

Gemütlichkeit

HAPPY SPRING! LET'S DRIVE.

Join us on the Scenic Route to Readyville – See Chapter Events



BMW Car Club
of America
Old Hickory Chapter



Spring 2018 Newsletter



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Springtime Greetings!

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 the past few weeks, we have seen some wet and sometimes snowy conditions! We already had a drive cancelled due to weather, but hopefully we can put all of that behind us in the next few weeks and months.

If you're like me, Daylight Savings Time did not make getting up any easier. I usually drink a grande coffee from Starbucks, or even a venti, to get motivated in the morning. However, the most recent order seems to be a five-gallon bucket!

For those who made the 2018 Amelia Island Concours d'Elegance in Florida, you saw a lot of great vehicles! BMW Classic was there with several cars, from an M1 to an E31 850CSI. There were also three BMW 507s and one 506 that I saw. I also saw four BMW Z8s – one of them cruising around the town and the others parked for display. The BMW brand had a good showing of many different styles of vehicles.

And though not a BMW, there was Carroll Shelby's one-off Lonestar Cobra III. A one-prototype car that was designed and built to replace the Cobra, and has barely been seen since 1975! It was truly a sight, and the sound of the thunderous V-8 was probably the best sounding V-8 that I have ever heard.

We have some great and exciting events coming up in the next few weeks, including a scenic drive to Readyville in May. (See the next page for details.) Be sure to check the website calendar and Old Hickory Chapter emails for up and coming events.

I've been speaking to the Alzheimer's Association as well as some local business about our club hosting a benefit car show. This will also keep us in the good graces of BMW National, but also give back to the community and promote us as a club. More details will follow in the next few months, but we are looking for a spring 2019 showing.

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!

Chapter Drive

Old Hickory Chapter Drive to Readyville. May 26, 8:45-1:45. Drive to The Mill in Readyville, Tennessee with a short stop/break at Short Mountain Distillery. It will be a fun, and relaxing drive through some beautiful countryside. Plan to meet at the Publix Super Market at 3415 Memorial Blvd. Murfreesboro at 8:45 for a 9 am departure!

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 May 10 at Desano Pizza in Nashville, June 14 at Logan's Roadhouse in Franklin, July 12 at Bavarian Bierhaus in Nashville, and August 9 at Jim 'n Nick's in Franklin

BMW CCA Oktoberfest

O'Fest this year is July 9-15, at Pittsburgh International Raceway. Visit ofest.bmwcca.org for details on events, hotel, and registration.

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 schedule for the rest of this year is June 16, September 8, and October 27.

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: Microcar MANIA! through May 2018, celebrating the museum's microcar collection – which includes the BMW Isetta. See lanemotormuseum.org.

Please welcome our NEW MEMBERS

Travis Dodd, *Arlington*

Anthony Gruen, *Franklin*

Todd Hoote, *Hendersonville*

Andrew Howe, *Plainfield*

John Johnson, *Brentwood*

William Myers, *Nashville*

Chase Oeser, *Franklin*

Jacob Santoyo, *Clarksville*

Daron Selph, *Erin*

Matthew Smith, *Lebanon*

Brandon Sounthavanh, *Murfreesboro*

Belinda Vanatta, *Gallatin*

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!

DIY Life

Do you feel anxiety each time you take your car to the shop for an oil change or service? Do you trust that the work you have been billed for is the work that was actually performed? Do you feel like your bank account suffers when you have basic work performed on your vehicle? If so, then maybe you should consider doing some of the work yourself. Maybe you can't do everything the vehicle might need on your own, but there's a lot you can do yourself.

I don't really remember when I first began doing my own work, but I do remember in my youth when my mother had to take her car in for service. This was before quick lube type oil change facilities, when actually had a local gas station/shop that you could trust to do quality work and make recommendations for service that weren't a push to up the amount of the bill.

The local gas station mechanic is pretty much obsolete in current times, replaced by repair shops that specialize in vehicle maintenance. I'm not doubting the abilities of these shops, but having to occasionally rely on a BMW specialty shop, I'm pretty picky about who I let do the work. Even then, it's inconvenient to have to drop off the car and pick it up later. If at all possible, I much prefer to do the work myself. But I recognize my limits and know when to have a specialty shop do the work.

However, the vast majority of the time I perform basic and routine maintenance myself. I know that many people fear doing any type of work on their own car, but if you have the time, an appropriate place, and the desire to do some of your own vehicle maintenance, then I would encourage you to do just that. I'm not advising that you should jump in headfirst. Start slowly and build up your confidence on how to maintain whatever it is you drive.

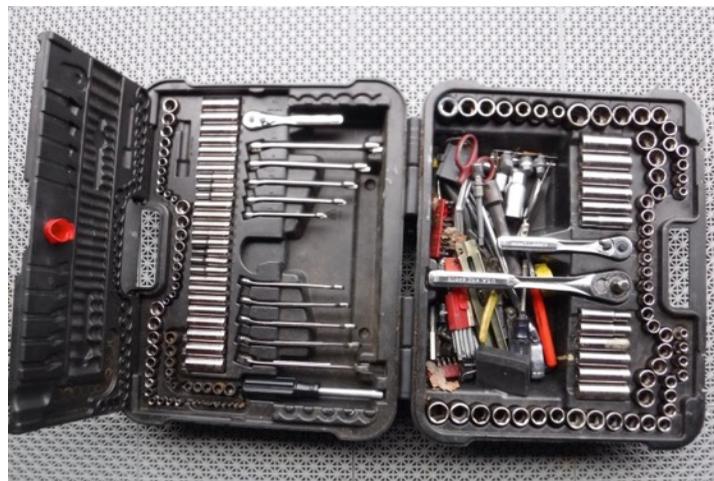


A really good first place to start would be for you to purchase a quality tire pressure gauge and a small 12-volt air pump. Most modern vehicles have a tire pressure monitoring system, but in the best interest of your tires, your car, and your safety, it's always a good idea to check and adjust the air pressure in your tires on at least a monthly basis. Seasonal temperature changes can greatly affect tire pressure, and you may need to either bleed pressure or add pressure. Many tire pressure monitoring systems only note when one tire is much lower than the others, and won't necessarily indicate a problem if all of the tires are slightly low or high on pressure.

I recommend a gauge with a flex hose (as is pictured here) over a pencil type gauge. They are easier to read, and most have a valve that allows you to bleed off extra pressure. Keep the gauge and pump in the trunk of one of your cars, and it's always handily available.

If you're not familiar with where to check the vital fluids in your vehicle, then it's time to get out your owner's manual. It should inform you where to look to check your engine coolant, power steering fluid, brake fluid, engine oil, windshield wiper fluid, and in some cases the transmission fluid. The owner's manual will instruct when it's best to check the fluids, but my recommendation is to check them when the engine is cool, especially the engine oil, coolant, and power steering fluid. Of course temperature doesn't matter with the windshield wiper fluid, and the transmission fluid is an exception because in most cases, if you have a transmission dipstick, it should be checked with the engine warm and running.

Again, the owner's manual will give you the best info on how to check these items. While you're reading your manual, take note of what the specifications are for the type of oil, coolant and brake fluid is recommended for your vehicle. Once you have this information, purchase some engine oil, coolant, brake fluid, and windshield wiper fluid to have on hand.



If you're going to take the time to provide some of your own vehicle maintenance, you're going to need tools. I personally have accumulated quite a few specialty tools over the years that I needed for a particular reason, but you don't really need very many special tools for basic work. I have a Craftsman tool kit that I purchased several years ago for less than \$100 that probably has 95 percent of the tools I need for basic work. It contains a variety of 1/4", 3/8", and 1/2" drive sockets in both metric and standard sizes, plus an assortment of standard and metric wrenches.

To go with this, I have an assortment of socket extensions and swivel adaptors to make the set even more versatile. I especially like this set because it is well-organized and easy to carry around, and I can tell if an item is missing by taking a quick glance at the open case. Something similar to this would be a great addition to your tool inventory without breaking the bank or taking up a lot of space.



One of the best things you can do for your vehicle is regular oil changes. It's not difficult, but you do need a few shop items to do it correctly and safely: a floor jack, jack stands, oil drain pan, filter wrench. Optional but recommended items: paper towels, rubber gloves, cat litter to soak up any spilled or splashed oil.

The procedure involves elevating the car with the floor jack, supporting it with the jack stands, draining the oil from the sump using the oil drain pan, then changing the oil filter. It may sound complex, but with practice and guidance, you can save some bucks by buying your choice of oil and filter and doing it yourself. Reinstall the drain plug, install a new oil filter, pour in the oil, and you're good to go. While your hands are dirty, it's a good time to inspect your air filter. It can usually be removed from the top of the engine with a few clips, clamps, or screws that are easily accessible. I generally change my air filter every other oil change with a quality filter.

This has been a brief review of some of the things anyone can do to maintain a vehicle. Personally, it gives me peace of mind and a sense of accomplishment when I work on my cars. I currently maintain six vehicles, five of which are daily drivers. It would pain me financially if I had to pay someone to provide all the maintenance they require. But just recently I had to take one to a specialty shop to have the catalytic converters replaced. These converters are located on the exhaust manifold directly attached to the engine. I did a little research and quickly realized that this repair was out of my comfort zone. It was going to require lifting the engine by removing the motor mounts in order to access the bolts attaching the manifold to the engine. I know my limits, and in this case, the cost to have someone else perform the repair was money well spent.

Happy Motoring—Murray



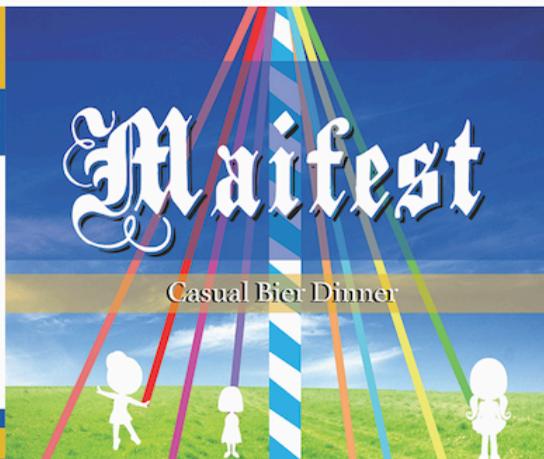
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Lawn Mowers, Airplanes, and the Evolution of the Species

Do you believe in evolution? Well, here's how it works, at least as far as engines go. As long as there is "evolutionary pressure," engineers and manufacturers will continue to launch new products to compete for the hearts and minds of consumers. But at some point either the pressure to evolve slackens, or a catastrophic event occurs, which disrupts the course of evolution. Sometimes bad evolutionary ideas result in extinction.

Let's start with lawn mowers. The rotary lawn mower is a post WWII invention. Milwaukee's Briggs & Stratton was an early adopter, and their all-aluminum engine of 1953 quickly dominated the market against Lawn-Boy's lighter but smokier two-cycle engines. Not much happened in the small engine world until Honda decided the Briggs & Stratton side-valve design could be bested by their overhead valve arrangement. But to this day, there is still not a lot of evolutionary pressure to do better. In evolutionary terms, it's a sturgeon.

Outboard motors were traditionally two-cycle engines, whose lower cost and better power-to-weight ratio overcame concerns about fuel economy, longevity, and environmental friendliness. But four decades after mandating the first pollution controls on automobiles, the Environmental Protection Agency (EPA) finally got around to outboard motors with the EPA 2006 standard, which mandated a 75 percent reduction in emissions.

Conventional two-stroke outboards could not hope to meet these new standards, and the death knell was rung for the demise of the two-stroke – prematurely, as it turned out. Direct oil injection eliminated the need to mix two-cycle oil in the gas in the familiar 20:1 or 50:1 ratio. When this is combined with electronic fuel injection, the result is vastly reduced blue "oil smoke," and also increased fuel economy.

Cleaner, more refined, but heavier four-stroke engines are growing in popularity, while the lower cost and lightweight simplicity of two-strokes still offer advantages. They make power on every turn of the crankshaft rather than every other turn, resulting in better low-end "hole-shot" throttle response. In evolutionary terms, it's all about power-to-weight ratio: call it a bird.

Airplane engines are a whole different story. The Federal Aviation Administration (FAA) requires manufacturers to go through a lengthy process to certify an engine for airplane use. Once that happens, the incentive to change the design drops to exactly zero. Legend has it that the fuel sensor currently used by Cessna dates to a 1947 Dodge automobile model, but if it works, why change it?

The resultant designs tend to be robust and low-tech. The Lycoming engine used in the Cessna 172 has the same displacement as a Corvette engine (360 cubic inches), but puts out half the power (180hp), with a four-cylinder, two-valve pushrod design, and a very low 6.5:1 compression ratio. About the only concession to modern design is the addition of fuel injection, and even that came grudgingly. In evolutionary terms, it's a crocodile.

In the 1980s Porsche attempted to bring the world of aviation up to date. A highly modified Porsche 911 auto engine was FAA certified as the Porsche PFM 3200 (Porsche-Flugmotoren translates as Porsche Flight Engines). It promised more power and better fuel economy from a smaller displacement (195 ci). It accomplished this by higher compression, overhead cams, and a higher operating speed (5200 rpm rather than the traditionally low 2700 rpm redline of conventional airplane engines).

But there was little market for this innovation. The engine cost more and was heavier than existing designs from Continental and Lycoming. Worse still, the overhead cams took up more space, which required a larger cowl that offset the extra power with more drag. While the single "power lever" (a computerized throttle/mixture/prop control) was ahead of its time, pilots were reluctant to give up control. Supposedly Porsche invested 75 million dollars in the project, and ultimately sold only about 80 of them. In 2007 Porsche informed the FAA that it was surrendering the type certificate for the PFM 3200 engine and would no longer support it. Result: Extinction!

From the internet (Steve Wilkinson):

It was an interesting engine to fly. The neatest thing about it was that it had a single-lever power control, much nicer to use than the standard throttle/prop/mixture quadrant. At the time I flew it, I knew a Mooney VP and engineer, Roy Lopresti, who told me that one of the problems Mooney faced was that the Germans refused to believe that a bunch of Texans knew the slightest thing about air-cooled engines. Despite the fact that Mooney told Porsche that they were going to suffer a huge cooling-drag deficit, with the engine and installation that they planned, the Germans looked down their noses at the rude boys and went right ahead anyway. The result was that they had to tune the engine for 212 hp to simply equal the performance of a vastly cheaper 200-hp Lycoming or Continental in the same airplane. The result: very few buyers had any interest in paying an enormous premium for no gain in performance, just to have the Porsche logo, a very smooth engine, and the admittedly nice single-lever power control. (1)

For a really scathing article, read Dead on Arrival: Porsche PFM by Alfred Scott (2) and the subsequent discussion (3).

Since this is a BMW publication, it should be pointed out that the history of BMW began with aircraft engines. BMW originated with the merger of three manufacturing companies, aircraft engine manufacturer Rapp Motorenwerke, Bayerische Flugzeugwerke (BFW), and Fahrzeugfabrik Eisenach. The company became BMW (Bayerische Motoren Werke) in 1916. BMW's first product was the BMW IIIa aircraft engine, which was not surprisingly a water-cooled, inline six-cylinder design. BMW became a motorcycle manufacturer in 1923, and an automobile manufacturer in 1929.

2017 Chapter Financial Statement

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

[Evolution continued]

During WWII, BMW concentrated on aircraft engine production, with motorcycles as a side line and automobile manufacture stopped altogether. The BMW 801, a 14-cylinder dual row radial, produced 1600 hp was considered one of the best engines of the war. It was used in the Focke-Wulf FW-190, one of the best fighters of the war. After the war, BMW survived by making pots, pans, and bicycles until 1948, when it restarted motorcycle production, followed by automobiles. Post-war production of aircraft engines or anything with potential military value was strictly verboten. Another cataclysmic event almost causing the extinction of a species. But as we all know, BMW came roaring back!

As an aside, that other German engine manufacturer also got started in WWI, and made one of the great engines of WWII—the DB 601, an inverted, liquid cooled V-12 that powered the Messerschmitt BF-109. Among its other distinctions was direct fuel injection, which prevented the fuel flow from cutting out under negative g forces.

Automotive technology, by contrast, has benefited from fierce competition, large numbers of units sold, and (arguably) lots of governmental interference. The driving factors have been pollution control, and more recently fuel economy. Fuel injection, catalytic converters, turbo charging, auto start/stop, and hybrid technology have all been developed as a result. And while roaring, flame-spewing gasoline engines continue to be the dominant species, there has lately been a shift. Can you imagine being a dinosaur in the late cretaceous period, and seeing small strange looking, highly adaptable creatures scampering about beneath your feet? Meet the mammals, and prepare for a new wave of disruptive change!

1. <http://forums.pelicanparts.com/porsche-911-technical-forum/7177-ever-wonder-what-happened-porsche-pfm.html>
2. <http://www.seqair.com/Other/PFM/PorschePFM.html>
3. <http://gadm.org/flying/pfm.html>

Income Statement

Income:

<i>Membership Dues</i>	4,249.12
<i>Rebates from National</i>	740.00
<i>Event Fees</i>	230.00
<i>Interest Income</i>	0.24
Total Income	5,219.36

Expenses:

<i>Insurance</i>	
<i>D&O Insurance</i>	46.42
<i>Event Insurance</i>	740.00
<i>Meetings</i>	1433.81
<i>PO Box Rental</i>	82.00
<i>Digital Media</i>	
<i>Content Delivery</i>	318.06
<i>Content Management</i>	1275.00
<i>Miscellaneous</i>	
<i>Awards</i>	80.00
<i>Equipment</i>	383.45
<i>Legal Fees</i>	40.00
<i>Travel</i>	135.48
Total Expense	4,534.22

Net Income **685.14**

Assets

Checking Account	5532.62
Savings Account	2003.16
Prepaid Expenses (Content Delivery)	23.84
Total Assets	<u>7,559.62</u>

Liabilities & Equity

<i>Opening Balance</i>	5449.22
<i>Retained Earnings</i>	2110.40
Total Liabilities & Equity	<u>7,559.62</u>

EYE CANDY



BMW has announced the M2 Black Shadow edition, available in any color as long as it's black-on-black. In evolutionary terms ... it's Batman? If you buy one, be sure to send us a photo! (We'd also love a ride.)