierce, *Germantown*
Cynthia Pollard, *Nashville*
Larry Pollard, *Nashville*
Chris Poole, *Franklin*
Caleb Siebert, *Hendersonville*
James Stacy, *Murfreesboro*
William Wolff, *Nashville*
Brandon Worley, *Alexandria*
Sanjay Zachariah, *Franklin*

To all new and current members:

- Be sure to visit oldhickorybmwcca.org, our official website, for news, event updates, and other good stuff.
- If you're not receiving emails about our Chapter activities, contact Tyree at tpeters@oldhickorybmwcca.org. Be sure your email is registered with BMW CCA.
- You can also follow us at twitter.com/OldHickoryBMW and at facebook.com/OldHickoryBMWCCA.

Gemütlichkeit wants to know! Did one of our articles get you thinking? Do you have a sweet car or event photo to share? A good BMW story? A Bimmer for sale? Do you have an idea for an article? Send letters, stories, classifieds, and big photos to msmith@oldhickorybmwcca.org.

Pass *Gemütlichkeit* on to a friend! You can help us spread the word about BMW CCA activities, discounts, and benefits by keeping *Gemütlichkeit* in circulation. Forward this issue to another BMW owner or someone interested in cars. Send a link to someone you know. Print interesting articles – or write one! – to show your friends. And join us at our events!



OLD HICKORY HAPPENINGS

Road Trip Suggestions

Old Hickory Chapter members get around. Out of curiosity, love, or obsession, we visit museums, concours, race tracks, and car shows. Later in this issue, for example, David Yando shares his visit to The Mitty vintage races. If ever you see some cool wheels at an event or collection you've visited, please do send us a story about your visit, a review of the attraction, and of course some photos.

From Jackie Hardy:

Next time you're in Phoenix/Scottsdale, Arizona, the Penske Racing Museum is open every day, no admission fee. They have a great collection of winning Penske race cars. Penskeracingmuseum.com.

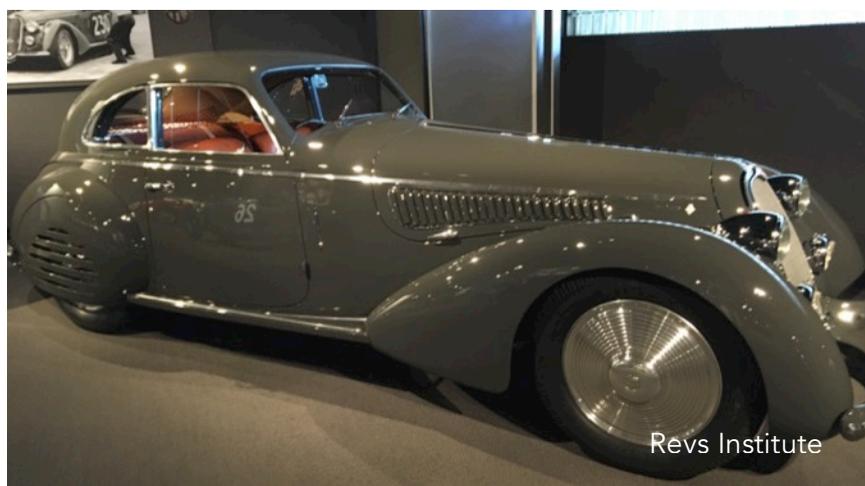
The Revs Institute in Naples, Florida, is also well worth a visit. Hours are unusual and tickets must be purchased in advance, so plan ahead. revsinstitute.org



Revs Institute



Penske Racing Museum



Revs Institute

DEUTSCHE MARQUE CONCOURS D'ELEGANCE



Here's another suggested road trip from Matt Smith and Hailey Aldren – the Deutsche Marque Concours d'Elegance. Held in May in Vienna, Virginia, this Concours showcases some of the most beautiful classic BMWs, Porsches, and Mercedes you'll see anywhere. Shown here are a 1985 Alpina B7, a 1958 BMW 502, a 1971 2800 CS, and specially for Jackie, a 1988 M6. Visit dmconcours.com for information and galleries.





Ten Years of Adventure

I was sitting on my back porch in June of 2007 reading the Sunday paper. Little did I know that this particular paper would bring major change to my life. This was the era before online news, and the daily paper was the best and just about the only means to find out what was going on locally and around the world. Also, this was before online means to sell items became commonplace and was still the era of using classified ads to sell a vehicle.

As always, I would take a look at vehicles for sale just to see what was out there. I would most always go straight to the "import autos" section, and on this day, a particular ad jumped out at me: a 1991 BMW M5, one of my dream cars. It had 135,000 miles, and the price was more than reasonable. I was not even looking to purchase a vehicle, much less an impractical, high-performance German muscle car, so what did I do? I called him on the spot and arranged for a meet up the next day. We met, I drove it, I gave him a deposit, and the day after that, I was the beaming, proud owner of a 1991 M5. That's when the adventure began.

The M5 has never been a daily driver, but I never hesitate to take it out for a drive. In the ten years of ownership, I have put 52,000 miles of adventure on the odometer, the majority of which has been long distance travel and considerable track time. When I look back at the places this car has taken me, and the people that I have met, and the events in which I have participated, and the driving pleasure it has given me, I can truly say that it's been a positive life changing mechanism that has enhanced my mental and physical health.

My first adventure in the M5 took place just a couple of months after purchase, with a trip to Ft. Worth to participate in my first BMW CCA O'Fest. I headed out to Texas not knowing a single person who would be attending the event. I returned a week later having made friends who I have remained in contact with for 10 years. Since then, the M5 has taken me to Watkins Glen, New York; Lake Lanier, Georgia (multiple trips); Greenville, South Carolina; Elkhart Lake, Wisconsin; Birmingham, Alabama (multiple trips); Columbus, Ohio; Monterey, California, (two times – 2013 & 2016); Absecon, New Jersey; and most recently Pittsburgh, Pennsylvania (more about that later).

In the ten years of driving, the car has never left me stranded, though there have been a couple of annoying malfunctions. The first travel malfunction occurred on the return trip from California in 2013. Being that it was a four-day trip averaging 550 miles per day, cruise control was a vital necessity for the many hours of travel. On the first day of the return we were cruising on the interstate at around 75MPH with the cruise control activated, and I felt a lurch, then the car quickly decelerated. My first thought was that an engine malfunction had occurred. I did a quick visual check to see that there were no check engine lights, then slowly pushed on the gas to find that everything seemed to be OK. Not realizing what had just happened, I tried to reset the cruise control to find out that it wouldn't activate. That's great, I'm thinking; over 2,000 miles to go and no cruise.

At the next stop, the cruise control actuator was inspected and taken apart to discover the smell of burnt wires. For reasons unknown, the actuator cooked itself. I was doomed to travel the remainder of the trip without cruise control, since the likelihood of finding an actuator while we traveled was minimal. Upon returning home, a trip to the local junkyard rewarded me with a used actuator for the sum of \$14.00, and it continues to work properly to this day.

The second malfunction just occurred during my trip the Pittsburgh Vintage Grand Prix (PVGP) the weekend of June 14-16. I headed out on Wednesday before the event for a one day, 600-mile adventure to the northeastern United States. The ten hour drive was uneventful, and the M5 performed flawlessly – especially the AC, which was greatly needed due to the mid-90's temperatures we had been experiencing. With the exception of being relocated in the parking lot a couple of times, the M5 was not driven again until early Saturday morning to head out to the PVGP.

Since it was already in the high 80's, it didn't take long that Saturday morning to determine that I had a problem with the AC: I didn't have any – nothing but warm air, nothing cool in the least. When we arrived at the event, I took a quick look under the hood. I was hoping to see that maybe I had thrown a belt, but it was still in place. A quick glance at the compressor while engine was running showed that it was not engaging. There was no obvious visual evidence to indicate what had happened. I closed the hood and decided to enjoy the event and deal with it later.

After the day's activity ended, I drove an extremely hot car back to the hotel for further examination. We found that the compressor turned freely and was not locked up, but there was zero pressure in the refrigerant lines. This indicated a significant leak somewhere in the system that caused all of the refrigerant to leak out from the time I parked it Wednesday afternoon, until I headed out to the event on Saturday morning. Mind you that in the ten years I've owned this car, I may have added two or three cans of refrigerant, so this was very unusual.

With assistance from other BMW attendees, we did the best visual check we could in a parking lot, without removing the front bumper or the radiator, and didn't find any evidence of a leak in the system. So this means that there must be a leak in the vicinity of the condenser in front of the radiator, or the dreaded leak in the evaporator located in the dash. I ended up driving the car home without AC and was reminded of the early years when I drove a 1602. The wind, in conjunction with the exhaust note, made the return trip home bearable. But know that in this instance, cold air would have been much preferable since the temps reached the mid 90's on the way home.

The trip was long, but I made it home with no further issues. I have yet to take the time to troubleshoot the AC problem. I'm hoping that a rock or piece of debris went through the grill and caused a pinhole in the condenser, or that maybe an o-ring blew out in one of the hidden connections in front of the

radiator. I can only hope that it will be that simple. Removing the dash to repair a leak in the evaporator is my nightmare scenario. I'll report back when the issue is found.

Considering the adventures to which the M5 has carried me, these two malfunctions are of little significance. They are merely a footnote to the memories each trip recalls. I hope to have many more adventures in this vehicle as long as it is capable of delivering me. It now has over 187,000 miles and is approaching its golden years. I will continue to care for it and treat it in the manner for which it was designed – to be driven, and driven hard.

Pittsburgh Vintage Grand Prix

The PVGP is a series of races run through the streets of Pittsburgh on a 2.3 mile track. There are multiple categories based on age, engine size, and the design of the racecar. This event spans almost two weeks, with the final weekend being the street race. The event is well-attended and this year

marked its 35th year. BMW, as well as many other marques, has its own parking corral that is filled with both vintage and modern cars. Here are a couple of links to websites that feature photos of the event. Take the time to have a look because it will be time well spent.

This website features BMW's parked in the corral:
ultimateklasse.com/blog/2017/7/16/pvgp2017 (note that first two photos are of my "hot" M5.)

This website features race cars that participated in the event:
sportscardigest.com/pittsburgh-vintage-grand-prix-2017-report-photos

This is a link to a video of Mike Renner of the BMW Performance Center doing a hot lap on the street race track:
[youtube.com/watch?v=Fp04hrt0R-Q](https://www.youtube.com/watch?v=Fp04hrt0R-Q)

Happy Motoring

– Murray

PERFORMANCE. DIAGNOSIS. MAINTENANCE.



TRACK ONE
P A S S I O N D R I V E N

OUR COMMITMENT TO QUALITY AND YOUR
SATISFACTION IS WHAT DRIVES US!

LET WHAT DRIVES US... DRIVE YOU.

WWW.TRACKONEMOTORSPORTS.COM

2017 JOHNSON INDUSTRIAL BLVD NOLENSVILLE TN 37135 (615) 283-5937

THE MITTY AT ROAD ATLANTA



David Yando's account of this year's The Mitty vintage races includes the history of a very special E36.

As is our springtime custom, Lora and I attended Classic Motorsport's The Mitty vintage races at Road Atlanta. The weather prediction was for off-and-on rain throughout the long weekend, with a washout set for Sunday. It turned out to be beautiful Friday and Saturday, but overnight rain coupled with Sunday's forecast meant that about 80 percent of the field loaded up and left early Sunday. We did too, spending a few hours in Ikea (and a few \$ as well!) on the way home.

Porsche was the featured marque this year, as if The Mitty needed any more P-cars than usual, but there was still a nice variety: LBCs (Little British Cars) were joined by ex-Indy and Formula cars, big American pony cars, and a very fast group of GTP, WSC, and Group C cars. And every year the crop of BMWs grows a bit. In the late 90s, it was not uncommon for nary a Bimmer to be in the field; now it is uncommon for a tin-top class not to have at least a few.

Of all the Roundel-graced racers this year, one of the most special had to be Hughes Motorsports' ex-Italian Super Touring E36 320i (yes, 320i) sedan. A BMW Motorsports car, it was campaigned with modest success in the 2-liter class in Italy in 1996 before it was acquired by TC Kline Racing in 1997. TC was moving up from Honda to BMW for the '97 season, and worked hard to buy a factory car from BMW. This was a time before Motorsport was building "customer" cars; they were not particularly willing to allow proprietary designs out from their control. The cars were super high-tech, with a lot of Formula car spillover.

After several rejections, BMW finally relented, with the knowledge that once the deal was done, BMW would not provide any support. TC assured BMW that, as long as the Motronic held up, "I could sort out the rest of it myself!"

TC got the car flown to the US three weeks before the start of the '97 NATCC (North American Touring Car Championship) season, and he and his crew set to work. Randy Pobst stayed

on with TC's team, and was an excellent development driver, helping sort the car during the first few races. First to go was the incredibly stiff suspension – springs were over 1000 pounds at each corner!

Not only was the suspension not suited for US courses, but the engine was down on power after the first event. TC discovered the deep-pocketed BMW factory cars got fresh engines after every race, meaning sometimes two per weekend – not something the privateer team could afford! The Motorsports S42, derived from the 142hp M42 found in the 318i, produced 320 hp at 8500rpm. Still, once the twin-cam, two-liter four-cylinder was modified for durability, Pobst racked up a few more podiums, coming in 5th in the championship, and TC Kline Racing was awarded the Independent's Championship. With factory backing, who knows what might have happened? When Dodge pulled out in 1998, and with it the lucrative ABC-TV deal, all the other manufacturers followed suit, and the NATTC was canceled.

With nowhere to race such a high-tech but low-HP car, Kline retired the car, eventually trading it to Team PTG, and then buying it back a year later. It sat in the Kline shops for 14 years before Scott Hughes – a BMW CCA Foundation board member, co-founder with wife Fran of BMW Club Racing, vintage racer, and genuinely nice guy – picked it up and recommissioned the car. He's been racing it infrequently since 2013. Unlike some of his other cars, it requires much more maintenance (how many \$ signs are in maintenance?) and is unique as the only Factory car to race in both the Italian and US Touring Car Championships.

This particular weekend, he was badly classed, as sometimes happens at Vintage weekends. As special as the 2100-pound car is, it just couldn't keep up with the 3+ liter Porsches that filled the field. Still, he had some great dices with others during the sprint races, and by all accounts, he had a great time.



Hughes Motorsports' Super Touring E36 320i



MORE BMWs IN ACTION AT THE MITTY





GRAF'S GRUMBLINGS

Graf Hilgenhurst



Vintage Rides, and Other Disasters

I have been enjoying my new title as Bicycle Curator for the Lane Motor Museum. Among other things, I get to check out certain pieces of equipment. Now I'm not saying that I borrow the BMW 3200S "Baroque Angel" or David Yando's E30 M3 on a regular basis, but I have ridden most of the 50 odd bicycles in the current collection. This has led to some interesting observations.



Would happily borrow.

First, handling characteristics for both two- and four-wheeled vehicles were pretty well worked out by the 1930s, with such elements as wheelbase, rake, and trail (for two-wheelers) and

caster, camber, and toe-in (for four-wheelers) understood for their contributions to the perfect cross between stability and agility. And although these vehicles are devoid of such niceties as power steering or brakes, the turn-in, track-out, and bump-steer characteristics are as good as anything produced in the 21st century. Mind you, if you get reckless, there are no electronic nannies to prevent you from getting sideways (or in the case of a two-wheeler, upside-down).



The Lane's 1929 R2, rightside-up, as preferred.

Of course the best way to prevent such mishaps is by the careful application of both throttle and brakes -- which leads me to the subject of vintage brakes.

There is nothing enjoyable about getting on the binders and then watching nothing happen. I was recently "testing" a Lane-owned vehicle when I was forced to make an unplanned stop. With my 21st century instincts, I applied a dainty grip to the hand brakes, and then watched 50 feet of scenery rush beneath my wheel before my brain re-calibrated to an earlier, simpler time, when men were men and those without strong hands didn't ride bicycles or motorcycles -- at least not for very long. As the words "You are going to die NOW!" flashed through my brain, I went into survival mode and squeezed with all my might, which yielded yet another second of nothingness, followed by a shuddering sound, and a slow grind to a halt.

Being the scientifically minded person that I am, I felt the need to quantify the development of modern brakes, at least as far as bicycles are concerned. The results of these tests are on a video called "Brakes" which is now showing at the Lane (shameless plug for the bicycle exhibit, called "The Bicentennial of the Bicycle—200 years of pedaling").



Exhibit runs till January 2020!

The high wheelers of the 1870s had no brakes, which isn't as bad as it sounds. Given their short wheelbase and high center of gravity, any attempt at braking would only accelerate their natural tendency to plunge the rider head first onto the pavement, which became known as "taking a header."



Instead, riders learned to cautiously "back pedal," or apply backwards pressure on the pedals. Not cautious enough in my

case, and I soon found myself a member of the Header Club.

By the early 1900s bikes had freewheels for coasting, and a foot operated coaster brake for stopping. But this brake worked on only one wheel, and the wrong wheel at that. Given that the front does 70 percent of the braking, the logic behind rear wheel braking seems obscure at best. Perhaps it's all the technology of the time could muster. In any event, my best stopping distance from 20 mph was 55 feet.

Moving up to the Raleigh 3-speed era, I could get it down to 27 feet, but only under dry conditions. In the wet it was back to 50 feet, as water against steel rims ruins any chance of developing friction. Modern rim brakes are aluminum, which gets stopping distance down to 20 feet from 20mph, and work even in the wet. Disc brakes do a little better under some conditions, and are easier to modulate. My best distance was 17 feet.

In the final analysis, vintage rides are great fun, and modern designers could scarcely do better given the materials available at the time. But on today's fast moving and crowded roads I have learned to appreciate all the stopping power I can get. After all, one head-on collision can ruin your whole day.



ECLIPSE TIPS

On August 21, 2017, a total solar eclipse will cross the continental United States for the first time in 99 years – and Middle Tennessee is right in its path! But let's just get this out of the way: DO NOT look directly at the eclipse without suitable eye protection! We're not talking regular sunglasses here – you need eyewear designed specifically for viewing an eclipse.

Here are some resources for eclipse information and safe viewing.

Timing and viewing safety: space.com/33797-total-solar-eclipse-2017-guide.html

Pinhole viewer: timeanddate.com/eclipse/make-pinhole-projector.html

Weather and other information: ncei.noaa.gov/news/ready-set-eclipse

In Nashville, the eclipse runs from 11:58 a.m. to 2:54 p.m., with totality from 1:27 to 1:29. Enjoy this rare, amazing event – safely!

2016 Chapter Financial Statement

Each year we report on Old Hickory Chapter's finances.

Income/Expense

Income:

Advertising Revenue	300.00
Membership Dues	4636.07
Other Event Fees	555.00
Rebates from National	925.00
Other Income	177.53
Interest Income	0.24
Total Income	6,593.84

Expenses:

Insurance	
D&O Insurance	65.29
Event Insurance	1110.00
Meetings	2153.32
Charity	200.00
PO Box Rental	76.00
Postage and Delivery	16.57
Digital Media	
Content Delivery	236.58
Content Management	1590.00
Awards	555.06
Bank Service Charge	12.80
Total Expense	6,015.62

Net Income 578.22

Assets

Checking Account	4647.62
Savings Account	2002.92
Prepaid Expenses (Content Delivery)	227.93
Total Assets	6,878.47

Liabilities & Equity

Opening Balance	5449.22
Retained Earnings	1429.25
Total Liabilities & Equity	6,878.47