



Gemütlichkeit

Newsletter of the Old Hickory Chapter – BMW Car Club of America



Oct-Nov-Dec 2012

Presidential Address

De-Stress with Old Hickory Chapter

One year ends, and another year begins. It's a cycle that has been repeating itself since before we were born and will continue after our passing. This time of year is a time of reflection for all of us to assess the events of the past year and make plans for the future. It is collectively a time in which we all attempt to make positive changes and improve ourselves as well as our influence on the lives of family and others.

One positive change we can make is preventing the stress we all incur in our daily activities from becoming a problem that dominates our lives. Every one of you knows what I'm talking about. We tend to ignore it while it continues as a weight on our shoulders. Now is your opportunity to make a not-so-selfish decision for a positive change. As a member of the Old Hickory Chapter BMW CCA, you have the opportunity to be involved with something that is of interest to you—and can make your life less stressful. As a member, it is assumed that you already have a love for BMWs. So based on that assumption, use your interest to implement positive change to reduce stress.

By participating in Chapter and National CCA activities, you are escaping your daily routine and entering a world with people whose common interests will help reduce the stress in your life. I wish everyone a great New Year and hope you make a selfish resolution to reduce your stress levels by participating in what we have to offer.

Happy Motoring – Murray

What's your story? Ever treated a Chapter meeting as a relaxing getaway? Ever de-stressed in a BMW?

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More at www.OLDHICKORYBMWCCA.ORG!



From the Editor

Well, folks, I'm officially one of us. I went to Spartanburg and picked up that 328i I mentioned last issue. I'm finding I don't need much of an excuse to get out and drive it, sit in it, or just check on it. It's not easy typing this with the steering wheel in my way, but what am I going to do?

It's especially nice not to have to roll into chapter meetings in a Mazda. Next time you see me at a meeting, I'll be happy to jaw your ear off about it. And you really should come to the meetings! Being new to all this, I learn something new every time. Sometimes it's just by listening to other members talk about their cars, part quests, or track experiences. Other times it's because the whole meeting is designed to provide information, like our tech sessions.

And it's *always* fun. Like Murray suggests, it's a welcome break from routine, responsibility, and stress. And there's good conversation and food. This is your community, and it's great to be here.

As a reminder, this is also your newsletter. This issue of *Gemütlichkeit*, I'm happy to say, includes a cool photo and some thoughtful feedback from members. We'd love to see more, so feel free to send me your beautiful (and high-resolution!) shots of Bimmers, events, and meetings.

And share your thoughts! Some of the articles in this issue include a *What's your story?* solicitation. Subtle, right? But who better to create a member-oriented newsletter than our members? So: send your photos and words. We'll include what we can, and I'll even check your spelling. For now, though, I think it's time I went for a drive. – Matt





Report from Oktoberfest 2 ^{Part}

Murray Crow



BMW CCA
Oktoberfest
Mid-Ohio // 2012

The last issue of Gemütlichkeit featured Murray's (almost) live-on-the scene reporting from the 2012 BMW CCA Oktoberfest in Columbus, Ohio. He covered the Concours and TSD Rally—but then he had to send in his report. But Oktoberfest carried on, and this follow-up report covers the autocross, Kelly BMW reception, Track Events, and the final reception.



Autocross. The autocross competition took place over a two-day period with different classes divided over the two days. BMW CCA divides autocross categories into 11 different classes, with different sub-classes, for a total of 27 different competitive categories. The varied categories provide a suitable class for everything from an Isetta to race-prepared vehicles. There are also classes for first-timers and the highly experienced. Due to the extensive classing of the vehicles, CCA autocross is highly competitive.

This year, each participant got five runs through the course. This is a remarkable number of runs per person, considering that there were 55 autocross participants on the day of my run. The event was well managed and ran smoothly through the day with no glitches to stall the event.

The course was relatively short, but it included several tight turns, a section of esses, a circle crossover, and a short straight to the finish. First-timers that crawled through their first runs were speeding intensely through their last two runs, glancing at the time clock at the end to see if their times improved over their previous run.

Speaking of highly competitive classes, I had the good fortune to participate in the class with the day's largest number of entrants. Eight others were in the class along with me. The competition was fierce, and the lead changed after each run. However, I was never one of those in the lead and ended up fifth in my class and trophyless. At the end of the day, though, I made several new friends because of the social atmosphere. It's great fun and allows you to push your car to its limits in a safe and controlled manner. Those of you who have never participated in an autocross should seriously consider finding an outlet for this activity.

Kelly BMW Reception. Kelly BMW of Columbus graciously hosted an open house reception for the entire O'fest congregation on Thursday night of the event. Owner Kelly Marsh provided a display of his personal collection of vehicles, which of course included some of the most highly collectible BMWs as well as many other marques.



The food was great, as was the scenery of classic BMWs that filled the showroom floor. It is noteworthy that most of the vehicles on display were extremely low-mileage examples in as-new condition. Models included an M1, 2002 Turbo, e30 M3, e36 M3, e46 M3, e28 M5, e34 M5, and 850 CSi, just to name a few. It was truly a dream showroom.

Joey Hand. Later, the special guest of the evening entertained the crowd with stories of his experience as a driver for BMW in the ALMS. Joey graciously and patiently signed posters and posed for many photos for every attendee of the event. Some friends and I had a personal encounter with Joey the next night in the parking lot of the host hotel. As we were socializing and discussing the day's events, we spotted Joey walking nearby. We thanked him for his efforts the previous night at Kelly BMW. Surprisingly, he stopped and walked over to us and spoke with us for around 10 minutes. Needless to say, we were all pleasantly shocked to have a personal conversation with such a celebrity. He gained all of our admiration for taking the time to hang around for a short chat.

A Day at Mid-Ohio. As with all of the other O'Fests that I have attended, one of the greatest adventures is the day at the track. I am by no means an experienced track rat, but I fully recognize that a High-Performance Driving School is a very challenging but fun activity. It allows you to test your driving skills in a controlled and focused environment, while learning the abilities your BMW holds inside its German-engineered frame and suspension.

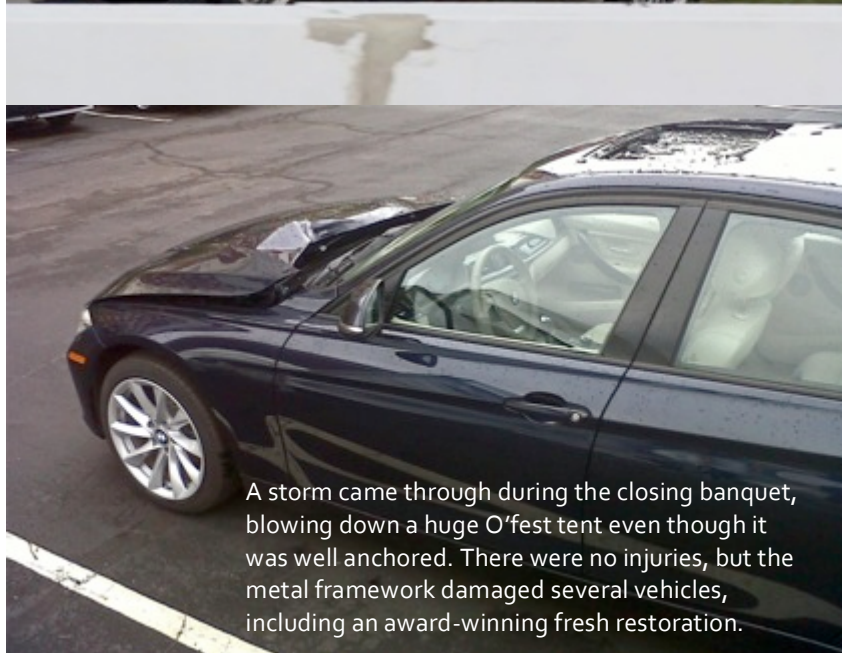
Prior to entering the track, all students attend a driver's meeting to review the day's track activities, schedules, and rules. Class instruction is a vital part of track day, with trained track instructors who provide details and issues that drivers will encounter on the track. After a track run, the instructors also debrief the drivers, to provide feedback to assist in the improvement for the next run.

I found the Mid-Ohio track to be a very intricate and demanding venue to drive. It has off-camber turns, blind turns, tight turns, and other turns that aren't necessarily kind to a larger vehicle like I was driving. Mid-Ohio's track surface is certainly a high-quality, well-maintained, smooth and high-traction surface. However, I did witness more than one unplanned track departure that suggested the track inspired confidence when it should have instilled caution. Fortunately, all of my runs were on-track, with no unplanned departures.

O'Fest 2013 (August 19-24) is already in the planning phases and will be hosted at Laguna Seca in sunny Monterey, California. If you think you want to go, now is the time to start making your plans. I know I am.



What's your story? Did you make it to O'fest? Thinking of going next year?



A storm came through during the closing banquet, blowing down a huge O'fest tent even though it was well anchored. There were no injuries, but the metal framework damaged several vehicles, including an award-winning fresh restoration.



To Be or Not to Be

Darien Hobbs



That is the question I asked myself nearly two years ago when I decided I was going to buy a track car. For me, a dedicated track car was a must. My daily driver (330i ZHP) wasn't much fun, and my garage queen (420hp E30) was too fast for the street and too nice to put on a race track. Based on those facts, it was clear to me that I needed another car to fulfill another part of my life.

Not long after coming to that conclusion, I began searching the classified sections of several BMW forums on the Internet. My mission was to find an E30 with a 24V swap, some modifications, and a price under \$5000. Several months of searching and waiting led me to a car in New York that met my criteria. After 20 minutes of negotiations, 1900 miles of driving, 10 cans of Mountain Dew and 1 non-stop trip to New York City and back, I had what is to be my first dedicated track car, a 1989 325i with an M52 swap and a few other modifications.

I began stripping the interior as soon as I unloaded the car off of the trailer. The more I tore into the car, the more I realized that I would need a lot more time and money than I had originally anticipated. What I thought would take three months and cost \$5000 wound up being eight months and much more than ... *ahem* ... than I would have liked to spend. The truth of the old saying, *You get what you pay for*, became clear to me during the building process as I noticed all of the problems I would have to address before putting the car on a race track.

Overall, turning this car into a track car was not fun. Most of my time and money was spent fixing issues neglected by the previous owners and fixing issues I created because "I'm an engineer, I know what I'm doing." And I can never remember how the saying goes: cut twice and measure once? ... I don't know.

I was able to overcome all of the various challenges, difficulties, and problems and have the car ready for its first High Performance Driving Event. Since the car is not legal to drive on the street, I did my best to shake it loose in my cul-de-sac. The final test was on December 1-2, when I took the car to Road Atlanta—a track neither I nor the car had ever been on.

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fixing issues I created because
"I'm an engineer,
I know what I'm doing."

Road Atlanta is by far the most intimidating “first-time” track I’ve ever driven. My first 20 minutes were spent following the person in front of me and trying not to drive off the course. With so many blind corners, it’s easy to get lost. Without anticipation of established reference points, one will easily become a victim of the track—as was the case for several drivers that weekend.

Since this was my first time at Road Atlanta, I was not going to push myself or the car until I was comfortable. While waiting to go on track for the first time, my nervousness kicked into overdrive. It had been five months since my last time on a race track, and I wasn’t sure how my new track car would hold up.

A few things I learned very quickly within the first few laps: 1) The car has good power for its weight. 2) It handles like it’s on rails. 3) The front to rear brake bias is really bad. As Day 1 progressed, the butterflies in my stomach eventually left, and I finally got used to driving the car with too much rear brake bias.

Day 1 would not go without incident, though. After the second session on the track, a massive oil leak was noticed under the front end of the car while in the pits. A quick inspection revealed that one of the plugs on the Vanos cover had fallen off, allowing oil to roam freely in the engine compartment. Fortunately, there is a BMW repair shop, Strictly German, just a few miles down the road from the track. A short drive, a brief description of what I needed, and five dollars later, I had the plug I needed and I had the car running again in no time.

Day 2 at Road Atlanta was good and bad at the same time. I was improving my line, increasing my cornering speeds, and building confidence. Unfortunately, the car did not have the same feelings. The hard driving dislodged the radiator, but it was easily fixed with zip ties.

Later that afternoon, one of the shift linkage pins came out, leaving the transmission in neutral and the car stuck on the side of the track. Getting it flat towed back to the pits was a sign that I should quit while I was ahead.

I learned a lot that weekend, about myself and about the car. There are many improvements that I’ll need to perform before taking the car back on the track. Fortunately, the winter season is long enough that I won’t have to rush to complete them. For 2013, I hope to have all of the bugs worked out of the car so that I can focus on sharpening my driving skills rather than my repair skills. Until next time, have a great holiday.



Verdict: To Be! What’s your story—ever over-spend on a project car? Ever fray your nerves on an unfamiliar track? Was it worth it?

New Members

Please welcome the following new members to the Old Hickory Chapter!

Larry Campbell, *Springfield*

William Crenshaw, *Lebanon*

Rob Crowell, *Nashville*

Verlon Denney, *Lebanon*

Davon Doss, *Nashville*

Steve Enrich, *Nashville*

Drew Flowers, *Nashville*

Verna Gould, *Madisonville*

Christopher Hayes, *La Vergne*

Gary Haynes, *Nashville*

Stephen Jones, *Lynchburg*

James Kyle, *Shelbyville*

Ken Rogers, *Murfreesboro*

Michael Rook, *Nashville*

David Reed, *Old Hickory*

Sean Seymore, *Nashville*

Mark Smith, *Brentwood*

Timothy Spitler, *Crossville*

Todd Stroh, *Murfreesboro*



To all new and current members:

- Be sure to visit www.OLDHICKORYBMWCCA.org for news, event updates, and items of interest to members.
- If you’re not receiving monthly emails about our Chapter activities, contact Tyree Peters at tpeters@oldhickorybmwcca.org.
- *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.



Mind your brake bias.

Grüß Gott!

Ron Steurer



*Petra after her Presidential Detail.
How does she look?*

Door Seals: Who would have Thought?

Flash back to August of this summer during our Chapter meeting at the dealer. (By the way, if you haven't attended a meeting you are really missing out on some great camaraderie and BMW enthusiasts to share car info and stories with.) I won a Presidential detail in the drawing. Thank you BMW of Nashville and Wayne Jaco!

So I finally took my car in late October to have it detailed, since the forecast was calling for warm, dry, sunny days. First of all, I want to say what an absolutely wonderful job they did. And though I do keep my car pretty clean, it is jet black, so it has begun to show some light swirl marks. But they made it look like the first day I saw it, coming down those steps at the BMW Welt in Munich in May of 2010. An absolutely stunning job inside and out.

About three days after that, I began to hear a very weird creaking sound when pulling out of the driveway or anytime I slowly went over an uneven parking entrance/lip, speed bump, etc. As best as I can describe it, it sounded like an old ship swaying in the wind—coming from the ceiling or roof line? What the heck? How in the world could a detail job cause my normally whisper-quiet interior to sound like an old clipper ship crossing the Atlantic? I'm thinking, maybe the polish hardened somehow on the roof, or a plastic piece along the roofline, or even the moon roof? But *really*?

So I figured I'd give it a couple of weeks to hopefully go away, but to no avail. Then I tried to pinpoint the sound. I rolled the sunshade up and down, pressed down on the roofline

and doors, opened the moon roof, and as Yukon Cornelius from "Rudolph the Red Nose Reindeer" says: *nothin'*.

I make the call to BMW to describe my symptoms the best I could, and Brandon my service advisor says to bring it in and to have a tech go for a ride in it. So Greg Lawlor and I go for a spin just around the parking lot, and almost right away he hears it and says "sounds like"—*wait for it*—"your door seals."

Door seals, I ask? Yes, those rubber seals along the door can apparently make old ship creaking sounds when dried out. They were wiped down with leather cleaner, conditioner, or polish, and apparently that can dry them out very easily. So we pull into the garage and he gets a can of rubber sealant and wipes all four doors seals down. We jump in and go for a ride, and *immediately* the sound is gone!

Um, wow, door seals—who would have thought? I sure didn't. I never thought to check there. So Greg was great, got me in and out in about 15 minutes during lunch, and gave me the can to take home for thorough wipe down to be repeated every few months.

So to all you: buy yourself a \$5.00 can of rubber sealant and wipe down those door seals a couple times of year! You might just be surprised at what interior sounds it removes to give you back that tight, solid, and quiet BMW feeling again. And thanks again to Wayne Jaco for the great gift of the Presidential detail and to the staff of BMW of Nashville!

What's your story—ever dealt with noisy door seals? Ever had an obscure or unexpectedly simple maintenance issue?

Old Hickory Happenings

Tech Session: Bell Buckle Motor Works

If you haven't been to one of the Old Hickory Chapter's Tech Sessions, you're missing some really interesting conversations with members who specialize in working on BMWs. The meeting on October 27 was especially interesting because we met a family involved with BMW CCA throughout its history (since it was called BMWCCA).

Kieran Cottrell of Bell Buckle Motor Works knows BMWs like a fish knows water. He knows the beautiful old vintage ones from the sixties and seventies intimately—mainly because they circulated continuously throughout his childhood as his father Eamonn sought them out, bought them, and sold them.

But he knows the Bimmers that came afterwards just as well, at an expert level. Kieran gives the impression that he can quote the history of BMW chassis and engines and models like chapter and verse. Like any mechanic, he'd probably prefer to tinker with vintage (pre-computer age) cars. But he's equipped to maintain and repair—and *reprogram*—the latest models as well.

So he's well worth listening to when he lectures on BMW mechanical and maintenance issues. And he gave us an earful at the tech session! We discussed the rise of plastic parts, and how the failure of one tends to mean the imminent failure of the ones it's connected to. We discussed the relationship between fuel economy improvements and operating temperatures, and the related driving and maintenance considerations. He talked about modern batteries and how hard they have to work to support the incredibly complex network of computers in your new car.

And you know that helpful stability control that keeps you planted on the road? Ever think about the zillions of brake adjustments that system performs, or the resulting wear? Kieran has it down to a science. He even has sophisticated equipment that he and his certified technicians use to check and update your car's software.

There were also snacks! Oh, and cars. Really, really cool cars.

So come to our tech sessions for lively conversation and solid information. And look out for more from Kieran in future issues of *Gemütlichkeit*.



At our November 8 meeting, we learned about The Car Stables, a new, local storage, valet, and boutique services garage. If your high-end or collectable car deserves a little extra attention, visit www.thecarstables.com.



Marie, Eamonn, and Kieran Cottrell, our hosts at Bell Buckle Motor Works. As a family, the Cottrells have a rich BMW legacy: Eamonn—CCA member #172—is one of about 300 people who have been members since the start of BMW CCA. Kieran has been around BMWs all his life (and before), and they are his shop's specialty.



*Ever seen an e34 M5 Touring?
Neither had I.*

Upcoming Chapter Meetings

- **January 26.** New Year's party at Lane Motor Museum. See the notice at the end of this issue! Bring or send in your election ballot!
- **February 21.** Chapter meeting at Corky's BBQ, Brentwood.
- Be sure you're on our **email distribution list** to learn about other events!

More to come! Check www.oldsickorybmwcca.org for updates.

If you're thinking of buying a new BMW, be picky. Maybe you want a manual in a particular color and trim, with a particular package of features, no moon roof, and surround sound. You might not find just what you want on the dealer lot, so it's time to place a special order.

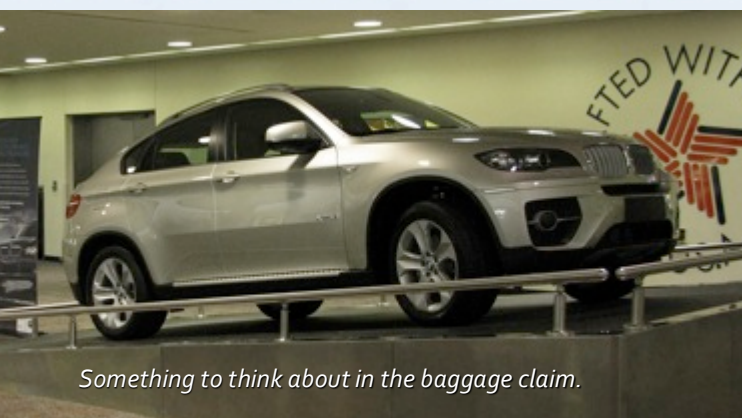
You now have the perfect excuse to take delivery at the BMW Performance Center in Spartanburg, South Carolina.

You'll drive fast on asphalt, drive slow on mud, and spin on water. You'll fly sideways and breathe tire smoke. I won't kid you: it's fun.

Then you drive home in a new BMW.

Delivery Performance

Matt Smith



Something to think about in the baggage claim.



Spinning out on the Skid Pad, because that is the point.



All mine.

I like signing a waiver. Signing a waiver usually means I'm about to have a good time. And sure enough, the whole trip was worth it just for the four minutes I spent squealing around corners during the M3 hot lap, laughing uncontrollably. But don't get me wrong: all of the Performance Center Delivery activities are *tremendous* fun. I enjoyed myself from the moment I stepped off the plane at Greenville-Spartanburg Airport to the last mile home.

Before the Fun. The brainwashing starts at the airport (X6 on display), where you're picked up in one of the Greenville Marriott's fleet of Bimmers. At the hotel, you join a special class of people receiving special treatment: BMW covers your room and (delicious) meal, takes care of your bags, and surrounds you with other new owners busting with anticipation. The message is clear: *Welcome to BMW. Relaaax.* Fine. Consider me brainwashed.

Don't over-relax, though, because the shuttle to the BMW Performance Center campus leaves early in the morning. Once there, the new owners gather to sign waivers (*yes!*), learn some basic driving principles, and meet the day's instructors—who, I freely admit, have jobs far more enjoyable than mine.

The Fun. They gave me a 335i and told me to drive it fast. (I said okay.) The idea is for you to push your limits to learn the vehicle's capabilities. I drove that 3er around the handling course—slalom, straightaway, hairpin, ess-curve—as fast as I dared, then faster. Then three runs through the ABS training—20, 30, and 40 mph. You get up to speed, mash the brake, and learn to trust the ABS as it pumps you to a stop.

Then on to the Skid Pad, a doughnut of polished concrete lined with sprinklers that keep it slick as ice. They have you turn off all traction control, cruise around it at 20 mph, then stomp the brake. Even though you know what's coming, you still spin right off into the grass. Traction back on, you go round again. 30, 40, 50—forget it. You're just planted. Hmm, nice car!

Next, ah, the hot lap. Is *screaughing* a word? Screaming plus laughing? It is now. The instructor—a professional racecar driver who does this for a living—drifted that M3 through smoke on every corner, then through water right around the skid pad. It was like ballet, but loud. And better. I was Screaughing the whole time.

Then, for my first time ever driving an SUV, I took an X5 through the off-road course. You squish through mud and crest uneven

hills, testing the vehicle's limits. How far can you tilt an X5 before tipping over? Farther, it turns out, than I'm quite comfortable with. There was scaughter.

We also toured the factory where they make X3s, and I'll say it: I would totally work here. It's Munich-modeled: very clean, incredibly efficient, high safety standards, and low employee turnover. And robots!

This whole time, a beautiful 2013 328i F30 was watching through a Performance Center display window, calling to me. *Hang in there, I thought. Daddy's coming.*

After the Fun. What do you mean *after*? They handed me that car in the window and let me keep it. I drove to BMW's Zentrum Museum near the factory and looked at every vintage car, racecar, engine, and motorcycle, pointing and grinning like a kid. I drove home through the mountains, always looking forward to the next semi to pass. And three months later, it's still fun.

So: I recommend it. I'll do it again with my next car. I might even learn a little German and start the whole thing off in Bavaria.



What's your story? Ever done Performance Center Delivery or Driving School? Ever done Euro Delivery?



Cool stuff at BMW Zentrum.



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.

BMW of Nashville

4040 Armory Oaks Drive • Nashville

Nancy Allen, Client Advisor

nancy.allen@bmwofnashville.com • (615) 850-4002

News of the Welt



BMW Moves to Z4 for 2013 ALMS Championship. For the first time in the American Le Mans Series, BMW's racing efforts in GT will center around a car other than its M3. BMW Motorsport officials announced that BMW Team RLL is turning to the BMW Z4 for the 2013 ALMS season. The BMW Z4 was a successful car in Europe during the 2012 season. It won four races in the FIA GT1 World Championship as well as the Italian GT championship. Meanwhile, the BMW M3 GT finished its competitive career in the ALMS with a stellar record.



BMW Unveils Concept 4 Series Coupe. The BMW Concept 4 Series Coupe adds a new dimension to the qualities of the BMW 3 Series Coupe in terms of aesthetics, dynamics, and elegance. BMW has given the new model its own individual character and a standalone design. This latest addition to BMW nomenclature builds on the tradition of the large BMW 6 Series and 8 Series Coupes. The "4" stands for greater sportiness, greater exclusivity, and clearer differentiation from the 3 Series range.



Old Hickory Welt



Never mind the 4 – how about a nice 3? Here's member Gary Bellar's 2003 330ci.

Ron Steurer's Grüß Gott column in the last issue, "Downright Tired," got some great feedback from readers:



I have a 2009 335d that I took delivery of in Munich. I replaced the Continental RFTs in late July just short of 50K with new Continental RFTs. I had rotated front to rear at about 27K and had a puncture repaired in one tire at about the same time. I am very pleased with the Continental RFTs.

I should also note that I am fanatic about maintaining the proper air pressure in my car's tires. That seems to be particularly important with RFTs because you cannot visibly tell when the pressure is low. I have an air compressor in the garage and check the tires in the morning when they are cold. In the fall of the year, the RFTs can lose two to three pounds very quickly just due to the falling temperatures. I'll check the pressures once a week this time of year and less frequently in the spring and summer, except that I always check the tires before taking a trip of 100 miles or more. – Phil Young, Martin

Phil notes that you can buy really good air compressors in the \$100-120 range, and I got a decent one, with gauge and everything, for around \$50. Below, Laird suggests a foot-operated pump. Whichever kind works best for you—run-flats or not—it's definitely worth investing in this essential preventive maintenance tool. – Matt



My '09 328i came with run-flats and the sport suspension package. I hated those run-flats from day one, and thankfully they only lasted around 21K miles. After asking members from my former chapter, Missouri Valley Chapter, I made the decision to get away from run-flats and could not be happier! I put on a set of Michelin Sport A/S Plus, with 225/45 ZR17 on the front and 255/40 ZR17 on the rear. Love the ride and handling. I did find the turning limit on our "curvy" Barfield Rd. the other day in the rain but got back in control with little effort. My guess is that the friction numbers on that old asphalt road are pretty low! ☺

- With these tires one needs a "mobility kit," so I went off to O'Reilly's and put this together:
- Foot operated air pump (less chance for equipment failure)
- Tire repair "plugs" kit
- Spray bottle with water/soap combination (to find air leak)
- Needle nose vise grip (to pull out nails, etc.) Needle nose pliers may not work. The grip of the vise grip is a must.
- Razor blade to cut the end off the plug after inserted.

Yes, this kit has worked on three different occasions (my BMW, daughter's Honda, and mother-in-law's Acura). Fortunately, each low tire was noticed when in parking areas, not on the Interstate. Drive with Spirit! – Laird E. Weishahn, Murfreesboro

Laird, sounds like we pretty much have identical cars and got about 20K out of the OEM Bridgestones. Glad you are enjoying the non-RTFs too! – Ron

Glückliches Neujahr!

Join us to celebrate the New Year with your
Old Hickory Chapter BMW CCA Friends – Old and New!

Saturday, January 26, 2013, 1:00 p.m.

Lane Motor Museum
702 Murfreesboro Pike
Nashville, TN 37210

If you've never been to the Lane Motor Museum, you're in for a real treat. This local museum has a collection of vehicles representing over 45 marques from practically every continent of the world, with many unusual and unique vehicles. If you have been here before, be ready to see different vehicles because they are constantly adding and rotating the ones on display. For more info on the museum, go to: www.lanemotormuseum.com.

The Chapter will provide ham and/or turkey and soft drinks. (BYO adult beverages.) If your last name begins with A - P bring an appetizer, vegetable, or salad; Q - Z bring a dessert to share. Bring a \$20 gift if you wish to participate in the "dirty Santa" type exchange.

So that we can plan accordingly, please let us know by **Jan 20** if you plan to attend.

Murray: 615-351 0879 or mcrow@oldhickorybmwcca.org

Jackie: 615-496-7624 or hardyjd@comcast.net



Election Ballot

Old Hickory Chapter BMW CCA

Election for Officers for 2013-2014
Please Select One for Each Position Listed



Nominated for Treasurer

William Hafley ☐

or

Other Write-in _____

Nominated for Secretary

Hailey Aldren ☐

or

Other Write-in _____

Please bring completed ballot to our New Year's meeting/party on January 26, 2013

Or mail to: Old Hickory BMW CCA
P.O. Box 3072
Brentwood, TN 37024-3072

Ballots returned by mail must be postmarked no later than **January 20, 2013**

More info at: www.oldhickorybmwcca.org

**BMW Car Club
of America
Old Hickory Chapter**



P. O. Box 3072
Brentwood, TN 37024-

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