

Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter – Summer 2016

BMW Car Club
of America
Old Hickory Chapter



A TRIP TO AULT PARK CONCOURS





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PRESIDENTIAL ADDRESS

It's mid-July, and that means that the summer days are getting shorter and the kids will be back in school before long. Where did this summer go? I don't know if getting older make the time go faster, or if we all just have so much to do that life just moves at a quicker pace. Either way I trust that you are enjoying all the summer has to offer. I for one have never had grass this green in July in my 20 years of living in Tennessee. That alone is making me enjoy this summer more than most.

Our club has been busy, with several drives already in the books for this year and several more to come. For the first time ever we are doing a German car club ride on Saturday July 30. We will be leaving from the German Cars & Coffee at The Factory in Franklin about 9:00 and riding some great roads down to Bell Buckle. This is a joint German car club ride, so the Mercedes Benz and Porsche club members have been invited to join us. Hopefully we will have great weather, and it will be a day of great roads and great German cars out riding some of the back roads down to Bell Buckle.

There are several other upcoming events that you can read about in the newsletter and website, so please take a few minutes to see what activities the club has planned. Your fellow members work hard throughout the year to plan a robust schedule of activities. Hopefully you will find something that interests you. If you have never attended any of our rides or dinner meetings both tend to be very relaxed and casual events and are a great way to meet other BMW owners and drivers.

Remember our dinner meetings are the second Tuesday of every month at 6:30 PM. Check the website for location each month.

Enjoy the ride.

– Joe

In this issue: Chapter Events – Chapter Challenge for BMW CCA Foundation – Cars for Sale – Extreme Tastes in Car Customization – Ault Park Concours – Reflections on the BMW CCA Foundation – Pursuing the Bucket List – More from Ault Park

CHAPTER EVENTS

Check oldhickorybmwcca.org and your email for updates!

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 August 11, September 8, October 13, November 10. Check Old Hickory Chapter emails or the website for locations!

Other Chapter Events

German Cars Drive to Bell Buckle. Saturday, July 30, after the German Cars & Coffee at the Factory in Franklin. Enjoy a lovely *Deutsch* drive to Bell Buckle with your fellow German car enthusiasts! Bimmers, Porsches, and Mercedes will meet at the German Cars and Coffee, head out from there at 10:00, and eat lunch at the Bell Buckle Cafe.

Other Area Car Events

Tire Rack Street Survival School at NCM MSP, Bowling Green, KY. Did you know a 16-year-old is 20% more likely to be killed in a crash than an adult? The Tire Rack Street Survival school is a safe teen program designed to go beyond today's required drivers' education and help teens become safer, smarter drivers. Trained and qualified in-car driving instructors as well as classroom experience for each student is offered. Two more schools are offered in 2016: September 17 and November 5, 2016. Visit streetsurvival.org for schedules and registration. The course is 8:30am - 4:30pm, \$75.

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 the month. See facebook.com/carsandcoffeenashville for info.

German Cars, Motorcycles, and Coffee. Saturdays, July 30 and November 12, 8-10:00 AM. Join a family of German cars, motorcycles and coffee at the historic Factory in Franklin! The Factory at Franklin has a great coffee shop, Honest Coffee Roasters, that will have food and beverage available for purchase.

Bavarian Birthday at the Lane Motor Museum. Ongoing through March 6, 2017. The Lane Motor Museum wishes BMW a Happy 100th Birthday with an exhibit of cars and motorcycles from the 1920s into the modern era. Pulled from both the museum's collection and borrowed from local enthusiasts, the exhibit shows the brand's evolution, how BMW became so popular in America, and where they're headed in the next century. See lanemotormuseum.org.

Bellissima! The Italian Automotive Renaissance, 1945-1975. May 27-October 9, The Frist Center. This exhibit features the amazing car and motorcycle designs of the postwar period. Assembled by the same curator who created 2013's incredible Sensuous Steel exhibit, Bellissima! includes models from Ferrari, Alfa Romeo, Fiat, Maserati, Lancia, Ducati, and marques. Must-see.

BMW CCA Oktoberfest, August 23-28. Oktoberfest returns to Monterey, California. See ofest.bmwcca.org.

The 27th Annual Battlefield Region AACA Car Show. October 2, The Factory in Franklin. www1.battlefieldaaca.com.

Please welcome our NEW MEMBERS

Ethan Albrecht, Brentwood
Brandy Anderson, Jackson
Scott Anderson, Franklin
Wesley Cross, Hermitage
Mike Grumbles, Franklin
Thomas Harms, Franklin
John Herbold, Nashville
Jerry Jackson, Williamsport
Ashley Larmer, Nashville
Scott Larmer, Nashville
Daniel Lee, Antioch
Tom Lees, La Vergne
Josh Likens, White House
Robert Mays, Centerville
Todd Milliken, Nolensville

Jeremy Pardue, Hermitage
Mark Pearson, Nashville
William Ray, Glasgow
Tim Reed, Lebanon
Jody Ruffner, Lascassas
Sunshine Scott, Christiana
Harold Segerson, Lexington
Chris Stigers, Old Hickory
Joshua Surrett, Antioch
Michael Vivel, Brentwood
Ron Wenisch, Murfreesboro
Jimmy Ward, Tullahoma
Ken Woodard, Nashville
Tom Wynne, Hendersonville
Peter Zaft, Franklin

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 Tyree at tpeters@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 chapter events!

German Car Club Swap Meet, September 10. Edwin Warner Park. Old Hickory BMW CCA Chapter will be joining the Musik-Stadt Chapter of the Porsche Club of America for a swap meet. All the German car clubs in the Nashville area are invited. If you attend German Cars & Coffee you know what a vibrant collection of German cars clubs we have in Nashville, and the great assortment of other German cars that show up. This is an opportunity to meet our other German car friends and enthusiasts and display any of those old parts and accessories you have taking up space in hopes that someone else needs or wants your parts. Swap meets are always fun, and you never know what you might find, or better yet, get rid of. There is no charge to participate, just arrive early to secure a good spot as space is limited. We will start about 8:00 but no later than 9:00, and end about 11:00AM unless we go longer. It might be a German swap meet, but we are running it like an Italian one! Afterwards there will be a conga line to someplace with good cold beer and food for lunch. Plan to join us for a great morning in the park.

OLD HICKORY HAPPENINGS

Announcing a New Chapter Challenge for the BMW CCA Foundation

You may have heard that the BMW Car Club of America Foundation is raising funds by selling commemorative bricks. The funds will be used to support the new museum and the Foundation-sponsored Street Survival® Teen Driving Safety Program.

The Foundation hopes to raise \$7 million during 2016. Purchased bricks will be displayed on the entryway to the upcoming new museum facility in Greer, South Carolina.

Your Chapter leadership has decided to support the Foundation by participating in the Chapter Challenge program. Our goal is to earn the Chapter a “prize” brick by achieving a 20% level of member brick purchases (60 bricks based on our Chapter size).

How it works is simple. For each brick an active Old Hickory Chapter member purchases (up to a Chapter total of 60), the

Chapter will make an additional donation of \$20.00 directly to the Foundation.

Bricks start at \$50.00. You can shop for a brick at www.fundraisingbrick.com/bmwccafoundation

Please note that you must mark “Yes” on the order form under the statement, “I would like this donation/brick purchase to be applied toward the chapter challenge.”

You can learn more about the Foundation at www.bmwccafoundation.org. Also, see David Yando’s article about Foundation activities and offerings later in this issue.

We hope you will help us support the Foundation and earn a free brick for our Chapter.



Cars for Sale

2008 BMW X3, just under 85,000 miles.

I have all records and service documents from when I have owned the car. Pirelli Tires. Auxiliary Input. Heated seats and moonroof. One owner before me who took great care of it. Car is in great working condition. It has served me well on road trips from Nashville to Charlotte and elsewhere. Please contact Michael Rasile to discuss pricing or any questions: michaelrasile21@gmail.com.



2004 M3 Convertible: WBSBR93454PK05238, Titanium Silver/Grey, 110,000 miles, 6-speed. Rare Dinan M3 with 355 hp. Runs and sounds great. Second owner CPO car in very good condition with a pristine new nose (courtesy of a very hapless doe). Garage kept, clean title, excellent service history. Oil changed at half intervals. VANOS drive hub replaced at Inspection II. Recent Inspection I service with new drilled rotors. Continental DWS tires with good tread depth. Options: Cold Weather package, Xenon lamps, Harmon-Kardon sound, and 19" double-spoke wheels. Bill Loyd: 615-337-6343, bill.loyd@charter.net (TN)



To Each his Own

Last week, just as I was entering a local convenience market, I heard a very loud sound in the immediate vicinity of the doorway much like the sound of a tire blowout. A lady was exiting at the same time and she jumped about four feet in reaction to the explosion. I looked around the corner of the store to see a custom-painted, ginormous pick-up truck with the owner operating what appeared to be a remote control for the truck's air suspension system. The vehicle was a long bed, four-door, 4x4 dually, and the loud explosion was the result of the owner releasing a pop-off valve by remote control, dumping all pressure in the system to drop the vehicle to the ground.

The owner steps into the truck, pushes a few more buttons on his remote, and with a loud hissing and clicking, the truck raises back up. Of course to display full functions of the air system, he first raises the front and then the rear both to maximum height, then drops it back down to a ride height suitable for travel. He then starts the engine, which belches volumes of black smoke from the twin eight-inch diameter chrome exhaust pipes rising vertically from just behind the cab. The diesel engine settles down to a loud clatter with the very noticeable turbocharger whine. The truck rolls away riding on what I would guess to be custom 22" alloy truck wheels shod with tall tires suitable for swamp duty. As he drives off, the sound of the coarse tread tires could still be heard over the sound of the aftermarket turbo-diesel twin exhaust at full roar.

The truck in question was most certainly car show worthy. Due to its height, it was easy to see that it had lots of polished alloy bits on the suspension, axles, brakes, differential, etc. Attention to detail had not been ignored anywhere front to back, bottom to top. I couldn't see the interior of the vehicle, but I could only assume that the interior was just as "over the top" as the exterior and one would also assume that there most certainly would be a sound system to match. The engine? It had to have had the same treatment. I'm certain that there was a "Bully Dog", (or something similar), engine management system installed that would have given the engine enormous horsepower and torque ratings.

Did I mention that the driver appeared to be barely out of high school? As I stood there staring at this truck, dollar signs were swirling in my head based on my limited knowledge of this type of custom vehicle as compared to my paltry income. As I noted the youthful appearance of the driver, I could only wonder how this was possible.

When I was the age of this driver, my main (only) vehicle was a rusted out 1964 MGB. Its customization and mods consisted of through-the-floor ventilation, homemade blue jean seat covers, broken seat backs, duct tape patches on the convertible top, two-tone (white and Rust-Oleum red) rocker panels, shag carpeting, and best of all, a flex pipe exhaust system with a Thrush muffler. This was wired up with a coat hanger that rattled like crazy, but made that 1.8 liter 4-cylinder sound awesome, and it was a real pleasure to drive every time I sat in the seat. During a short period of time during my ownership, the MGB "crabbed" down the road, gaining much attention from people behind me.

If you don't know what it means for a vehicle to crab, let me explain. One side of the solid rear axle slipped back a couple of inches from the central mounting point on the leaf springs. This causes the rear of the vehicle to travel several inches off to the side, out of line with the front wheels when traveling forward in a straight line. So when you are behind the crabbing vehicle, it's got sort of a sideways orientation as it travels down the road. Once I got beyond the novelty of the crabbing, I realized that this was not safe and repaired it. Out of necessity, my mechanic skills were greatly enhanced while I owned the MGB. The owner of the big truck had to have mechanic skills as well to have built such a vehicle.

In my area of the world, the BIG truck trend is going strong. While the one I mentioned was an extreme example, trucks with oversize tires, raised suspensions, exhaust stacks, light bars and so forth are very common. Younger generation drivers, both male and female, are the ones you will generally see in the driver's seat. At some point in their lives, the reality and practicality of driving such a vehicle will hit home. However, I am impressed by the mechanical skills and dedication of these drivers. Like any vehicle, day-to-day maintenance is required as well as an ongoing need to improve the function and performance of their machines. And that's where the similarity lies. BMW owners, especially the ones that own older and classic models, are on a continual mission to maintain, improve, and enhance their pride and joy.

I can relate to the desire for improvement and enhancement. My pride and joy is a 1991 M5 that I have now owned for nine years. It's a continual work in progress. with projects listed in three categories: 1) Have to do list, 2) Need to do list, and, 3) Want to do list. Keeping up with the Have to do list has never been a problem. The car doesn't have any inherent issues and basic maintenance pretty much takes care of this list. New brake rotors would be an example for the Need to do list. The current rotors are OK and still drivable, but they are on the end of their life cycle and new ones will be needed soon along with new pads.

Now the Want to do list is another story. This has the potential to be not only be a cash killer but too time consuming. Plus, if I was to do everything on my Want to do list, then I might not want to drive it in order to preserve its condition and not get it dirty. If I had an unlimited budget, it might be a different story, but it doesn't really matter because I'm perfectly happy with e car as it sits. Its wants and needs are what gives it its individuality and personality, and that's what motivates me keep it and drive it while minimizing and reducing my stress levels.

Am I writing this because I'm envious of the BIG truck owner? Not at all. Although I'm into vehicles as a whole, BIG trucks aren't the focus of my interest. The one I mentioned previously intrigued me very much, but I wouldn't want to own one. But sometimes I do have to remind myself that enthusiasts that drive vehicles different from mine are still enthusiasts at heart and we have many similarities. So if you drive a BIG truck, new BMW, classic BMW, or whatever it is that makes you happy, just remember: "to each his own."

VINTAGE VANTAGE: AULT PARK CONCOURS



STORY AND PHOTOS: DAVID YANDO



See the family resemblance? 1957 507 and 2001 Z8.

As the manager of Lane Motor Museum in Nashville, I have the good fortune to take cars from the collection to shows and Concours events from time to time. On June 12th, we attended the Ault Park Concours, held in a beautiful hilltop park in Cincinnati, Ohio.

This year was #39, making Ault Park the second-oldest Concours in the country after Pebble Beach. This year was special in that there were several celebrations on tap: Ferrari was the Featured Marque, and some real beauties took center stage on the main lawn. Ford was celebrating the 50th anniversary of the GT40s win at LeMans over Ferrari; although they were displayed near each other, no fisticuffs broke out.

And last but not least, BMW, celebrating their centenary in 2016, convinced show organizers to invite a diverse collection of street and racecars and bikes to the show, filling the left side of the field.

Additionally, there were several special display classes, such as “All –American Workhorse – the Pickup Truck” and “The Cars of Donald Healey.” Ault was much more than these groups, with dozens of other pre- and post-war classics, odd European and Asian sports cars, Future Classics like a Viper and an R8, and even a ’57 Healey-built Type 55 Sportsboat.

Over two dozen special BMWs were on the field, ranging from a fresh-out-of-restoration 1939 327/28 Cabrio to a brand-new M2. BMW Group Classic was well represented, with several racecars that might be familiar to frequent Oktoberfest attendees. (For those that don’t know, BMW often sends some of their racecar collection to OFest to sell rides in support of the BMW CCA Foundation. Trust me, *you want to do this!*)

Ault Park puts on a great Concours – put it on your calendar – next year is their fortieth anniversary, they’re promising to make it memorable.

Enjoy the photos! The one on the cover is an all-original, never painted 1970 1600 all the way from California!



Lane Motor Museum’s 1963 3200S awaiting the start of the Saturday tour during the Ault Park Concours weekend.



Race cars almost as far as the eye can see. 1939 328 all the way to the Sebring-winning 1999 V12 LMR.



The ex-Ray Korman Firehawk E30 M3 – the very first M3 to hit America. First Place winner.



1999 V12 LMR – Best in Class.



The E9 CSL I rode in at road Atlanta. It seemed fast....



Another look at the race cars, newest to oldest.



An M1, E21 Alpina, and a beautifully restored 3.0 Si "Bavaria."



This '39 327/28 came all the way from Iowa to win its class.



Elliott Schnackenberg with his BMW ("Don't call it a Glas") 1600 GT.

Get to Know the BMW CCA Foundation

Chapter members will be hearing a lot about the BMW CCA Foundation in coming months. The Foundation has several charges: to educate new young drivers through the Street Survival safety program; to collect, preserve, and document the Club's and BMW's history in America through a library, archives, and museum; and to collect and preserve examples of the BMW vehicles that were important to the growth of the brand here. We believe in their mission and have been supporters for many years. There are some nice perks to doing so.

Several of the cars on the Ault Park field were familiar to us. One of my favorite BMWs of all time, the #25 CSL, was offering rides during the 2009 OFest – obviously I had to do it! My wife, Lora, took the opportunity to buy a ride in the infamous E46 M3 GTR. There I was, toodling down the back straight at Road Atlanta, with no less than then-M Brand Manager Larry Koch at the wheel, enjoying the (illusion of) speed, when out of nowhere, the GTR blew past us like we were sitting still. Sigh...it was still a great ride, and I'm forever grateful to BMW NA for providing thrills like this.

In 2011, at Barber Motorsports Park, Lora scored big – she got a ride in the McLaren F1, driven by factory driver Bill Auberlen. She'll tell you all about it, all you gotta do is ask. We're both still trying to decide if we really enjoyed the rides at Laguna Seca a few years ago – Alpina had sent over their 2011 German GT3 Championship-winning B6 GT3., and donated the proceeds of the rides to the Foundation. Alpina president Andreas Bovensiepen was at the wheel, and he held nothing back – it was an extraordinary ride, one



I'll never forget. Was it fun? Like I told Herr Bovensiepen, "I'm not sure yet..." Lora, who loves to mooch rides in racecars, would probably not take that ride again!

One also meets great folks through the Foundation. Lora's first racecar ride was at Watkins Glen in 2008 in an ex-IMSA GTO M1 racecar, driven by someone who has become a good friend, but would like to remain a bit anonymous. We've also been fortunate to see Foundation members' private collections (as seen above) while travelling. Several Foundation members have significant collections, and we've only scratched the surface. With the Foundation's acquisition of property and a building adjacent to the Performance Center in South Carolina, the outlook for the creation of a first-rate museum and archive is rosy indeed. They are still getting settled, but in the near future, it should be a destination for anyone interested in the history of BMW in North America.

– David Yando

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The Bucket List, and Taking the Next Step

I watched *The Bucket List* again, which was probably a mistake, as it always gets me brooding about the brevity of human life. As Jackson Browne so eloquently put it "I've been aware of the time going by... they say in the end, it's the wink of an eye."

But it also got me thinking about my personal bucket list, which started when I was about 10. I remember my dad taking me to Hanscom Field, which was the local general aviation airport near Boston, so we could watch Cessnas and Pipers taking off and landing. I decided right then and there that this was something I simply had to do before time got away from me. That same year, we went to NH International Speedway, or whatever it was called back then, to watch sports car racing. This too became something I had to do. I pictured myself as a carefree 25 year old, balancing my schedule between one exciting hobby and the next.

The reality of the situation was that at 25 I was an Intern in General Surgery, working 100 hours a week, with just enough money left over to eat out once a week, if I didn't order an appetizer. Motorsports would have to wait.

Fast forward 20 years, and I began to see a little of what everyone needs more of: time and money. I had to re-ask myself what was really on the bucket list, and what was merely a passing fancy. The motorsports thing refused to go away, but it's not an easy thing to just "start doing." I figured you had to have connections, or some sort of special license. A neighbor at my condo complex, who was wearing a matching BMW hat and jacket, gave me some advice: "You need to join a car club, and start showing up at events. Oh, and you don't even have to own a BMW to join the BMW club."

My first motorsports events were done in a Toyota Supra. It was paid for, which is about all I can say. And it looked sporty (sort of). As it turns out, it was about as suitable for the racetrack as my grandmother's Buick, only not quite as fast. Apparently there is a difference between stopping once from 60 mph and doing it repeatedly. Herein lies the difference between a true sports car and one that merely "looks sporty." This lack of braking ability was discovered on the 10th lap at turn three at NH International, which nearly resulted in the destruction of said automobile, but not quite. Let's just say it gave me a new appreciation of why tire walls are placed at the outside of turns.

This grievous shortcoming resulted in the Toyota being replaced by a BMW 328 sedan. Actually it was lack of reliable brakes plus lack of a usable back seat at a time in my life when I needed one. My 328 served the dual role of family car and weekend race machine. It was probably the only 328 to have seen service at every racetrack in the Northeast, and then following our family's move to Nashville, every racetrack in the Southeast, before it was replaced by my current M3.

My friend Les got into motorsports at about the same time as I did, and after mastering the art of driver's education events, he decided to take the next step. He bought a "modified" (as in not-street-legal) race car, a trailer, and about 10 sets of tires, then spent the year club racing. He was recognized by the local Porsche club as "Rookie driver of the year," which is not a small accomplishment.

I considered following this path as well, but for me this was clearly not on the bucket list. My girls were now teenagers, and the thought of spending eight weekends a year away from home had lost its appeal. And then of course there was the matter of money. It turns out that whenever anyone talks about "taking the next step," it means adding a "0" or "00" to whatever dollar sign your current budget is.

So instead I started flying, which was about as dumb a financial decision as I could have possibly made. But I looked at it this way: why spend \$500 and an entire weekend away from home, when you can spend the same amount at your local airport in just two hours? But getting my pilot's license was persistently on the bucket list, and one cold, grey day in January I decided to act on it. Besides, Nashville Superspeedway had just closed, eliminating any chance of inexpensive, close to home motorsports.

Fast forward to January, 2016: I have my Pilot's License. Mission accomplished, bucket list complete. Only not quite. I keep thinking about taking the next step. I was thinking about getting my instrument rating, but right up there with club racing, it requires a few more "0s" than I am willing to come up with right now. There is also the mental discipline thing. Every time I spend an hour "under the hood" trying to find imaginary five-letter intersections in the sky with names like GUITR and JELLO while avoiding flying into nearby mountains, I have to ask myself how anyone can call this fun. Or not suffer from disorientation and vertigo. Maybe this one is not on the bucket list.

Maybe it's time to enjoy what I have, do a couple of car events a year (competitive or otherwise), and fly once or twice a month on sunny days. Yep, that's it. No more lists, no more having to prove myself!

On the other hand, a Commercial Pilot's License would require only 250 hours flight time (which I have), a couple of long cross country flights (which I could get), and mastery of steep turns, lazy 8s, and chandelles (which might even be fun to learn). Forget what I said before, I must have been wrong. I have to go now!

Editor's Note: The author successfully completed his Commercial Pilot's Checkride on June 2nd. He should now be able to die a happy man!

MORE SNAPS FROM AULT PARK



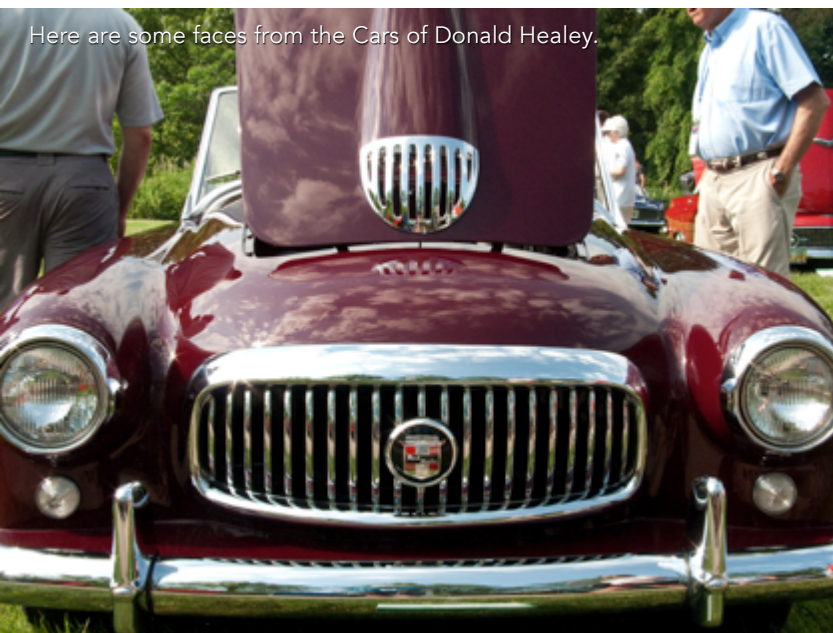
Of course there were plenty of non-BMWs at Ault Park. This Ferrari 250 GTE was a big hit.



Possibly my favorite – a 1961 Austin-Healey Speedwell Sprite GT.



A GT40 and a later Ford GT.



Here are some faces from the Cars of Donald Healey.

