

Gemütlichkeit

BMW Car Club
of America
Old Hickory Chapter



Quarterly Newsletter
Summer 2013



Presidential Address

Drop us a Line

In this issue you will find our Chapter's recently composed Strategic Plan. As part of a directive from the National Office of BMW CCA, each chapter has been tasked to compose a strategic plan to guide and direct our individual purpose. I think you will find our plan contains basic but achievable goals for us to strive toward continually. Since one of the primary goals is successful communication with our membership, we rely on your participation and feedback to help us improve our ability to always represent the needs of our chapter.

As a BMW CCA member, you and the rest of the Old Hickory membership are the reason for our chapter's existence. As an Old Hickory Chapter member, you can individually benefit the chapter by sharing your skills and expertise, volunteering to organize a club activity, or providing constructive feedback on how our chapter can better serve the needs of the members.

For this to happen, and for communication among members to improve, we encourage you to share ideas and information. As always, we are open to your suggestions and input. If you have something you would like to share, all of the officers and I are more than willing to listen. Just send us an email. Our contact information can be found in the officer listing on the back page of this newsletter. Send us a line—we would like to hear from you.

Happy Motoring – Murray

Upcoming Events

Chapter Meetings – Meet your fellow members for food, conversation, and cars!

July 11: Viener Fest Restaurant, Nashville, 117 28th Avenue N, 6:30.

August 8: Koi Japanese Buffet, Hermitage, Time. 6:30

September 12: BMW of Nashville, 4040 Armory Oaks Drive, 6:30.

October 10: Cheeseburger Charlie's, Cool Springs, 790 Jordan Lane, 6:30

November 14: Gerst Haus, Nashville, 301 Woodland St, 6:30.

December 12: Corky's BBQ, Brentwood, 100 Franklin Rd, 6:30.

Stay tuned for updates!

Chapter Events – Special activities for our chapter members!

June 22: Fun Rally. A fun rally is a simple and casual back roads driving event where contestants follow a planned route and answer questions that are on the route map regarding things they see along the way. Contestants compete for trophies based on how well they follow the timed route and correctly answer the questions along the way. At the Fun Rally, fun is the main objective! Our route starts at Jim Warren Park in Franklin and weaves through Williamson, Rutherford, and Maury Counties. Register at www.Motorsportreg.com. Check-in and final registration on the day of the event will be open from 8:45am to 9:45 am at Jim Warren Park, and the first car out will stage promptly at 10am.

August 4: Sensuous Steel: Art Deco Automobiles at the Frist Center. This exhibit features incredibly rare and beautiful cars and motorcycles from the '20s and '30s. Old Hickory Chapter has arranged a lunch and tour on Sunday, August 4th. We will gather in the Frist Center parking lot at 11:30 am. At noon, we'll have a pre-ordered boxed lunch in the Frist dining hall. Car club members will then be the first visitors that day to see this one-of-a kind exhibit.

Cost for the lunch and admission to the exhibit will be \$23 per person. For lunch, you can choose from Turkey Club Sandwich, Chicken Salad on Croissant, or Vegetarian Sandwich. Reservations and prepayment must be made to the Old Hickory Chapter BMW CCA, P.O. Box 3072, Brentwood, TN 37024, no later than July 13th. Be sure to note your box lunch preference with your payment. Parking is a separate, on-site fee of \$2 for the first two hours and \$1 every hour afterwards. If you have any questions, contact Murray at mcrow@oldhickorybmwcca.org or by phone at 615-351-0879.

Other Car Events

Cars & Coffee. Roll into the parking lot at Cool Springs' Carmike Thoroughbred theater at 8:00, look at some great cars, and visit with other BMW enthusiasts. Very cool exotic cars show up the first Saturday of every month!

German Cars & Motorcycles Breakfast at Viener Fest, June 29. At this quarterly event, Nashville's new Viener Fest German restaurant welcomes owners of fine German machines to enjoy a breakfast buffet and show off their vehicles.

Murray's Musings

The Trip(s) of a Lifetime

Have you ever participated in an activity that you look on later as a once-in-a-lifetime event? I have my oldest brother, John, to thank for a trip to California in 1981 that he generously invited me to share with him. I didn't know at the time that I would look back on it as a Trip of a Lifetime.

That March, that my brother and I boarded a midnight flight to California for a three-day weekend of racing through the streets of Los Angeles. He had arranged for a full slate of activities at the Formula One Long Beach Grand Prix, (LBGP). Little did I realize the magnitude of what we were going to experience and see during the next three days at Long Beach.

glance at the articles for the F1 series. But it was hard for me to relate to this type of racing as compared to what I had personally experienced – namely, NASCAR. Now I realize it's a simplistic comparison, but remember that I was just a young man from the woods of Tennessee, and what else is there but NASCAR and the Indy 500?

I could practically reach out and touch the drivers – Mario Andretti, Eddie Cheever, Gilles Villeneuve, Nelson Piquet, Nigel Mansell, Keke Rosberg, just to name a few. I recognized them from my limited exposure in magazines.

I was hearing engine noise that was music to my ears, the most beautiful of which would be the naturally aspirated, 3-liter, 12-cylinder Ferraris. The sound they made could be easily discerned at a distance, even amid the sound of all of the other engines. It was an overwhelming day to say the least.

Over the next two days, we got to view what has to be one of the greatest racing schedules to have ever been put together. The F1 was just the icing on the cake for the other scheduled races.



Mario Andretti



Gilles Villeneuve, Ferrari

My brother planned this weekend very well. On our first day, he had acquired pit passes that allowed us to witness first hand the different teams making practice runs on the track. There we were, walking directly beside the pits, with nothing more than a short Armco separating us from every F1 team competing in the LBGP: Ferrari, Alfa Romeo, Renault, Lotus, McLaren and others (sadly, no F1 BMWs yet).



1981 winner Alan Jones

My exposure to Formula One racing was minimal at best. I was (and still am) a subscriber to *Road & Track* and *Autoweek* and would occasionally

In addition to F1, we also got to watch karts, Formula Atlantic, motorcycles, Pro/Celebrity, and probably the most entertaining and dangerous of all, motorcycle w/sidecars.

It doesn't take long to figure out why they call the passengers of a motorcycle sidecar "monkeys." In reality, they are rarely, if ever, in the passenger seat. They continually crawl from one side of the motorcycle to the other as the driver maneuvers through the courses. For the finale, the F1 race was won by Alan Jones, the champion from the 1980 season who would become the champion of the 1981 season. Jones started the race in the #2 position, gained the lead early in the race, and retained the lead for the entire race.

I am eternally grateful to John for sharing this Trip of a Lifetime with me. 32 years later, I am in the final planning stages of another Trip of a Lifetime.

Entry List Toyota Grand Prix of Long Beach

No.	Driver	Nationality	Team	Car/Chassis No.
1	Alan Jones (*)	Australia	Albilad Williams Racing	Saudia Leyland Williams FW07
2	Carlos Reutemann (**)	Argentina	Albilad Williams Racing	Saudia Leyland Williams FW07
3	Eddie Cheever	USA	Tyrrell Racing	Tyrrell 010
4	Ricardo Zunino	Argentina	Tyrrell Racing	Tyrrell 010
5	Nelson Piquet (**)	Brazil	Parmalat Racing	Parmalat Brabham BT49
6	Hector Rebaque	Mexico	Parmalat Racing	Parmalat Brabham BT49
7	John Watson	N. Ireland	McLaren International	Marlboro McLaren M30
8	Andrea De Cesaris	Italy	McLaren International	Marlboro McLaren M30
9	Jan Lammers	Holland	Team ATS	ATS D4
11	Elio De Angelis	Italy	Essex Team Lotus	Essex Lotus 81/82
12	Nigel Mansell	England	Essex Team Lotus	Essex Lotus 81
14	Marc Surer	Switzerland	Ensign Racing Ltd.	Ensign N181
15	Alain Prost	France	Regie Renault	Renault
16	Rene Arnoux	France	Regie Renault	Renault
17	Eliseo Salazar	Chile	March Grand Prix	March 811
18	Derek Daly	Ireland	March Grand Prix	March 811
20	Keke Rosberg	Finland	Fittipaldi Automotive Ltd.	Fittipaldi F8
21	Chico Serra	Brazil	Fittipaldi Automotive Ltd.	Fittipaldi F8
22	Mario Andretti (**)(A)	USA	Alfa Romeo	Marlboro Alfa Romeo 179
23	Bruno Giacomelli	Italy	Alfa Romeo	Marlboro Alfa Romeo 179
25	Jean-Pierre Jabouille	France	Talbot-Ligier	Talbot-Gitanes-Ligier JS17
26	Jacques Laffite	France	Talbot-Ligier	Talbot-Gitanes-Ligier JS17
27	Gilles Villeneuve (**)	Canada	Ferrari	Ferrari 126C
28	Didier Pironi	France	Ferrari	Ferrari 126C
29	Riccardo Patrese	Italy	Arrows Racing Team Ltd.	Beta-Ragno Arrows A3
30	Siegfried Stohr	Italy	Arrows Racing Team Ltd.	Beta-Ragno Arrows A3
31	Beppe Gabbiani	Italy	Osella	Osella FA1B
32	Angel Guerra	Argentina	Osella	Osella FA1B
33	Patrick Tambay	France	Theodore Racing Hong Kong	Theodore TR3

(*) World Champion, (A) Former World Champion 1978, (**) Past LBGP Winner



Mario Andretti

It has always been a dream of mine to drive cross-country to California, and in August, my dream will become a reality. I will be attending the BMW CCA Oktoberfest at Monterey, which begins on August 19th, and I will be driving to the event.

I don't yet know my exact departure date, but taking drive time to California into consideration along with the return trip, and the activities in between, the adventure will be close to three weeks. I'll be joining others on the way to California, but this will pretty much be a solo trip. Unfortunately, my wife Teri will be unable to join me for the Oktoberfest trip, but she has sanctioned and approved it – for which I will be forever in her debt. This one will be different though. Having missed the significance of my first adventure, I know in advance that this one will truly be a Trip of a Lifetime.

Tell us about your automotive Trip of a Lifetime. Plan another at bmwccaofest.org!



New Members

Please welcome Old Hickory Chapter's newest members!

Christopher Anderson, *Nashville*

Phil Anderson, *Lascassas*

Bob Angus, *Nashville*

Hunter Askew, *Brentwood*

Justin Beaty, *Jamestown*

James Blanks, *Tullahoma*

David Fergusson, *Goodlettsville*

Belinda Vanatta, *Chapmansboro*

Timothy Warren, *Crossville*

Jeff Webber, *Brentwood*

Anthony Meadows, *Antioch*

Andrew Miskell, *Nashville*

P. Caven Smith, *Hendersonville*

Andrew Sullivan, *Nashville*

Carlisle Stickley, *Brentwood*

George Thomas, *Jackson*

Wayne Follenius, *Monterey*

Tony Lolas, *Mount Juliet*

Jack Martin, *Bath Springs*

To all new and current members:

- Be sure to visit our official website, www.oldhickorybmwcca.org, for news, event updates, and items of interest to members.
- If you're not receiving emails about our Chapter activities, contact Tyree Peters at tpeters@oldhickorybmwcca.org. Be sure your email is registered with BMW CCA.
- *Gemütlichkeit* wants to know! Do you have a response to an article? A sweet car or event photo to share? A good BMW story to tell? Contact the editor at msmith@oldhickorybmwcca.org.
- You can also follow us online at twitter.com/OldHickoryBMW and at facebook.com/OldHickoryBMWCCA.



Old Hickory Chapter's 2013 Strategic Plan

Our Mission

The mission of the Old Hickory Chapter BMW CCA is to provide an activity and communication outlet for BMW enthusiasts in Middle Tennessee as a way to enhance and promote fellowship, education, and safety.

Our Vision

To inspire active appreciation of the BMW marque through Chapter fellowship.

Our Values

- Member fellowship to recognize common interests in the marque.
- Exchange of information and skills within membership.
- History, heritage, legacy, tradition, and enjoyment of the marque.
- Educational, recreational, and responsible vehicle operation.

Our Goals

Goal: *Successful Communication with Membership*

- Strategies:**
1. *Gemütlichkeit* newsletter
 2. Social media
 3. Membership survey
 4. Current email address listings

Goal: *Re-establish Street Survival*

- Strategies:**
1. Locate suitable venue
 2. Partner with the SCCA
 3. Confirm leadership group
 4. Instructors and students

Goal: *Improve Chapter Activities*

- Strategies:**
1. Monthly meeting locations
 2. Member input
 3. Tours
 4. Joint events/tours
 5. Promote DEs at adjacent chapters

Goal: *Enhance Recruitment and Retention*

- Strategies:**
1. New member contact
 2. Follow-ups with lapsed members
 3. Membership survey
 4. Monthly phone contacts with former members

Vintage Vantage

David Yando

The Mitty Report

Every spring, my wife Lora and I plan out some of our trips for the year. Just about every year, we try to include The Mitty vintage sports car races at Road Atlanta. We figure we've probably been about 20 times over the years, and the event has grown tremendously since Classic Motorsports magazine got involved ten years ago. More vendors, more racing, larger fields, and far more participation and attendance by car clubs have made this fun event "even more funner."

It's a fairly low-key atmosphere, for those of you used to the crowds and pace of the Petit LeMans. At The Mitty, there are few long lines for anything. Access to the cars, the drivers, and the paddock is easy, and you can generally drive yourself and your cooler to any corner you wish to watch a race from.

The sanctioning body HSR (Historic Sportscar Racing) offers both sprint and endurance races, giving racers and fans plenty of opportunity to see most of the cars on track from different vantage points. This year, one of the big draws was the 23-car Can-Am field – probably the largest run group of Can-Am cars I've ever witnessed. Sometimes

"vintage" and "historic" are loosely interpreted to allow significant cars a place to run. It's not unusual to see a 1972 Racer Walsh Pinto and a 2005 Audi R8 ex-LeMans car on track the same weekend – sometimes even in the same Enduro!

The last few years have seen a nice increase in the number of older BMWs running. Ten years ago, it was a rarity to see a single 2002 was on track. Fields this year saw three 2002s, a couple of E9 Coupes, and the ex-Ray Korman Firehawk E30 M3, ably driven by the BMW CCA Foundation's Scott Hughes. Missing this year, but usually present, was a shockingly green 2000CS fielded by Predator Motorsports. Maybe it'll be back next year.

One of the highlights for me this year was meeting this year's Grand Marshall, Mr. David Hobbs. Hobbs was a multi-championship winning racer in the 1960s, 70s, and '80s, and today is heard as a Formula 1 race announcer on NBC Sports. BMW fans may remember his adventures in the Team McLaren 320 Turbo, the Group 4 M1, and the March-BMW GTP car. Another

highlight was winning "The Hardest Rockin' Car" of the weekend. Since MG was the featured marque, I brought Lane Motor Museum's MG Metro 6R4 (an International-spec, Group B rally car), and apparently it made quite an impression.

The infield at The Mitty, like most vintage race events, is usually chock-full of interesting cars, and this year was no exception, with a Holden Ute and a Reliant Scimitar GTE catching my attention. But the 6R4, with its barely-legal exhaust, 450 horsepower, and four-wheel drive in a sinister-looking black car the size of an '80s hatchback snagged the unanimous attention of judges from Paul Reed Smith Guitars and Classic Motorsports Magazine. The prize was a special-edition PRS Santana SE guitar and plenty of attention!

Remember The Mitty next year if you need a breath of springtime, and it's just been too long since you've heard the song of a race engine, and you need the smell of brake pads to get your heart started. It's an easy, fairly low-key and low-cost weekend, just down the road.



Scott Hughes cools the left front wheel in the Ray Korman Firehawk E30 M3.



A pre-motorsport 2002 about to reveal some CSL tricks under the sheet metal.



A well-prepared and driven 2002.



A classic rivalry at the Mitty.

Graf's Grumblings

Graf Hilgenhurst

Car Smells and Other Disasters

I never should have bought the Durango. The air freshener dangling from the mirror was a dead giveaway. It was a Little Tree scent called "royal pine," if memory serves me correctly. What it really smelled like was a mixture of Pine-Sol and Listerine. The only reason you would want to display something that smells that bad is to hide an even worse smell. (Anyone who has lit a match in a bathroom knows what I'm talking about.)

Yes, the Durango smells musty, like two-week-old mushrooms. Or possibly the equivalent of 100 pairs of athletic socks from the boys' locker room. Or perhaps a mop left over from the janitor's closet at the YMCA. I have tried washing, vacuuming, and steam cleaning it. I have sprayed it with disinfectants and industrial cleaners. In the end, I am resigned to hanging the Little Tree every month and peeling it back one branch at a time. On the plus side, it's been solid and reliable vehicle. It could tow a battleship.

Then there's the matter of the Corvette. I test drove it and immediately fell in love with its power and attitude. I convinced myself I could overlook everything else. But on the way home from the dealer, I realized my mistake. Although they had done a wonderful job detailing it, it reeked of Butcher's wax. That and the bouncy ride almost made me sick. One's sense of smell is closely tied to the limbic system, where primitive emotions lurk. That powerful, subconscious feeling of "fight or flight." Or in this case, "I can't believe I just bought that."

When I was growing up all our cars had vinyl interiors. They smelled horrible from day one and never got any better. You can closely approximate this smell by spraying your car's interior with Armor-All, then rolling up the windows on a 90 degree day. Try it sometime! You won't last five minutes.

Of course, some car smells got worse as time went on. We had a Volvo that seemed to smell like a wet dog. Come to think of it, I don't think we even had a dog back then! I bought my first BMW certified pre-owned, which in this case also meant "pre-smoked." It had that smell that airliners used to have before the FAA got serious about non-smoking flights. Whenever I first turned on the AC, there it was. Ashtray ... with a little bit of mold thrown in.

The wax smell of the Corvette has faded, of course, and I do enjoy driving it, but that still doesn't forgive the smell. By contrast, my BMW 550 actually smells good, like a combination of parchment, unlit cigar, and leather. Sort of like a men's club, in the days before women were admitted. There is a certain sense of comfort and reassurance in settling back into its seat after a long day. It reminds me of the smell of my dad's leather briefcase when I was five. Now that was a smell to remember!

[Editor's note: congrats to Graf on his recent article in Roundel!]

Have you ever had a car that was memorable for its smell, good or bad? Tell us about it!



David Hobbs autographs memorabilia for BMW CCA foundation fundraising.



Another racing '02



Another classic racer.



Another classic racer.

Old Hickory Happenings

A Chapter Visit to Fall Creek Falls

The weather for the Dogwood Drive to Fall Creek Falls State Park on April 20th couldn't have been any nicer. The trees were in the midst of their transition from dull drab winter to bright green spring, and the abundant sunshine made everything seem even greener.

Cabin fever was behind us and the back roads to Fall Creek Falls were ahead of us. We made our way to the park starting at Triune, and headed through (or near) Eagleville, Coopertown, Bell Buckle, McMinnville, and Spencer on back roads like Hoodoo Road, Pocahontas Road, Gnat Hill Road, and the Old Nashville Dirt Road.

As we approached the north entrance to Fall Creek Falls State Park, Highway 30's many switchbacks were the entertainment for our procession of BMWs as we headed into the Cumberland Plateau's higher elevations. We dined at the Fall Creek Falls Restaurant then finished off the destination with a drive through the park to the park's namesake, Fall Creek Falls.

The water was bountiful over the falls during our visit to the overlook as a result of recent rainfall in the area. The view capped off a wonderful day for our back roads adventure.

Did you attend the Dogwood Drive or any of our other Chapter events? Tell us about it. In the meantime, stay tuned: we're planning another Fall Creek Falls drive for the fall!



Chapter Financial Statement

Jan-Dec 2012

Assets

Checking	4,505.52
Petty Cash	15.68
Savings	3,001.86
Prepaid Expenses/Deposits	14.34
Total Assets	7,537.40

Liabilities & Equity

Accounts Payable	0.00
Total Liabilities	0.00
Equity/Retained Earnings	6,367.80
Net Income	1,169.60
Total Equity	7,537.40
Total Liabilities & Equity	7,537.40

Income Statement

Income

Advertising Revenue	300.00
Interest	0.51
Membership Dues	4,469.20
Merchandise Sales	220.00
Rebates from National	775.00
Total Income	5,764.71

Expenses

Insurance	775.00
Meeting Expense	1,353.99
Newsletter Costs	1,298.41
Postage	236.54
PO Box Rental	56.00
Website/Internet	875.17
Total Expenses	4,595.11

Net Income

1,169.60

On this Issue's Cover



Old Hickory member Chris Wood's 1992 535i. All stock except for a full Stage 4 Dinan suspension, this E34 saw four years of heavy track duty before retiring to daily driver status.

Member Photo



Old Hickory member Jeff Morris' 2011 135i, with 18" Breytons in matte black. Do you have a sweet car photo? We'd love to see it!



BMW of Nashville

www.bmwofnashville.com



The Ultimate Driving Machine®

VERSATILITY IS THIS YEAR'S UNDERSTATEMENT.

Now that the all-new BMW X1 is available in xDrive and sDrive, it's truly the epitome of versatility. Intelligent all-wheel xDrive offers superior traction in all types of weather. sDrive, available for the first time in an SAV, is a fuel-efficient, rear-wheel drive option that delivers precise handling and the BMW performance you have come to expect. We only make one thing. The Ultimate Driving Machine®.

THE ALL-NEW X1 WITH xDRIVE AND sDRIVE HAS ARRIVED.

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