

Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter – Winter 2017

BMW Car Club
of America
Old Hickory Chapter





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PRESIDENTIAL ADDRESS

March 1, 1995. That's the date I joined the BMW CCA. Almost 23 years and they still haven't kicked me out. That's a long time, but we have quite a few members that have been in our chapter longer than me, so in many ways I am still a newcomer. My initial chapter was the Motor City chapter out of no less than Detroit, Michigan. My initial BMW was an E30 318i coupe in Bronze with the cloth interior. That car was a gift of sorts. We were living in Ann Arbor at that time, and I would frequent Auto Strasse BMW to peruse the models of the day. Back then BMW stores were much smaller operations. This one wasn't much more than a metal building with glass windows and a paved parking lot, but it was the BMW dealer for many miles around.

There was a salesman there named Eddie, a Scotsman. Every time I would stop by we would talk BMWs, Formula racing (which back in those days was a whole different ball game), and soccer. He was more gentleman than car salesman, that's for sure. Eddie knew that at that time all of my "disposable income" was going to private school tuition, and a BMW was still a ways off, but that never dampened his enthusiasm for a chat. One May Saturday morning we were out for breakfast, and I drove through the lot one more time just to see what was new. Eddie literally comes running out of the building to my Isuzu Trooper, which in Ann Arbor wasn't a bad drive in the day. Eddie came running out to announce he had "my" car and all I had to do was to write a check for it. My wife thought Eddie was nuts as she looked at me and said "your car."

Long story short, Eddie had sold this 318i to a couple of UofM profs and they took it to their Florida home. Over the winter, sadly, they both passed away, and the probate attorney had called the dealership asking them to find a buyer for the car. I was that buyer, of a six-year-old 318i with less than 10,000 for \$6000 cash. I couldn't write that check fast enough. That car was a gift, one I wish I still had, although the person that bought it from me still has it and that's a whole different story.

So back to March 1, 1995. I joined the club, just like at some point you joined the club. Our club works because of volunteers at every level, nationally, regionally, and here at our local chapter level. In my 23 years I have had the privilege of enjoying the fruits of other peoples work, and have had the chance to participate in doing and being involved in making things happen. But your leadership is all voluntary, people that step up and wave their hands and say I can do that, then jump in and do it.

We have just had another round of elections, and soon the new officers of the club will be announced. As your outgoing President I want to encourage you to thank these people for stepping up and being willing to lead, and to say "hey, what can I do to help." It can be as simple as suggesting an activity, or a place to go on a drive, or sending out welcome notes to our new members. Whatever you can do helps make our club and our chapter a better place for all of us.

You joined the club for a reason, and if it was for the dealer discount, let me be the first to tell you that you can do much better on eBay, so hopefully you joined for more than that. Come out to our monthly dinner meetings, or join us for a driving event. You joined the club; come join the rest of us and see what keeps us in the club for 23 years.

As your outgoing President I would like to say thank you to so many people that have really worked hard to keep our chapter alive and active. The fear in doing that is that you always miss someone, but my intentions are good. Thank you to Matt Smith, who moved away to the DC area about three years ago and STILL produces our fantastic newsletter. To Jackie Hardy who is always working on our next drive and works so hard at our picnic and holiday parties. If our club had a mom, it would be Jackie. To Bill Hafley, our treasurer who has served more years that I can remember, and to JC for picking up and doing anything and everything that has needed to be done that no one else was able to do. There are more people that have worked over the years get us to where we are now. Thanks to Mike Gillespie for being a founder and for all he has done over the years, and to Murray Crow, our past president, for turning the club over to me in the great shape it was in. Lastly to David Yando for serving on the board and reminding us about the work of the Foundation.

With that I am delighted to turn the club over to your next President.

- Joe

Check oldhickorybmwcca.org and your email for updates!

New Year's Social!

Our first gathering of the year will be at My Other Garage, located at 2832 Logan Street, Suite F, Nashville, Tennessee 37211. The Club will be providing Honey Baked Ham, and we ask for members to bring a side dish: If your last name begins with A-R, bring a salad, veggie, appetizer, etc. If your last name starts with S-Z, bring a dessert to share. The club will also provide paper products, cups, and drinks. Please let Jackie know if you can attend, and the number in your party: 615-496-7624 or hardydj@comcast.net.

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 February 8, March 8, April 12, May 10 9, June 14.

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 this year is March 24, 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

Kyle Anderson, Gallatin

Antonio Berrios, Clarksville

Tom Christensen, Old Hickory

Rob Crowell, Nashville

June Culp, Murfreesboro

Tony Culp, Murfreesboro

Martin Davis, Nashville

Ronson Elrod, Russellville, KY

Sam Feehrer, Cleveland

Michael Frazier, Antioch

Nash Gilchrist, Nashville

Robert Goldstein, Nashville

Dan Harper, Hendersonville

Eric Hedberg, Franklin

Jonathan Hipsher, Nashville

John Howard, Jackson

Ashley Johns, Lebanon

Will Johnson, Franklin

Marques Marshall, Jackson

Terry Murk, Clarksville

Chase Oeser, Franklin

James Overby, Nashville

Jaime Perez, Thompsons Station

Matthew Perry, Franklin

Samuel Redden, Signal Mountain

Conner Rouston, Goodlettsville

Ramiro Santoyo, Clarksville

Daniel Shike, Nashville

Volker Striepe, Brentwood

Robert Sullivan, Old Hickory

Thomas Tomlinson, Ashland City

Michael Walters, Hendersonville

Richard Ward, Bethel Springs

Preston Wilder, Lebanon

Cole Wilkinson, Brentwood

Cameron Young, Goodlettsville

Andrew Zoba, Thompsons Station

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@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!

Dreams Do Come True

Have you ever wanted to drive a new BMW M car, and drive it absolutely as fast and hard as you possibly could? And to make it even better, how would you like an instructor that encouraged you to drive it even harder? They tell you to floor-board it, run it to red line in each gear, then hit the brakes as hard as possible ... intentionally spin it out, do donuts, figure 8s, power slides – basically whatever your heart desires.

Well let me tell you, what I just told you can happen. All you have to do is check out bmwperformancecenter.com, and schedule your class. When you arrive, you'll sit for a short orientation to review the day's activities and meet the instructors. From that point forward, you'll be driving brand new M2s, M3s, and M4s for the rest of the day, rotating from one car to the next in roughly 40-minute intervals.

I recently had the opportunity to attend one of the M Schools, and the reality of participation far exceeded my expectations. The activities for the day are very structured. You'll be rotating to play on the wet skid pad, wet and dry figure 8s, autocross, high speed braking, launch control, and a stint on a 1.4 mile track. Most of the day, you're actually driving during a particular activity. If not, you're observing instructors or others while you watch and learn.

During initial activities, all of the "Nannies" (traction control, dynamic stability control, etc.), are engaged. This almost gives you a sense that maybe you are a pretty good driver. However, when the controls are disengaged, the beast is literally unleashed. The speed at which you can lose control during aggressive driving is almost instantaneous.

As an example, on the wet skid pad, a few rounds with the controls on is drama-free. You're unable to spin out, slide or drift. Turn the controls off, give the throttle just a slight punch, and you're immediately going the wrong way or off-track, and that's no exaggeration. Trying to manage throttle and steering for a controlled drift on a wet skid pad is a true art form, one I never mastered during my short period on the skid pad. The same can even be said during dry skid pad activities. The power of these M cars can overcome traction with just a slight push of the gas pedal.

We also spent much time on a timed autocross track. It's called an autocross track, but a better description would be a short road course, probably around half a mile. It was complete with a slalom, off-camber turns, short straight, and winding banked turns, and it ends in a stop box that tests your braking skills. The course tests your limits with throttle control, braking, turn-ins, and how to look ahead to keep yourself set up for future turns/braking.

The course is intense, and we literally had less than a 15 second wait between runs for an activity that lasted over 30

minutes. So intense was the course, that several people suffered carsickness to the point they had to discontinue the activity.

To demonstrate the effectiveness of the brakes, we participated in a high-speed braking activities. The purpose was to gain confidence in the brakes and how they were capable of performing. During this activity, all controls were on to enable the car to stop in the shortest possible distance. We started with straight line stops from approximately 60 mph, then transitioned to braking during sharp turns to activate stability control that prevents the car from spinning out.

The instructors continually prompted students to accelerate more and then brake harder. The brakes never faded, and the cars never broke loose. I can only imagine what would happen without the ABS and stability control.

Our day ended with 30 minutes on the long track. This track was approximately 1.4 miles and was a challenging road course. It had a straight where speeds in excess of 100 mph could easily be achieved. Of course, at the end of the straight was a hairpin turn that tested your ability to brake hard at the correct time to maintain speed and momentum through the hairpin without losing control.

One of the skills that I had to learn throughout the day, and had finally grasped by my time on this track, was the double clutch transmission (DCT). Call me old fashioned, but I had never driven a DCT, and all of my previous performance driving had been done with a manual trans. I kept trying to stomp the clutch, and felt awkward trying to use the shifter paddles on the steering wheel.

However, throughout the day I gradually became accustomed to the DCT. On the long track, I finally managed to manipulate the shifter paddles with enough skill to have some confidence at the end of the day. All I can say is that when you're redlining the M cars, and you pull that shift paddle, the gear change occurs in an instant – bang. I love my manual transmissions, but I now realize why they are fading away in favor of transmissions like the DCT's in these M cars.

Would I do this again? Damn right I would! It's not cheap, but the opportunity to drive these cars in this fashion, with highly skilled instructors guiding your way, is a learning opportunity like no other. It's worth the time and the funds, and who knows, you might decide to purchase a new M car after you get a taste of their capabilities.

Happy Motoring – Murray

THE BIG TEST: 7 ACCLAIMED WHEEL CLEANERS

JC Costarakis compares the most respected brands

BMW Member Tested – BMW Member Approved

When it comes to cleaning any kind of automobile, taking care of the wheels is one of the most important things. Just imagine yourself, after washing your body but forgetting to clean your dirty and sweaty feet. Doesn't sound good, right?

Today, you have the option of purchasing tire cleaners, wheel cleaners or a tire and wheel cleaner all in one. These products can help to bring out the shine of your rims, and remove embedded dirt, dust, and other debris that can eventually cause permanent damage. As for the tires, the things that receive the most pressure and usage at all times – they too need heavy duty cleaning and hydration to avoid dry rotting.

Though I know *most* BMW and Porsche owners usually don't let caked-on, built-up brake dust build up on their wheels, some of us do. (I am guilty because I *hate* cleaning wheels!) And with that said, I searched long and hard to find the *best* wheel cleaner with minimum effort.

Now to be honest, if you let your wheels build up with brake dust, you *will* have to do some scrubbing. *None* of the wheel cleaners I tested are a 100 percent touch-free clean. Even the Critically Acclaimed Cleaner, which so many members told me is the best to use, still was not the best! I wanted a cleaner to be the best with minimum effort to clean.

To get the proper tire and rim cleaning process completed, you need the right tools. With the right tools, you'll be able to bring your rims back to their factory look and even keep your tires lasting a bit longer. Below I put together a list of the seven best wheel cleaners and tire cleaners that can help you get a professional detailing job done.

7 – Mothers Wheel and Tire Cleaner

When it comes down to basic automotive detailing, you can't go wrong with Mothers products. This wheel and tire cleaner works for your vehicle's entire wheel. Just use a simple brush to agitate the product and wash away.

You are safe to use this cleaner on all factory/OEM wheels and hubcaps – anything that may be painted over, clear coated, color coated, steel, modular, or even chrome.

Although this isn't a super heavy-duty product, in most cases where basic cleaning and detailing is involved, using the Mothers Wheel and Tire Cleaner will do just fine.

6 – 3M Car Care Tire and Wheel Cleaner

Although 3M is known for adhesive products like tape, they are also quite good at making products that can be used to clean and polish. In this instance, I have their Wheel and Tire Cleaner, which comes in a simple 16oz spray bottle.

For a go-to product that doesn't require any kind of diluting, this is one darn good wheel and tire cleaner. Using it with a soft bristle brush will help you agitate brake dust, grass, and grime right from the wheels. From there you simply need to wash it off with pressurized water and you'll have much better-looking wheels than you did before.

5 – Maguire's Hot Rims and Wheel Cleaner

If you're at all familiar with Maguire's car care products (and you should be), you'll know nearly everything they make is of good quality. When it comes down to wheel cleaners, they make a few different products. In particular, I picked the Hot Rims Wheel Cleaner by Maguire.

This is by far the least expensive product I found, and you get a whole 24oz of it. The easy-to-use spray bottle is great for go-to detailing/cleaning, targeting dirt, dust, grime, and grease from your wheels. Use a wheel brush to work the cleaner into the wheels, then rinse off. Doing this for all four wheels gives you a finished product that makes the whole car look 2x better.

It's worth mentioning that this isn't a super heavy-duty product like some others I will mention here. However, if nothing too heavy is to be cleaned, I recommend getting at least two for less than ten dollars. Two should last you for at least five full wheel cleaning sessions.

4 – Sonax Wheel Cleaner Plus

The Critically Acclaimed Product that I mentioned earlier. This is a specialty detailing product that can be used on even the most exotic vehicles. Designed to be acid-free and pH-balanced, it's environmentally friendly when rinsed off. It breaks down embedded metals, brake dust, dirt, grime, and grease from your wheels and tires with total ease.

Whether you have painted, anodized, or cleaner coated wheels, you'll be able to safely apply this cleaner. Using a soft brush to work the cleaner into the dirt and grime, you'll see instant results after rinsing the product off.

Compared to their previous cleaner, this one is about 30 percent stronger.

3 – Chemical Guys Signature Wheel Cleaner

When it comes to stylish products that are made for today's younger audience, Chemical Guys is one of the top

companies. You'll recognize their products right away from the very slick labeling and YouTube videos. In this example, I have their Signature Series Wheel Cleaner.

This product comes in a 16oz spray bottle that is quite easy to use. As you'd expect from a premium product like this, you'll be able to use it on premium wheels such as chrome, painted, polished, or even powder-coated. As you spray this product into the rims, you'll be able to work the cleaner into the wheels using a soft brush. From there, simply rinse off and see the difference. It's that simple.

You can dilute this product for various strengths, but right from the bottle will be its strongest form. Being an artificial chemical, you'll only smell a citrus scent that makes using it a bit easier. Whether you are targeting brake dust, oxidation, grease or dirt, you won't have a problem using this product.

2 – CarGuys Wheel and Tire Cleaner

My #2 pick for the best wheel cleaner and tire cleaner, is the CarGuys All Type Wheel and Rim Cleaner. This product is definitely designed to be more than just your ordinary cleaner. You see, this product is 100 percent safe on chrome, aluminum, clear-coated, painted, polished and even plasti-dipped rims.

Whether you're using this during the summer or winter, it will help to eliminate harmful salt and winter grime. Most people don't know just how corrosive road salt is to their

vehicle Unless your vehicle is made of all plastic, rust can start to happen very fast.

Unlike most other cheap products that can harm the environment, the CarGuys cleaner is made in the United States and is acid-free, non-toxic, and pH-balanced.

1 – TriNova Wheel and Tire Cleaner

From my list of the best wheel cleaner to get, the TriNova wheel and tire cleaner gel is by far the best one I found. Made 100 percent in the USA, it will, without a doubt, remove unwanted grime, dirt, brake dust, grease, and much more that can cling onto your wheels and tires. In the event that you have stains on your wheels, this cleaner will fight them like OxiClean. With this product I used *minimum* effort in brushing to clean off my wheels. And anyone who has seen my wheels when I don't clean them knows my wheels get bad!

You can dilute this product from its original bottle, but the factory mixture has strongest stain and dirt fighting power. Whether you have aluminum, chrome, white-wall tires, or a whole bunch of other different types of wheels, this cleaner is safe to use for everything.

The acid-free formula ensures there are no stains left behind on your wheels. Lastly, this cleaner is 100 percent non-toxic right from the factory. If you are doing any kind of professional detailing for BMW, Porsche, Mercedes, or any other high-end vehicles, you can't go wrong with TriNova.

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Fasching is the German Version of Mardi Gras



Join Us for Food, Fun, Musik, Bier, & **FASCHING** on February 3rd. Come Dressed to Impress and Learn What Fasching is All About!

February 3rd
6PM - 9PM

February 10th



When you purchase any Beer you get one for **FREE** to give to someone at the bar. Start a Conversation Up and invite them to our Châteaubriand for Two Dinner on February 14th

* Must be 21 Years of Age to Participate

Starts in the Bar from
6PM - 9PM

February 14th ALL DAY SPECIAL



Served with Sauce Béarnaise and Chateau Potatoes

*Includes a Bottle of Moutard Coulérent

\$60



Diesel: Yesterday's Idea of a Cleaner Tomorrow

During the 1970s, America's dependence on foreign oil made us vulnerable to economic blackmail, and forced us to do business with some rather unsavory characters from "less developed" parts of the world. Everyone had a different fix for the problem. The Carter Administration thought we should all "drive 55," turn down the thermostat, and "save a gallon of gas a week." Hydro-electric, nuclear, and coal were tapped for electricity. But the internal combustion engine runs on gasoline, gasoline comes from oil, and oil came from the Middle East.

Automakers, spurred by the US government, began searching for new sources of fuel. BMW's *Hydrogen 7* (2005-2007) was by all accounts a wonderful car, limited only by its 125 mile range, 4.7mpg fuel economy, and the lack of an infrastructure for re-fueling. Oh, and if you didn't use the hydrogen in 10-12 days, it evaporated, like a Saturn V rocket steaming away on the launch pad.

The government paid farmers to grow corn and distill it into ethanol for fuel, rather than making it into bourbon as God had intended. Domestic automakers pushed "flex fuel" vehicles, which could run on fuel containing up to 85 percent Ethanol. "Clean burning diesel" was touted for its superior fuel economy. In retrospect, not all of these were stellar ideas, and some of them approached "What were we thinking!" status.

The diesel engine has been around since 1892, when the first patent was issued for the design of a "compression" engine that ignited fuel by greatly compressing air (therefore heating it), then forcing fuel into the cylinder, which caused spontaneous combustion. No ignition system was needed. This patent was obtained by Rudolph Diesel, a brilliant German engineer whose subsequent paper "The Theory and Design of a Rational Heat Engine" (1893) cemented his reputation as the creator of the engine that now bears his name. Backed by Maschinenfabrik Augsburg (now Maschinenfabrik Augsburg und Nurnburg, or MAN, which continues to make diesel road tractors to this day), the engine was further developed, and by 1897 was perfected to Diesel's satisfaction.

Sadly, Diesel did not live to enjoy the fruits of his labor, dying at the age of 55 under mysterious circumstances. He was on his way to London aboard the steamer *Dresden* on the night of Sept. 29th, 1913, when he disappeared overboard, a presumed suicide. If you visit the Mercedes Museum in Tuscaloosa, you will read that he was plagued by financial problems, migraines, and general ill health, but conspiracy theories abound. Perhaps his plan to build engines for the British submarine fleet on the eve of WW-1 was enough to justify that his death "look like an accident."

Diesel engines became the predominant mode of propulsion when weight was irrelevant and reliability was paramount, as there was no troublesome ignition system to

fail. Diesel/electric locomotives replaced coal/steam trains. For military and marine use diesel is still ideal, because there is no risk of explosive vapor forming over fuel tanks. Heavy trucks turned to the increased fuel efficiency that diesel offers, but the automotive industry lagged behind, right up to the US oil embargo of 1973.

The first diesel powered production car was a 1937 Mercedes, but the Mercedes 240D of 1968 was the first diesel car sold in the US in any numbers. The 240D was loud (think rocks in a coffee can), slow (3000 pounds divided by 65hp) and smelled like kerosene ... not good characteristics for a luxury vehicle sold on the basis of its refinement. Apart from that, it was a good car, and the fact that you can still find running examples today is a testament to their durability.

GM also dabbled with automotive diesels in the 1970s, about which the less said the better. A consumer group called Dissatisfied Owners of General Motor Automotive Diesels or DOGMAD pretty much summed it up.

In Europe, fuel was and continues to be more expensive than in the US, and diesel cars were welcomed with open arms. In some countries diesel fuel is also taxed at a lower rate than gasoline, adding to its perceived economy. By the year 2000 diesel accounted for nearly 50 percent of all European auto sales, with France being closer to 75 percent.

Here in the land of the big V-8, diesel got a cooler reception. Volkswagen sold 20-25 percent of US vehicles as diesels, with Audi, Mercedes, Porsche, and BMW selling a somewhat smaller fraction. Those opting for diesel balanced the higher initial cost and added maintenance (the urea exhaust system has to be changed every 10,000-15,000 miles) with savings from better fuel economy and engine longevity.

During this time diesels made huge progress technically. Better soundproofing reduced "diesel clatter" to a minimum, ultra-low sulfur diesel fuel nearly eliminated the awful smell, and turbocharging gave increased performance. There was still the problem of emissions, however, which were either better or worse than gasoline engines depending on who was keeping score.

The US and Europe measure emissions differently: The EU monitors carbon dioxide (CO₂) and carbon monoxide (CO) emissions to minimize greenhouse gas effects, and to limit dependency on crude oil from Russia and the Middle East. US standards focus on controlling nitrogen oxide (NOx) levels and particulate matter (PM), to reduce smog (NOx) and combat the health impacts of air pollution from PM. Further, EU standards are based on vehicle weight, while US standards are based on vehicle footprint.

Strict 2010 US EPA diesel emission standards required the implementation of new technology. Selective Catalytic Reduction (SCR) uses automotive grade urea derived from natural gas as a source of nitrogen. In an oxidizing atmosphere a chemical reaction converts NOx into nitrogen, water, and tiny amounts of CO₂, which decreases NOx by up to 90 percent. The liquid urea is stored in a separate tank, and is called Diesel Exhaust Fluid (DEF). VW calls their version AD Blue. Mercedes calls theirs Blue TEC. BMW just calls it BMW Advanced Diesel.

By 2013 it looked like we were on our way to a brighter, cleaner future, with diesel leading the way. And then it happened! A West Virginia University research team evaluated tailpipe emissions of US market diesels in real-world driving conditions. It found that the VW Passat was emitting levels of nitrous oxide that were *at least 20 times* the baseline established by the California Air Resources Board (CARB). They turned their findings over to CARB and the Environmental Protection Agency (EPA) in a report published in May 2014.

In September 2015 the EPA issued a statement stating VW's engine management software for the 2.0 L TDI engine is able to detect emissions testing, and then optimize vehicle emissions during the test, which alters the system for real-world driving. Fuel mileage suffers as much as 20–25 percent when emissions control software is active. Those of us who subscribe to car magazines looked forward to monthly updates of what would become one of the worst public relations disasters in automotive history. Here's a recap from Porsche's Panorama magazine:

September 2016: VW's \$15 billion pay out settlement for 2.0 L diesels is as follows: \$10.3 billion for customer buybacks, early lease terminations and customer restitution payments. \$2.7 billion for a trust fund for environmental programs to reduce nitrogen oxide emissions. \$2.0 billion to promote battery electric or hydrogen fuel cell vehicles.

November 2016: VW has agreed not to sell any diesel vehicles for the 2016 and 2017 model years. In June VW agreed to buyback approximately 475,000 US vehicles at a cost of up to \$10.3 billion.

February, 2017: Automotive supplier giant Bosch announced a settlement with class action plaintiffs over the

diesel issue totaling \$327.5 million. "By entering into the settlement, Bosch neither acknowledges the facts as alleged by the plaintiffs nor does Bosch accept any liability," the company said in a statement. Lawyers for the plaintiffs argued Bosch helped to create the software used by the defeat devices in 2.0-liter and 3.0-liter diesel vehicles, and was a "knowing and active participant in the scheme." Bosch insists the software was "for test purposes only."

May 2017: VW is finally approved to sell new diesel cars. VW pleaded guilty to felony charges of conspiracy, obstruction of justice, and introducing imported merchandise by means of false pretenses. Formal sentencing in the United States took place in mid-April as a \$4.3 billion plea was reached between VW, the EPA, and Customs and Border Protection Agency.

August 2017: Yet more fallout from the diesel scandal showing up in Europe, as the demand for diesel powered cars is falling rapidly due to what is reported as public scrutiny of the technology. Diesel sales in Europe, especially Germany are dropping rapidly from 48 percent in 2012 to just 40 percent as of March of this year. The town of Stuttgart is planning on a ban of diesel powered cars more than three years old on certain days beginning in 2018, with Munich rumored do the same thing. London's mayor announced a "toxicity charge" of 10 pounds for pre-2005 diesels starting in October. Mercedes, VW, Volvo and others have invested heavily in diesel technology, and reduced vehicle sales put that strategy in jeopardy.

September, 2017: Porsche will decide within the next few years whether it will continue to offer diesel engines, making Porsche the first German company to announce publicly that it might discontinue selling diesel powered vehicles. The Diesel scandal is a major factor in Porsche's deliberation, as is the fact that European diesel sales have dropped as Mercedes and BMW have been implicated in diesel emissions cheating, along with Porsche and Audi. Further underscoring the switch is Volvo's announcement that as of 2019, all Volvos will be electric or hybrids.

As I was compiling these statistics and pondering the future of the automotive world, a friend asked if I would like to drive his Tesla. Needless to say, I said "yes." I believe I have seen the future, and it involves neither gasoline nor diesel. It's electric! Hopefully, BMW will be there.

BMW Car Club
of America
Old Hickory Chapter

