

Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter – Fall 2018

BMW Car Club
of America
Old Hickory Chapter



BMW Car Club of America Old Hickory Chapter



PRESIDENTIAL ADDRESS

Fall is upon us!

Let me first welcome you to the Old Hickory Chapter of the BMW Car Club of America – or BMW CCA. If you are a new member, we encourage you to attend our monthly dinner meetings and other great events.

In case you haven't gone by a BMW dealership lately, I encourage you to go look at some of the newer models coming out. I was especially impressed by the sight of the new BMW i8 Roadster!

I had the opportunity, before breaking my leg, to go down to Chattanooga and drive what they called an i8 Roadster Tera World Copper edition. Now if you asked me, "JC – what is a Tera World Copper edition?" My answer would be, "A pretty cool car!" But BMW's answer to this question is, "It's an i8 that recharges you with each drive. Tera World Copper adds luxurious details with ceramic controls and stunning E-Copper Leather sport seats with exclusive cloth accents, as well as sporty exterior touches of brake calipers in high-gloss black with BMW i blue highlights." And that's the abbreviated explanation.

My thoughts about this incredible machine? I was impressed by the open air, quiet drive, and great handling. Very cool car. However, those that know me know I need a gas-guzzling beast. And obviously, an i8 is not that. But it is a very impressive car. and if you have the opportunity, go check it out! I recommend the Roadster version.

In case you have been waiting on the Annual Extravaganza, you will need to wait a little longer. We held a meeting, and our plans to have it in October, as usual, have fallen through. Our new plan is to combine it into another function – which is the December Christmas/New Years Party on December 8th. This is a catered event, but you may also bring your favorite dish as well. Remember – diets don't count on the Holidays!

BMW of Nashville has graciously asked us to come in December 15th for a free Courtesy Inspection! Bring your BMW and ask any questions you may have.

Other events coming up – German Cars and Coffee on October 27th at Bavarian Bierhaus at Opry Mills. Starts at 9 a.m. and they have a great brunch for only \$10! Plus, you get to see many German cars, motorcycles, and sometimes a Porsche tractor – a rare machine as well as several rare BMWs, Mercedes, and Porsches. Check out the photos in this issue!

Driving events are also coming up, led by Doran Edwards and Jackie Hardy. The next one, to Monteagle, is planned for November 17. Plan to attend! If you have not been on a driving event, or tour as I like to call them, then I recommend doing one. They're a lot of fun, with great scenery, great roads, and usually great food at the end. And, you can't beat the company!

Finally, we will be having an election of officers. The election will be for President and Treasurer only. The reason behind this is because each past election, officers have been put into positions that had no prior experience. Once into the position, they had a hard time figuring out what to do, what not to do, etc. Therefore, the board has decided to adopt formal rules/regulations to stagger officer positions so there is no problem with officer transitions.

If you are interested in one of the elected positions, you may contact election board member Doran Edwards (doran.edwards@att.net), with any questions.

I encourage everyone, new members as well as old members, to share any ideas you have for our club. I look forward to seeing you soon!

Fall 2018

Chapter Officers:

President: JC Costarakis
jc.bmwcca@gmail.com

Vice President: Jody Ruffner
VicePresident@OldHickoryBMWCCA.org

Secretary: Pat Morin
Secretary@OldHickoryBMWCCA.org

Treasurer: William Hafley
Treasurer@OldHickoryBMWCCA.org

Membership: Doran Edwards
doranedwards@att.net

Membership Co-director: Jackie Hardy
hardyjd@comcast.net

Events/Drives: Jackie Hardy
hardyjd@comcast.net

Dealer Liaison: Jerry Combs
Liaison@OldHickoryBMWCCA.org

Newsletter Editor: Matt Smith
Newsletter@OldHickoryBMWCCA.org

Board Member at Large: Joe Questel
Joe@questel.net

Copyright © 2018, 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.

CHAPTER EVENTS

We're constantly sending notifications for new and updated events, so watch your email closely!

Old Hickory Chapter Holiday Party

Our Christmas/New Year's Party is Saturday, December 8 at the **Lane Motor Museum**, from 9:30 a.m to 1:00 p.m. The Lane is at 702 Murfreesboro Pike in Nashville. We'll have a tour of the Vault, which is the Lane's huge collection of cars not normally on display. As a special bonus, Jeff Lane and/or David Yando will give us a presentation on the Museum's rare BMW 700. **Be sure to watch your email for details and updates!**

Chapter Drive

Old Hickory Chapter Drive to Monteagle. Saturday, November 17, 10:00 a.m. to 2:00 p.m. Meet us with a full tank of gas for this scenic drive – details coming soon!

Chapter Meetings

Meet members for food and conversation! Meetings begin at 7:00. Second Thursday of the month. Check our website and member emails for updates and locations. Upcoming meeting November 8 at Elliston Place Soda Shop at 335 Mayfield Drive in Franklin, with future locations to be announced.

Courtesy Inspections at BMW of Nashville

Saturday, December 15, 9:00 a.m. to 11:30 a.m. 4040 Armory Oaks Drive, Nashville. Bring your Bimmer for a free inspection from the pros at BMW of Nashville.

Area Car Events

German Cars & Coffee. 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! Now held at Bavarian Bierhaus (see ad this issue), the next one is October 27, 9:00-11:00 a.m. **Check out some German Cars & Coffee pics on the next two pages!**

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 warmer months. 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: Eureka! Innovative Ideas That Were Ahead of Their Time, which highlights amazing designs in the museum's collection that never found a market or were just a little too unusual for the motoring public. See lanemotormuseum.org.

Please welcome our NEW MEMBERS

Wael Aoudi, Nashville

Gail Banasiak, Nashville

William Brownie, Brentwood

Ken Campbell, Crossville

August Cohen, Franklin

Marshall Dozier, Nashville

Mike Grumbles, Franklin

Dylan Hess, Brentwood

Rod Huff, Franklin

Guy Kerby, Goodlettsville

Kathryn Mahoney, Franklin

Anthony Meadows, Franklin

Omar Saleh, Cookeville

Wendy Smoot, Mount Juliet

Charles Spurlin, Tullahoma

Nancy Spurlin, Tullahoma

Elizabeth Wilburn, Nashville

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 JC Costarakis at VicePresident@oldchickorybmwcca.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!

GERMAN CARS & COFFEE



If you haven't been to this regular gathering of BMWs and their *deutsche* cousins, you're missing out on some sweet metal – and a hearty breakfast.

Photos by Tanner Mashburn – visit tmashburnphotos.net





BAVARIAN
BIERHAUS

PROST!

ENJOY BAVARIAN BREWS AND HOMESTYLE
GERMAN FOOD AT NASHVILLE'S ONLY
AUTHENTIC BAVARIAN BIERHALL



Located at Opry Mills Mall • www.bierhausnashville.com

Get a FREE 5oz Pretzel when you bring this flyer in.

* Between November 1st - December 1st. Cannot be combined with any other offer. One per guest per check.

CODE: CC-1



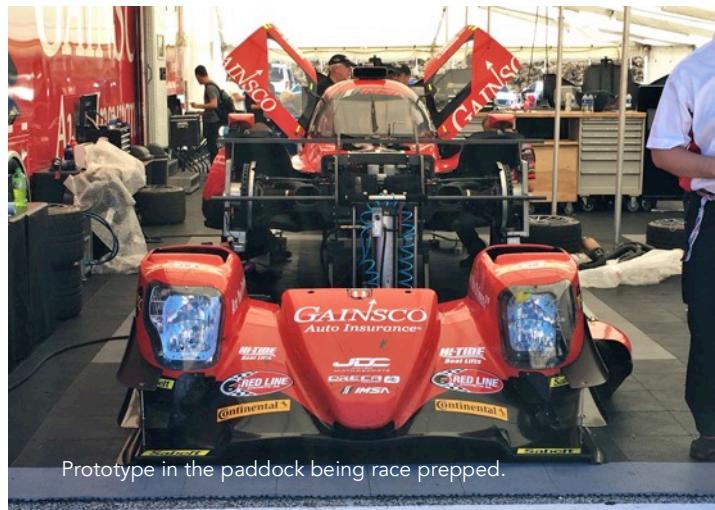
PETIT LE MANS 2018

For the fifth consecutive year, I had the opportunity to attend the annual Petit Le Mans, which takes place at Road Atlanta Raceway's 2.45-mile road course on the second week in October. If you're not familiar with the Petit (Little) Lemans, it is a 10-hour endurance race and the final race of the IMSA (International Motor Sports Association) series. The four-day event consists of several different races with Saturday's 10-hour race the finale. The race begins at 11:00 a.m. and runs until 9:00 p.m., so the final hours of the race are run during nighttime.



Night racing.

This year, there were three different classifications of cars. The classifications were: Prototypes (14 cars), GT Le Mans (nine cars), and GT Daytona (14 cars), for a grand total of 37 cars all running at the same time. The Prototypes are the fastest class, and these vehicles bear no resemblance to street cars. The GTLM and GTD cars are highly modified versions of street cars, with the GTLM cars being the faster of the two classes. My particular interest lies with the GTLM and GTD classifications because the Turner Motorsports Racing Team has one BMW M6 entry in the GTD class, and Team RLL (Rahal, Letterman, Lanigan), fields two BMW M8s in the GTLM class.



Prototype in the paddock being race prepped.

What about the Teams? In the GTLM class, there were the two BMW M8s, two Ford GTs, two Chevrolet Corvette C7Rs, one Ferrari 488 GTE, and two Porsche 911 RSRs. In the GTD class, there was one Lamborghini Huracan GT3, two Lexus RC F GT3s, two Audi R8 LMS's, two Mercedes AMG GT3s, two Ferrari 488 GT3s, two Porsche GT3 Rs, two Acura NSX GT3s, and one BMW M6 GT3.



Will Turner standing with his GTD M6 during pre-race grid walk.



#25 M8 on the grid during pre-race fan walk.



#24 M8 on the grid during pre-race fan walk.



Team RLL #24 M8 in action.

classes of vehicles all running at the same time. This process has evolved over the years to allow spectators to easily follow each class and what position each vehicle is running in its class while on the track. Every vehicle has a lighted display on its side that shows their position in the field, and the three classes have different colored displays to differentiate them.

When the race starts, the cars are grouped by class with the prototypes first, then the GTLMs, and the GTDs in the third and final grouping. When the race begins, all of the cars line up and do two formation laps to warm up. On the third lap, the green flag comes out at the start/finish line for a flying start and the 10-hour race is on.

Being that the fastest cars are in front, it takes just a few laps for the Prototypes to overtake the other two classes. That's when the true skills of the driver come into play through the congestion. The lighting with the class placements also makes the experience more exciting for spectators, who can see who leads in each class.

Unfortunately, the Turner Motorsports M6 was forced out of the race fairly early due to an incident in heavy traffic. After it was bumped from the side, the car went off the track and rear-ended a wall, causing damage too severe to return to the race. In the second lap, one of the BMW GTLM cars apparently got "brake checked," which damaged the right front headlight. Fortunately, the car didn't have to pit to repair the damage. The light was later replaced at a planned pit stop without losing any time.



Brake check damage.

Over the next 10 hours, amidst perfect weather, the cars ran feverishly to maintain the lead, maintain position, or advance past the next car in their class. In the GTLM class, the lead changed several times between the different makes. At the end though, Porsche finished first and Corvette second, with BMW coming in third and fourth. Amazingly, all nine cars in this class completed the entire race, with seven of them on the same lap at finish. A great showing by all of the cars. In the GTD class, Ferrari finished first, Acura second, and Lamborghini third. In this class, only the top two finishers were on the same lap, with third place being one lap behind.

If you have any type of desire to attend a major car race, this is one to consider. It takes place about five hours from Nashville, with the track located a little Northwest of Atlanta. It's a world-class event, with many activities that will leave you anxiously awaiting next year's race. I'm already looking forward to Petit Le Mans 2019.

Happy Motoring. – Murray

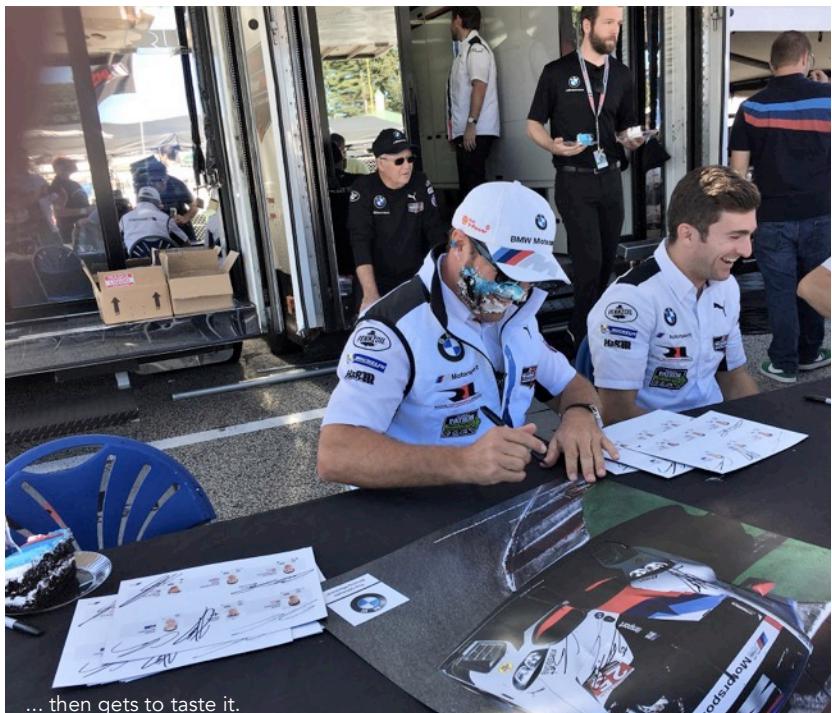
Note: we've posted a short video of the formation lap from Murray's trip to Petit Le Mans at our website:
<http://oldhickorybmwcca.org/Videos.html>



BMW driver autograph session.



Driver Bill Auberlen receives his birthday cake ...



... then gets to taste it.





Is there a Turbine in your Future? Part 2 – General Aviation

As mentioned in Part 1, it's not looking good for automotive turbines. What about the airborne alternative—Perhaps a Cessna 172 with a jet engine?

Back to the history of jet engines: As previously discussed, the jet engine was a result of the huge technological advancements made in World War II, with jet fighters replacing piston engine planes by the end of the war on both sides. It wasn't long before jet-powered aircraft made their way from military to civilian aircraft, starting with airliners.

The de Havilland DH 106 Comet was the world's first commercial jetliner, making its debut in 1952. This highly innovative airplane travelled faster and higher than any propeller aircraft, and was also much quieter, smoother, and more elegant. It had stylish blended wings containing four hidden jet engines buried within the wing roots. But the Comet soon gained a reputation for being unsafe; three were lost within a one-year period after suffering catastrophic in-flight structural failures. Two of these were found to be caused by metal fatigue, a phenomenon that was not well understood at the time. The third was from overstressing the airframe during a flight through severe weather. The Comet 1 was taken out of service and extensively redesigned. It re-entered service as the Comet 4 in 1958. This was a good airplane, but by then the British had lost their technological advantage to the Americans.

Enter the Boeing 707 in 1958. Although not the first jetliner, the 707 was the first commercially successful jetliner. Make that hugely successful! It dominated long distance passenger air transport in the 1960s and 1970s, and is generally credited with ushering in the jet age.

By the 1980s smaller “regional jets” were developed, and replaced turboprop aircraft for shorter flights. Again, passengers enjoyed the faster, quieter operation provided by jet-powered aircraft. Besides faster speeds (and hence, shorter flight times), jets tend to use higher wing loading than propeller driven aircraft, which gives them a more limousine-like ride.

Scaling down a little further, corporate jets were designed to resemble miniature airliners, with seating from eight to 25 passengers, using a pair of smaller tail-mounted engines. These airplanes cost anywhere from \$5-30 million, still not small enough or cheap enough for what most of us would consider “reasonable” for private ownership.

The newest category of small jet aircraft has been called Very Light Jets (VLJs) or personal jets, with seating for 4 to 8. These use scaled down engines developed by Pratt and Whitney, Williams International, and Garrett AiResearch (now Honeywell). These engines are still not cheap, at about \$600,000 per engine or \$1.2 million for the pair. The overhaul cost starts at about \$125,000 a side, and goes up rapidly from there if any parts need replacement. The term very light jet became associated with the Eclipse 500, which was

launched in 2006 but went out of production after only a two-year run.

The preferred term is now “personal jet.” This category includes the Honda Jet (\$4.5 million) launched in 2015, the revamped Eclipse 550, which was introduced in 2014 (\$3.0 million), and the newest entry, the Cirrus Jet, which underwent final certification in 2016 (\$1.9 million). The Cirrus saves money by using a single fuselage-mounted jet engine with a top-mounted air scoop. This holds down both the purchase price and the operating cost (roughly \$800/hr) compared with dual jet operation. It uses the Williams FJ-33, (1800 pounds of thrust) which along with the Pratt and Whitney 610F (900 pounds of thrust) are the smallest “certified” commercial jet engines in production.

A commonly asked question is why jets are measured in pounds of thrust and not horsepower? While an entire treatise could be devoted to this, the short answer is that horsepower is a measure of power, which is expressed as moving a given weight a known distance in a finite period of time (550 ft-lbs. per second or 33,000 ft-lbs. per minute = 1 hp), while jets are measured in thrust, which is a unit of force. Lean on a wall and you are applying a force, but technically you are not making any power because unless the wall moves you are not doing any work. (It's like certain people I know. They may have a lot of power, but getting any work out of them is a different story.) Anyway, since it's easy enough in principle to attach a rope to a moving crankshaft and see how hard it pulls, piston engines are traditionally rated in horsepower. Since it's impossible to do this with a jet, they are bolted to a stand, and the amount of force or thrust they generate is recorded.

Rather than asking how many horsepower a jet makes, a better question might be “how much thrust can your piston engine make?” A Cessna engine that produces 100hp can make 250lbs. of thrust under ideal conditions (which means at sea level and “static,” or not moving, and with a flat pitch propeller. Under more normal conditions (a few thousand feet in the air and traveling at 100mph), it may make 100 lbs. of thrust. So people throw numbers around like 2.5 lbs. of thrust per horsepower under ideal conditions, 1 lb. of thrust per horsepower under average conditions. And remember that propellers are most efficient moving slowly in dense air, while jets are most efficient moving rapidly in thin air, so “ideal” conditions for each are radically different. That's why it's so hard to answer the question “Which engine would be better?” A jet designed for general aviation would have to be optimized for say, 250 mph at 15,000 feet instead of an airliner designed to cruise at 500 mph and 40,000 feet.

Will the “trickle down” effect ever reach the level of general aviation? The first problem is with lack of a suitable engine. Conventional wisdom holds that jet engines burn too much fuel at low altitudes to be suitable for light aircraft. Jets are typically most efficient above 30,000 feet, and just getting there burns silly amounts of fuel. And every jet flying today

gulps huge amounts of fuel when going low and slow, and is even worse while idling on the ground.

A second problem is that jet engines are usually paired. Some of this is done to achieve the redundancy required for commercial service, but there is another problem related to design: Jets require a huge, unobstructed air intake in front of them, and expel vast quantities of 1800 degree exhaust out the back. As a result most designs incorporate paired tail or underwing mounting. You can't put it at the front of the plane; the exhaust would be too hot. That leaves a "mid-engine" design, with all the compromises that a tail-heavy car has, only worse.

A turboprop design solves some of these problems, by keeping the engine at the front of the plane, and having the turbine drive a propeller through reduction gears. It also favors flying in dense, low altitude air, reducing the need to reach 30,000 feet for best efficiency. But again, there are not a lot of small,

inexpensive engine options to choose from. The price of a new single engine turboprop plane such as the Pilatus PC-12 or the Piper M500/M600 is still on the wrong side of \$1,000,000. Because these are newer designs, the pre-owned market hasn't been around long enough to offer much of a bargain ... yet.

Engine designer Gerry Merrill has spent years advocating for a low-and-slow small jet to virtually every general aviation airframe maker in North America, first as Advanced Propulsion Inc., then partnering with Don Douglas, Jr. (son of the Douglas Aircraft founder) as Douglas Private Jets. So far, he has not been able to raise the estimated \$120,000,000 needed to make this idea a reality. But as history has shown, once a suitable engine exists, someone will build an airplane around it. It's just a question of when. But for now, the answer is "not any time soon." While automotive manufacturers are looking at going electric, general aviation is still living in the gasoline-burning, piston-engined world.

NEW 3!



BMW has revealed the seventh generation 3 Series sedan, the G20. How do we like it?

