

Gemütlichkeit

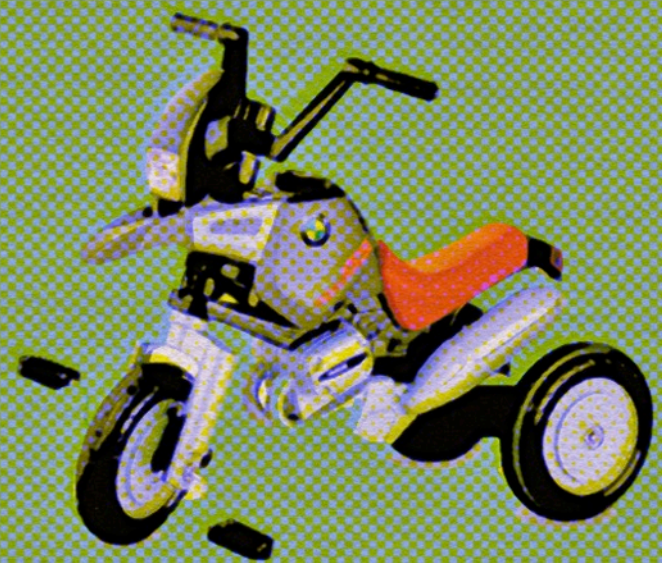
BMW CCA Old Hickory Chapter Newsletter – Winter 2016

Welcome New Members
New Year Kickoff Party



Tail of the Dragon Report
Driving in the North

A Plug for Street Survival
The Great Oil Change Debate



Winter Detailing 101
Plus more in this issue!

BMW Car Club
of America
Old Hickory Chapter





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PRESIDENTIAL ADDRESS

Ready our not, welcome to 2016. Yes, believe it or not we are embarking on yet another new year and bidding farewell to what was hopefully a full and memorable 2015.

I don't know about you, but I gave up on New Year's resolutions a long time ago. While they seemed like a good idea at the time, they never seemed to work for more than the first few weeks of the year. No wonder no one ever seems to look forward to January.

There is something to be said for fresh starts, and January does bring that. It brings a clean slate, a time to re-prioritize and try new things. For me personally, it brings a new business venture that I am excited to see launched, and it brings a whole new year of events I'm looking forward to.

For you, I hope that as a member of the Old Hickory BMW Club it is a year that you will use and connect with and enjoy your club and the benefits of your membership. As a member of our club you actually belong to two clubs, the BMW Car Club of America, and the local chapter, which is the Old Hickory Chapter of BMW CCA.

There are many benefits you receive from your annual \$48 membership dues. They range from rebates on new and CPO BMW cars – and now BMW motorcycles too. There are discounts from many BMW accessory vendors and dealers, and many other club services. If you attend any of the major racing events, often BMW CCA has a hospitality tent just for club members, not to forget the annual BMW CCA Oktoberfest.

At the local chapter level, we work hard to bring that experience to you with our monthly meetings and events. When you bought your BMW, you purchased a car with a history and a legacy, and the club is part of that legacy. We want to help you enjoy your BMW ownership beyond that of just an ordinary car, because you didn't buy an ordinary car. You bought a BMW.

As we start this New Year I hope you will make an effort to join us at one of our casual monthly dinner meetings or for one of our drives. More often than not I get asked about what happens at our dinners or on our drives. The quick answer is that our monthly dinners are very casual and an opportunity to meet other BMW owners and drivers.

Our driving events are great opportunities to get out and explore some of the great back roads in middle Tennessee and find some great off-the-grid eating places that often go undiscovered in the daily rush of life.

As your club President, I hope that you will come out and join us this year. While I can't promise it will change your life, I can promise you that it will be a fun and enjoyable time with some great new people, places, and food. It doesn't get much better than that.



CHAPTER EVENTS

Check oldhickorybmwcca.org and your email for updates!

Chapter New Year Kick-off Party

Lane Motor Museum, February 6, 12-4 pm. Our annual New Year Party at Nashville's fantastic **Lane Motor Museum** (702 Murfreesboro Pike). The world-famous Lane boasts a unique collection of European vehicles, small cars, propeller-driven vehicles, and other eclectic rides. The entire Old Hickory Chapter is invited! The club will provide a meat dish and soft drinks. If your last name begins with A-R, bring an appetizer, vegetable, or salad. S-Z, bring a dessert. To participate in our spirited "White Elephant" exchange (think "dirty Santa"), bring a \$20 wrapped gift. You'll be able to visit the museum after the party. Please let us know by January 31 if you're coming, and how many guests. Please RSVP to Jackie Hardy, hardyjd@comcast.net or 615-496-7624.

Chapter Meetings

Meet other members for food and conversation! Meetings begin at 6:30. Second Thursday of the month. Check our website and our member emails for updates and locations! January 14: DeSano's Pizza, 115 16th Ave S. February 11: BMW of Nashville (100 Oaks); March 10, TBA. April 14, TBA. Watch your email for updates!

Other Chapter Events

Club Drive to the Riverview in Ashland City. January 23, 10:00 a.m. We'll meet at the Shell station 8456 Highway 100 next to Loveless Café at 10 a.m. *Club drive to Paradise Point February 20!*

Tech Session at BMW of Nashville. Saturday, March 5, 10:00-11:30 a.m. Discussion and demonstration of BMW technical topics, issues, and features with the BMW of Nashville Staff. Lunch afterwards at Rafferty's in 100 Oaks.

Other Car Events

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. The exotics and big crowds return in March. See facebook.com/carsandcoffeenashville for photos and schedules.

Amelia Island Concours d'Elegance. March 10-13, Ritz-Carlton, Amelia Island, Florida. The total high-end concours package: gorgeous cars, luxury marques, exclusive auctions, fine dining, numerous merchants, and famous motoring and racing personalities. Visit ameliaconcours.org for details.

15th Annual Kars4Kids. April 16, 8:00 a.m.-4:00 p.m. This classic car show and festival raises funds for Tennessee Baptist Children's Home. Visit www.kars4kidsnashville.com for complete details and to register your car.

Kiawah Island Motoring Retreat Concours. April 15-17, Kiawah Island, South Carolina. This weekend celebrates stunning cars and the beautiful scenery and culture of the South Carolina Lowcountry. KIMR is a non-profit organization and proceeds will benefit three worthwhile charities. See kiawahislandmotoringretreat.com for more information.

14th Annual Sharkfest. April 28-May 1. Come celebrate the 100th anniversary of BMW on the shores of the Tennessee River in Chattanooga! Starting April 28th, Southeast Sharkfest celebrates the classic 6 Series for the 14th year, in one of the most historic railway cities in the South. With beautiful drives nearby, the Friday mountain drive should provide breathtaking views and some satisfying turns. Visit bmwsharkfest.org for more information.

Please welcome our NEW MEMBERS

Michael Allsep, Nashville
Justin Cheatwood, Clarksville
Mark Ellis, Murfreesboro
Rick Garrels, Brush Creek
Laura Goranson, Nashville
Shanta Hayes, Old Hickory
Sandra Mann, Brentwood
Timothy Marchbanks, Antioch
Kevin McDermott, Nashville
Yvonne Perry, Nashville
James Pettit, Mount Juliet
David Richardson Nashville
Steven Rosenfarb, Nashville
Terry Simpson, Gallatin
Dennis Wynne, Hermitage

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 J.C. at Webmaster@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.



Scan these codes with your smartphone to visit us on Twitter (left) and Facebook (right).



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 newsletter@oldhickorybmwcca.org.

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! See (and share) the membership benefits sheet later in this issue.

TARF Charity Poker Run. May 7. This driving event helps the Team Annie Rose Foundation raise funds for the Leukemia & Lymphoma Society. It's great fun for a great cause. More details to come; see teamannierose.com for more information.

OLD HICKORY HAPPENINGS



Old Hickory Teams up with Other Chapters to Tame the Dragon

There are many great, fun roads in the United States. Luckily for us here in Tennessee, some of the best roads are only two hours away, and they start with the Tail of the Dragon.

The Tail of the Dragon (Highway 129) has some of the most rugged, curvy, beautiful roads you will ever drive on. It also leads to other great roads; Moonshiner 28, Diamondback 266, Sunset Parkway, and Cherochala Skyway. People compare the Tail of the Dragon to a roller coaster, with all its curves and elevation changes. But a roller coaster is finished in a few minutes! The Tail of the Dragon doesn't end until you've traversed its 11 miles and 318 turns. And this ride has taken lives (30 in the past 15 years) and has hundreds of wrecks a year with automobiles and motorcycles alike.

The Tail of the Dragon, known to locals as just "the Dragon," gets its name from the mythical creatures we always read about as kids. This Dragon's tail whips and swooshes through the mountains. Driving it makes you keep eyes on the road – otherwise, you might be "bucked off," which is never a fun time. Some of the only true ways to experience the majestic curves are either on a motorcycle or in your Ultimate Driving Machine.

On Friday, November 13th, 2015, member of Old Hickory Chapter met with other groups to tame The Dragon. The fall Tail of the Dragon drive, organized by River City Beemers, invited several different BMW CCA clubs, and drivers in their early 20s to late 60s joined in. The usual Harleys and high-powered "crotch rockets" gave way to nearly 30 BMWs from chapters stretching as far north as the Buckeye State (Ohio) and as far south as Chattanooga. One local 325i driver was there teaching his 15 year old daughter how to drive. (Great place to learn – if you can drive this, you can drive anywhere!)



The first night was a meet-and-greet with dinner paid for by the hosting club. Here we talked about how drivers would be divided. It was to be the "spirited" drivers in the first group, then "not as spirited" drivers, and then the "*Hey! I am new to this! Slow Down!*" drivers. But to be honest, it did not turn out as planned. As one member from Ohio described it, these categories became "spirited" group, the "even more spirited" group, and the "*I am trying to qualify*" group.



Twenty-six BMWs (and one Porsche Cayman) started out from the resort a little after breakfast and met at the bottom of The Dragon. The Dragon Store was accommodating, with all of the BMWs in their small parking lot as we lined up all the cars (minus one Porsche) for a group photo. This would later be the lineup for the groups.

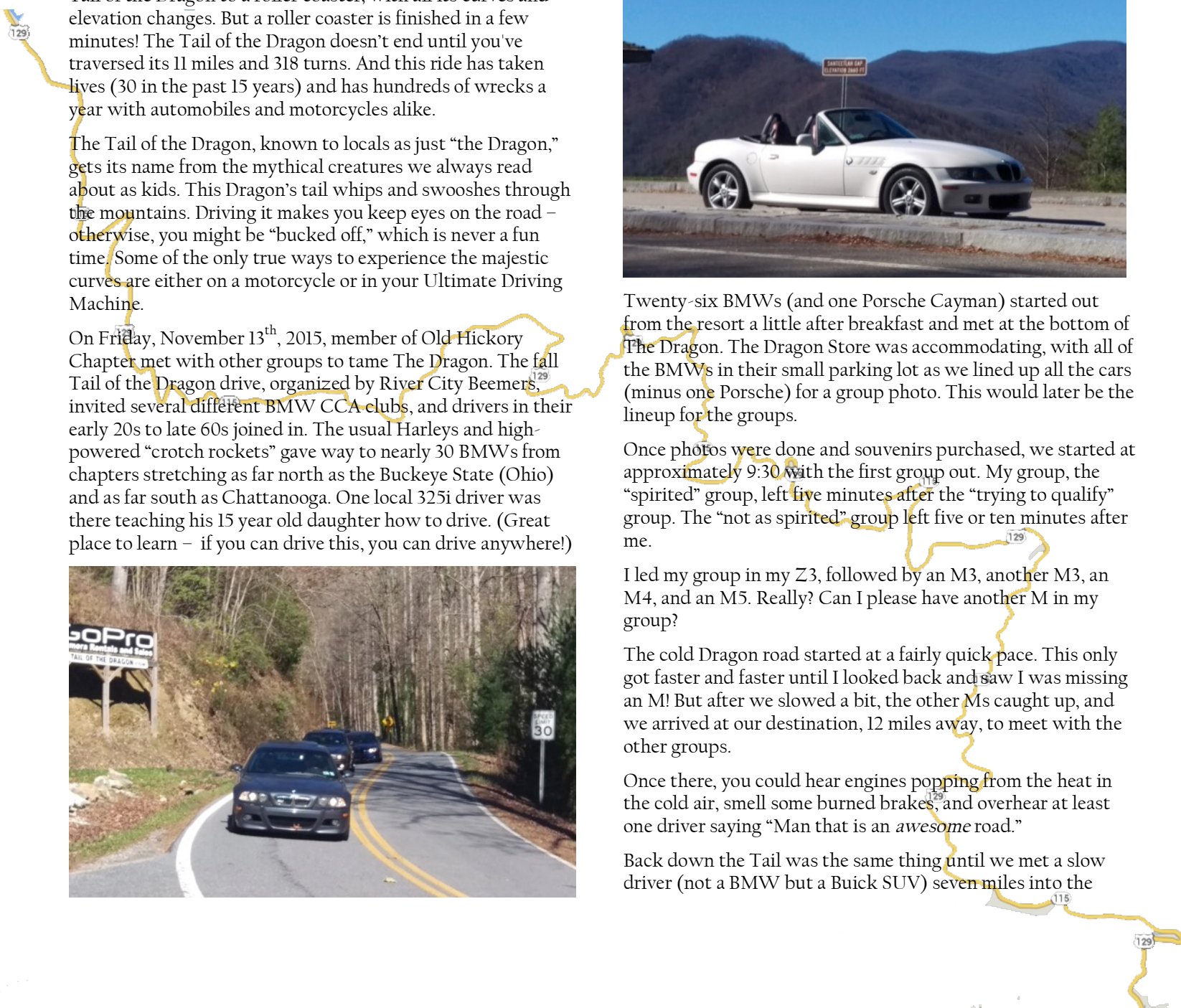
Once photos were done and souvenirs purchased, we started at approximately 9:30 with the first group out. My group, the "spirited" group, left five minutes after the "trying to qualify" group. The "not as spirited" group left five or ten minutes after me.

I led my group in my Z3, followed by an M3, another M3, an M4, and an M5. Really? Can I please have another M in my group?

The cold Dragon road started at a fairly quick pace. This only got faster and faster until I looked back and saw I was missing an M! But after we slowed a bit, the other Ms caught up, and we arrived at our destination, 12 miles away, to meet with the other groups.

Once there, you could hear engines popping from the heat in the cold air, smell some burned brakes, and overhear at least one driver saying "Man that is an *awesome* road."

Back down the Tail was the same thing until we met a slow driver (not a BMW but a Buick SUV) seven miles into the



drive. Luckily, for either him or us, he got out of the way. But we wasted about five miles of great turns.

We decided to turn around again at the Dragon Store and go back up. Some people did the laps three or four times, and others decided that they wanted to explore. So around 11:30, some groups did the Dragon again and some went in other directions. After feeling a sense of pride for showing my group The Dragon, I took a different direction to drive Moonshiner 26, Diamondback 266, Cherochala Skyway, Joyce Kilmer, and Slickrock, to end up back at the Dragon. A great drive, great curves, beautiful scenery, no police, and record time to meet up with club president Joe Questel again.

Trying to describe this drive, and these roads with the scenery, is impossible. The Dragon and its surrounding roads are something you must experience once in your life. Even if you are not as spirited a driver as some, the Tail of the Dragon has some of the most scenic roads and unique experiences to be found for BMW enthusiasts. And though you may survive the Dragon, one never truly “tames” the beast; in fact you just drove away another day unscathed from its clutches. It’s

something that you want to do in your lifetime, and it’s something that you will definitely enjoy!

–J.C. Costarakis



Old Hickory Member **Martin Stickley** also Knows Volvos – Proves it at Hilton Head

We profiled Martin and his 1998 BMW 318ti in the Winter 2014 issue of *Gemütlichkeit*. He wrote us in November with big news:

Dottie and I just got back yesterday from driving our 1965 PV544 Volvo to last weekend's Hilton Head Island Motor Festival of car clubs on Saturday (not the same as the concours, which was on Sunday) where Volvo staged its annual national convention along with this huge meet of local car clubs (probably 400 cars in all).

In attendance and as a judge was the CEO of Volvo North America (who is based in Sweden). In a preliminary runoff, our car was one of 12 selected by the Volvo meet organizers to be prominently displayed among the Volvo of North America cars. The CEO further downsized the group to three, which included our 544! So as a result we were in a small parade of cars, including about five cars other than Volvos, that received special awards. Our was cited for demonstrating Volvo's longevity, quality and reliability, as we had driven this un-restored car there for the event – over 1200 miles round-trip with no major problems.

We also received The Paul Doerring Award given by the Saturday event organizers (not the Volvo CEO) for having driven the oldest car the greatest distance. So in this case, we were among six other cars receiving special awards.

On top of that, Dottie won a raffle and received an owner's manual for a 1964 PV544 Volvo, so if anyone out there needs one of these, let me know!

Congratulations, Martin and Dottie!



STREET SURVIVAL

A Shameless Plug



Graf Hilgenhurst

If you have a teenager who has recently gotten a license, consider sending them to a school that will improve their driving skills, along with their chances of survival out in the big, bad world. There are two professional-grade courses in the Southeast that I would recommend: The BMW Teen Car Control School in Spartanburg, South Carolina (one-day school \$775, two-day school \$1295), and the Skip Barber Teen Driving School held at Road Atlanta (\$995). These courses give you professional driving instructors, beautiful cars, closed roads, and enough seat time to experience the car's limits. The downside is that they are expensive and require travel.

Then there's Street Survival, which gives licensed drivers aged 16-21 a great driving experience in their own car for \$75. Best of all, with a little research you can find one near you.

Since my daughter just turned 17, I decided the time was right for her to take a Street Survival school. The nearest one to Nashville was Bowling Green, Kentucky, but her busy schedule conflicted with that one. So I found one in Birmingham (actually Hoover) hosted by the Heart of Dixie Chapter (yes, they have them on Sunday in Alabama, as there is always some sort of sporting event keeping people preoccupied on Saturdays). They are held at the Hoover Met, the former baseball stadium of the minor league Birmingham Barons.

Those of you who have participated in Street Survival events will be familiar with the format, an even mix of classroom and driving, with familiar exercises such as "the lane change," "the panic stop," "the stop while turning," and "the wet and soapy skid pad" (all of which sound like names for Seinfeld episodes). The Hoover Fire Department was kind enough to send a truck for the entire day to keep skid pad wet. Lunch was provided by Full Moon Barbecue, and afterward there was a static 18-wheeler display, an eye-opener for kids who were not familiar with the view from a big rig and all of its blind spots. An airbag was deployed as a subtle reminder of the force these devices use only a few inches from our faces.

Jack Joyner provided the classroom instruction, keeping it real by providing examples from his own adventures and misadventures. As the day wore on, the road course grew more challenging, with orange cones suffering more indignities as the g-forces rose. At the end of the day was the "combined event," a collection of all the previously taught exercises. (If I didn't know better, I'd say it looked a bit like an autocross!) After handshakes and diplomas all around, there was time for one last exercise, known as "the hare and the hound," a braking maneuver designed to teach about the dangers of tailgating.

Parents were encouraged to spend the day "shagging cones" and taking the occasional photograph. Everyone had fun (even my daughter), and all the teenagers came away with a newly instilled confidence in understanding exactly what their cars were capable of.



Know a Location?

Old Hickory Chapter has been looking for a suitable **Street Survival** location since the demise of Nashville Superspeedway. If you have ideas or connections, we are badly in need of a large, flat piece of asphalt with a suitable classroom nearby that we can commandeer for a couple of Saturdays a year. Learn more about the program at www.streetsurvival.org.



Adventures in Northern Driving (or, Caught in the Act)

Call me a Southerner, a country boy, backwoods born, or anything similar, and I would have little choice but to say that it would be a somewhat accurate description. However, after my September trip to Absecon, New Jersey for the annual BMW CCA Oktoberfest, I can honestly say that as long as you drive a BMW to an event of this nature, the other attendees don't care where you're from. But that doesn't necessarily mean that a country boy is going to "fit in" to life in the North. Not that there's anything wrong with the North, it's just different from the Southern U.S. environment where I was raised – the roads and highways in particular.

In planning my trip to New Jersey, Google Maps tells me the fastest route is going to be just under 14 hours of travel time, with a warning stating, "This route has tolls." It also notes the fastest route carries me through a very scenic area of Virginia, where I will be crossing over the mountainous ridges of the Eastern U.S. This in particular is a positive because travel will be during fall colors.

I also see I'll be traveling through or near Washington, Baltimore, Wilmington, and Philadelphia. It's not that I don't want to visit these areas, but I'm picturing mass traffic issues around these big cities, and my priority is getting to Absecon.

However, I do have plans for an overnight stopover in Woodbridge, Virginia to spend the night with O'Fest friends and then join in with them in a caravan with others. I was thinking to myself, this is going to be much easier since I will be following DC locals to maneuver through the labyrinth that is DC, Baltimore, and Philly. Since the plan is to travel over the course of two days, I plan my departure from home with enough time to arrive in Woodbridge before dark. The sun is shining and traffic through Tennessee and the mountains of Virginia is minimal.

As I get into Northern Virginia mid-afternoon, I approach my first toll stop. The toll was three dollars, and as I approach the toll booths, I see that lanes are added in an expanse, with specific lanes for "correct change," "cash only," "credit card" and "E-ZPass". I have a pocket full of cash, but I'm pretty sure I don't have any ones. I head to the cash lane, hand them a twenty, get my change, and head on my way. Tolls are a rarity for me, and for whatever reason cause me a bit of anxiety on the approach. Not really sure why, but it's likely I'm just not used to them since Tennessee doesn't have any.

Shortly after that, I arrive at my destination in Woodbridge. In the course of conversation through that afternoon, my host asks me if I have cash, especially dollar bills for the multitude of tolls we would go through the next day. I had cash but very few singles. He advised that we would be stopping at a local market the next morning and that I would need to stock up on small bills. Of course, being a local, he had an E-ZPass device that allows him to drive straight through the tolls, only having to slow down so the sensors can detect it. This automatically bills his tolls to his bank account.

The next morning proves to be a beautiful sunny day with temperatures in the mid-sixties. We head out from his house

to join five other cars on our way to New Jersey. It's going to be about a five-hour trip when we headed out. The navigator for the caravan tells us we'd need to keep close together because we'd be traveling on the interstate as well as a few back roads. He also tells us we'd be bypassing Philadelphia by taking a route south of town through the country.

The caravan starts out on the interstate, and in a period of what seemed like only 10 miles, we had traveled through at least four toll areas. Traffic is considerable, and the main problem is that since I'm a Southerner, mine is the only car in the caravan without an E-ZPass. So as we approach the toll plazas, have to part from the caravan within an expanse of lanes to go through the cash lanes – which of course are on the opposite side of the toll plaza from the E-ZPass lanes. This adds the anxiety I'm already experiencing by having to travel through a toll plaza. There are five to six lanes on this stretch of interstate, which expand to around 12-15 lanes to expedite traffic through the plaza.

I tried to stay focused on being in the correct lane each time we approached, since I was literally on my own as we traveled through the tolls. Then I had to catch up to everyone else to stay in the caravan. During the transition to the expanded approach lanes, cars were darting diagonally left and right beside me trying to get to the shortest toll line, and me, I'm still just trying to make sure that I'm in the correct lane.

Then it happened. As I approached the next toll plaza trying to focus on being in the correct lane, a car swerved in front of me, distracting me from which lane I was supposed to be in. The car went by, and I continued on to the tollbooth and stopped to find there was no attendant to my left or to my right and not even a window for an attendant to be posted. For a few seconds, I had no idea why there was no attendant; I even had money in my hand out the window. Cars behind me started backing up and I think I remember hearing a horn blow.

Then it hit me. I had driven into an "E-ZPass only" lane. What do I do now? Do I get out and find an attendant? No, that wouldn't be appropriate. Is someone going to come to me and take my money? Nope, that's not happening either. That leaves me little choice but to break the law and drive on through the toll. As I did so, I heard several loud buzzers and saw multiple flashes as from a flash bulb. I looked in the mirror as I drove on waiting for a trooper to fall in behind me to give me a citation, but they never came. At the same time, I was searching for the caravan with which I was traveling and fortunately was able to find a few miles down the road.

So what happens now? At our next stop, I embarrassingly confess to running the tollgate and admit my guilt to the people in the caravan. For some reason, I found little comfort in them telling me not to worry about it because they would eventually find me. For the next few hours I was bothered by what had happened and felt like a fugitive that would be recognized and pulled over at any moment, but I was never pulled over. We continued on to O'Fest and had a highly enjoyable week of festivities with other BMW CCA members.

Fast-forward two months. A letter arrives from Maryland that at first glance appears to be junk mail. Upon opening, I find that the State of Maryland has tracked me down and sent me a gift in the form of a photograph as I passed through the tollgate two months earlier. I'll have to hand it to them; it was gently worded, yet told of severe consequences if I didn't pay the fee that was due. They even had a website where I could download a copy of the free photo and pay the fee.

The original toll that I had skipped was \$4.00; the fee I would pay, if received by the State of Maryland within ten days, was only \$10.00, and with it I got a free souvenir photo. In some ways, I think the \$10.00 for the photo was worth it.

Happy Motoring — Murray



WINTER DETAILING 101

Joe Questel's Detailed Guide to Putting your Car to Bed for the Winter

Welcome to winter 2015. If you're like me (and hopefully you aren't) December is when the car gets put away for the winter. In my case, my fun cars get a three-month break from the cold, wet, and all-around dirty roads. More and more it has turned into a good defensive strategy to avoid the abundance of new potholes coming soon to the Nashville area.

For me, the idea of putting the fun cars up for the winter comes from growing up in upstate New York. When winter starts in mid-October, and snow is on the ground through April, you get used to the idea of having what we termed a "beater" car for winter driving. The good car was the one your parents took to Florida for the winter or that went in the garage until Easter.

No matter if you put your car up or not, this is the time of year I get into my detailing groove and go to work. I can't put up a dirty car, and even though mine doesn't see daily use, that rain-filled weekend at Petit Le Mans at Road Atlanta was a year's worth of mud and red Georgia clay that seemed to have survived numerous washings.

This write-up is not intended as a concours-level detailing exercise. It is for those of you looking to detail your car to a high level but want to do it yourself, with results as good or better than you would get from your average detailer. If that's you, then read on. If it isn't, then enjoy the rest of the winter and watch out for the potholes.

Here are the products I used for this exercise, and as always your choices may vary. I have a cabinet full of detailing supplies, so here is what I am using for this three-step detail:

- Griot's Car Wash Shampoo
- Meguiar's ScratchX 2.0
- Mother's California Gold Clay Bar and Detailer
- Griot's Fine Hand Polish
- Griot's Best of Show Wax
- Platinum Series microfiber towels

Feel free to substitute any equivalent products, but I am currently going through a Griot's phase. Since I was using a clay bar to clean the paint, I wanted a high-carnauba, low-silicone wax, so I went with the Griot's polish and wax combination. The car will probably get two or three more coats of wax before spring, the final coats being Wolfgang Fuzion wax (amazing stuff).

One other note: I am not going to mention anything here about detailing wheels. For every 100 members there are probably 200 ideas of how to properly detail wheels. All I will say on this subject is do whatever you want, but first get them as clean as possible. For my money, the best wheel cleaner you can buy is Sonax Full Effect Wheel Cleaner. The stuff is amazing; you can find it on Amazon or AutoGeek.net. Once you try it you will be hooked. Follow the directions and you will be a lifelong customer.



Step 1: Washing the Car

You always want to wash your car when it's cool, and in a shady spot, not in the direct sun, which in the winter shouldn't be a problem. Again there are many schools of thought on car washing, with one-bucket, two-bucket, and even three-bucket methods of washing a car. However you wash yours, just be sure to use a quality car wash soap (please don't use dish soap!) and a clean sponge or rag.

If in the washing process you drop that rag or sponge on the ground, use a new one. Do not reuse the one you dropped unless you want scratches in your paint. Also be sure to rinse off all the soap, because it hides in all the places you don't see, it and when it dries it turns white. If you have a black car like mine, that just means more work later.

Washing and drying are a full job, so if I am going to do a full detail I plan on just washing and drying on day one. When I add cleaning my wheels to washing the car, that is about as much car fun as I want to have in one day. It also gives the car a chance to really dry out before you move on to the next step.

Step 2: Checking for Water Spots

After the car is good and dry is the best time to check for water spots. They stand out on a black car but can be difficult to spot on lighter colored cars. If you have hard water you will undoubtedly have water spots, even if just a few. Water spots come in three types; I won't go into the differences here, but there are several great YouTube videos on the topic if you are interested.

I had three type two water spots all within a one-inch radius on my roof. There is nothing more unsightly than white water spots on a black car, so I had to tend to them. Since type two water spots are into the paint surface, I used the Meguiar's ScratchX 2.0. It took three light applications by hand using a microfiber pad and rag to totally remove them, about five minutes of work. It's better to do this early on than to get the car all polished and waxed, then remove them and have to reapply your wax.

For type one water spots, apple cider vinegar has always worked well for me since these types of spots are minerals on the surface, not *in* the surface. The vinegar is just acidic enough to dissolve the minerals without the need for a rubbing compound like Meguiar's ScratchX.

Step 3: Clay Bar

I know everyone wonders if they need to clay bar, and it sounds about as much fun as a root canal. Yes, you do need to clay bar, and it really isn't all that bad. I have always used Griot's clay bar, for no other reason than it was Griot's, but I was out. I made a quick trip to Advance Auto where they stock Griot's, but instead I bought Mother's. I have only ever used one other Mother's product, their Back to Black trim restorer, and swear it is the best, but have avoided their other products. Mother's had a large display at Rennsport Reunion, and after talking with several of their people I came home with samples that I'm sure weren't legal as baggage. I figured if they were supporting Rennsport Reunion I would give it a go. I confess, after using both, I liked their clay bar much better than Griot's.

The Mother's Clay bar is softer, so it is easier to use, plus it comes with a bottle of detailer and a great microfiber towel. Being softer means that it doesn't tend to drag on the surface like Griot's can do sometimes. It's a yellow clay bar, so if any gets caught on the

edges of your clear bra, it's easy to see and comes right off, where the other is much harder to remove.



If you have never used a clay bar before, it is quick and simple, just follow the directions. You must keep the surface wet! Water or detailer is your friend, so don't skimp: get it wet and rub it. We are talking about the car, focus!

There are schools of thought here as well. I use detailer to keep the surface between the clay bar and the car smooth, and others say water works just as well. I would agree *if* you are doing it outside, have a garden hose handy, and can use a lot of water. If you are doing it in your garage, I'd go with the detailer in a spray bottle route. Wet the surface, slide the clay bar over it, doing small sections at a time, and then dry. You do not want the detailer or the water to dry on the car, so if it starts to dry spray it down again before drying it.

If you don't remember anything else about claying your car, remember this: If you drop the clay bar on the ground, throw it away and get a new piece or rip off the part that touched the ground. You do not want any fine particles of dirt or gravel on your clay bar and sliding over your paint. Also, as you use your clay bar, knead it and roll it up so that a new surface is being used every few minutes. When storing your used clay bar, a small Ziploc bag works great. Spray it with detailer and seal it in the bag, and it will be good as new for next time.

A note about clear bra surfaces: If you have a clear bra, treat that surface just as you would the unprotected surfaces of your car. You can clay bra the clear bra, just be careful as you would on any surface not to use too much pressure. (That isn't the point: the clay does the work, not your pressure.) I have my entire front clip covered in clear bra, but I treat that surface the same as the rest of the car. Feel free to do as you please, but everyone I have talked to has endorsed that method.

Step 4: Hand Polishing

I know, are we ever going to get to the waxing? But what's the point, if our paint isn't as glossy as it can be? That's why we polish before we wax. I'm using Griot's Hand Polish. Usually I use three-inch and six-inch Griot's orbitals, which are great machines to apply and remove product. But in this case I've chosen to do it by hand. My black paint is in very good condition, but if I get too aggressive with the orbital, I could end up with swirls and other imperfections that will just mean more work. Working by hand I can still get a great job and know that I am not being too aggressive on the paint.

Polishing to me is a lot easier than waxing, mainly because with a polish like Griot's you do not have to wait for it to set up and dry. You apply it and then remove it. You can quickly gauge if you are putting on just enough or too much. So polishing goes quickly, and when you are done you will notice clarity in your paint that you didn't see before. Polishing pays off in spades. Either by machine or by hand, it is worth the time.

Step 5: Waxing

This is where it all pays off. Before I get into the waxing, I recommend checking out YouTube, where there are several good videos on polishing and waxing.

If you are going to use an electric machine like the Griot's, speed is very important. A setting of 2 or 3 for waxing, and 4 or 5 for polishing, is all you need. You don't want to use too high a setting and create too much heat. You need heat to break down the products so they work, but too much heat and you have problems.

As for waxing, less is always better than more. Confession time: I thought I was applying the wax lightly. But this is a high-carnauba wax, not silicone. After it dried for three hours, I was going to apply another coat over top, only to find out I could barely get the base coat off that I had over-applied. Plan B was to scrap the second coat and pray hard that the first coat would come off. Secret tip: a good microfiber towel and spray bottle of water will remove month-old wax, so all's well that ends well. But if you are using a real wax and not a silicone product, go easy!

Again, everyone has their favorite waxes, so use whatever you like. I have about four favorites, so indecision reigns the day for me when it comes to waxing. In this case logic prevailed, but use whatever you like and you will have good results. I know that you can pay a little or a lot, and honestly I have seen inexpensive waxes that have lasted and looked great. I have seen expensive waxes that other than coming in a very nice box didn't look much better than what you buy at Advance. It's sort of like buying Bourbon: Pappy is amazing, but is it that much better than Four Roses Single Barrel?

Remember the basics when waxing: a cool car, apply in sections, and if using carnauba let it dry before buffing off. Silicone-based sealers do not need to set up and dry like carnauba, so you can work faster. If you get too much wax on or it dries to long, hit it with a fine mist of water. Again, less is better than more.

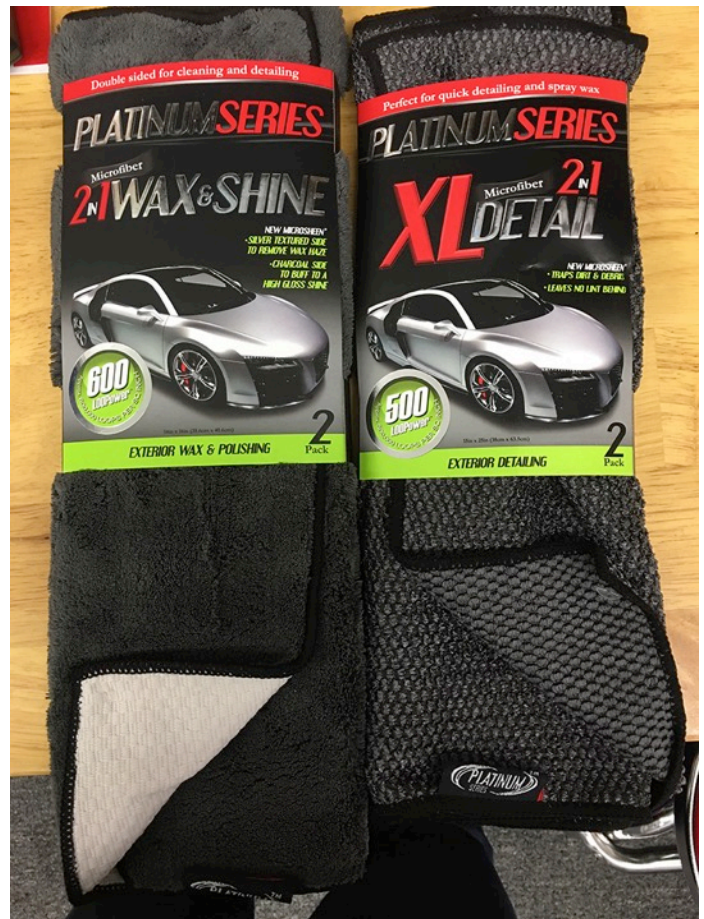
Finally when you are done waxing there is a final step: you need to naturalize the surface. My car always looks best not after it is waxed but after that first washing after a waxing. This is because you need to naturalize the paint surface, and water is the best way to do that. What I recommend is a spray bottle of distilled water or filtered water. Just spray it lightly on the car and remove it with a microfiber towel. That's all you need to do, but it will be that finishing touch that you are looking for.

Lastly, I need to at least mention the subject of microfiber towels here since no matter what kind of products you will decide to use, you are going to have to use towels to get them off.

I have had a love-hate relationship with microfiber towels (mostly hate). I felt like they were leaving more streaks on my windows than they removed, and I felt like they were scratching my paint. I hated them and had gone back to mostly 100 percent cotton.

Then I found out it is all about how you wash them. Now I am washing them in detergent that is free of any additives – no scents, no softeners, no nothing. I'm using cold or warm water and drying on cool, never hot. My results are 180 degrees from what they were.

Also there are various grades of microfiber, and you want the right grade for the right job. I have bought microfiber from Griot's, Auto-Geek, and Wal-Mart, and for my money there isn't a lot of difference. Actually I prefer the Platinum Series that Wal-Mart sells. They are one of the few towels that actually label the loop count on the package. I don't want to go deep here, but a 300 to 500-loop count works great for removing wax and polish. Too many loops and you don't cut the wax or polish surface, too few and there isn't enough towel to remove the product. 500 to 600 count is great for buffing that final finish. A 150 to 300 is great for windows and interiors. The towels at Wal-Mart are well-labeled, the ones at Griot's are color coded and four times more expensive. Again your choice, but they all work equally as well if you ask me. If you want to be an expert on microfiber, check out YouTube.



Hopefully this has been helpful to you in taking your car washing and cleaning to the next level. What I like about Griot's is their motto of "Have Fun in your Garage." This is a great way to have some fun in the garage and spend some time with your cars. I find it therapeutic and hope you do too.

The Great Oil Change Debate

The service engine light came on in the BMW, and I hate it when that happens! I have visions of \$100 bills flying out of my wallet and landing on the desk of my Service Advisor, in return for nothing more tangible than the feeling of having done the right thing for my lovely car. Well no more! I decided to take matters into my own hands. Time for *Original Research* combined with *The Scientific Method*.

Postulate 1: *There is a correct oil change interval for every vehicle, and my job is to find it.*

Let's start out by saying that *the correct oil change interval is somewhere between every 3000 miles and never.*

When I was growing up, motor oil came from the ground. It was simply the fraction of crude oil that was 30 weight or viscosity (30 times thicker than water). A few additives prolonged its useful life (molybdenum comes to mind), and some motor oil also contained "detergent" to remove engine deposits. Fancy oils had extra numbers associated with them, like "10W-40." This meant that the additives kept the oil thin enough in winter to pass for 10 weight oil, but viscous enough in summer to pass for 40 weight oil. The Society of Automotive Engineers (SAE) and American Petroleum Institute (API) tested and certified oil and set standards that got updated every few years. The last quart I looked at was "SAE SG."

But all oil breaks down over time to become sludge, and sludge is not known for good lubricating properties. The idea was to get the oil out of your engine before it became sludge. Engines were built more loosely back then, with moisture and unburned hydrocarbons forcing their way past the combustion chamber to take up lodging in your crankcase. This further hastened the breakdown of the oil. The only safeguard against the ravages of time was frequent oil changes, *somewhat arbitrarily defined as every 3000 miles.*

In July 1996, Consumer Reports put that particular myth to rest, in an elegant demonstration of the scientific method. 75 NYC taxicabs were commissioned for the study. Their engines were disassembled, blueprinted, and reassembled. Half were given 3000 mile oil changes, and the others were given 6000 mile oil changes. After 60,000 miles, the engines were blueprinted again, and guess what? There was no measurable difference in wear. Regardless of brand, synthetic or petroleum, oil weight, or oil change interval, there were no discernable differences in component wear in any of the engines. The conclusion? Motor oils and the additives blended into them have improved so much over the years that frequent oil changes and expensive synthetics are no longer necessary.

Postulate 2: *The correct oil change interval is somewhere between 6000 miles and never.*

Heard on the internet: A blogger wrote in that his mother, ever interested in advancing scientific discovery, tested the postulate that *never* was the correct interval for oil changes. She made it to 150,000 miles before her engine seized, a testimony to today's long-lasting lubricants. Of course, we

can't be sure there was actually any oil in her engine at the time, but nonetheless I think we can be confident that *never* is not the correct interval.

Postulate 3: *BMW knows what is best for you, and you should go by what your owner's manual says.*

In the 1980s this was pretty well spelled out (7500 miles under average driving conditions). Starting with 1996 models, the oil change interval moved to every 10,000 miles provided you were using one of the new synthetic oils.

But when BMW began to include oil service as part of their warranty coverage in 2010, a funny thing happened. Suddenly it was OK to extend this to 15,000 miles. In 2014 this was shortened back to 10,000 miles, which suggests that although it cost them money, BMW was convinced this change would increase the longevity of their vehicles. While the BMW Oil and Safety Service is only required every 15,000 miles on BMW model years 1999 through 2013 and every 10,000 miles on 2014 and newer vehicles, an intermediate oil change is now often recommended between the scheduled service intervals.

Postulate 4: *Your car knows what is best for you, and you should trust the lights on the dash.*

During the 1990s, BMW came up with Service Indicator Lights. These were pretty simple, a series of green lights on the display. They monitored stops and starts combined with miles. Figure on 1200 miles per light, counting down to an oil change at 6000 miles or so.



In 2002 they switched to the far more sophisticated Service Interval System (SIS). The SIS actually measures the condition of your oil. Along with this came BMW's Condition Based Service (CBS), which monitors various maintenance items and alerts you when service is needed.

The SIS uses an oil condition sensor that measures and tracks oil temperature, oil level, and oil quality. Oil quality is actually a measurement of the electrical properties of engine oil, which change when the engine oil shows signs of degradation and aging. The engine management system evaluates these measurements, and uses an algorithm to determine when your

next oil change is needed. (By 2013, 16 of 34 carmakers were using oil life monitoring systems, including all three domestic automakers, for a majority of the vehicles sold in the U.S.)



Postulate 5: *The correct oil change interval is somewhere between every 6000 miles and never, depending on what kind of driving you do, whether you use mineral oil, synthetic oil, or a blend, and on how many red lights on your dashboard.*

That's my answer, and I'm sticking with it. In the interest of science, I paid \$28 to have my used oil tested by Blackstone Labs. I know a number of pilots who do this routinely, under the theory that undetected engine wear in an airplane might have some unpleasant consequences. The results: my oil was fine at 12,000 miles and should be good to 14,000.

One final wrinkle: To gain improved mileage, manufacturers are apparently building engines "looser" again. Modern direct-injected engines have low-tension piston rings that allow oil into the combustion chamber. Additional oil suspended in the upper valve assembly gets siphoned through the crankcase ventilation system and back into the combustion chamber, and gets burned onto the valves. This issue seems to be dependent on the RPMs as well. Most SOHC and DOHC motors run at higher RPMs these days. Flooring it creates more suspended oil in the crankcase ventilation system than driving gently.

Most of the vehicles that see systemic high levels of oil consumption are sportier or driven more aggressively. This may result in one quart or more of oil needing to be added between oil changes. The unintended outcome of this is buildup on the intake valves, decreased fuel economy, and increased wear. Significant issues can be easily seen by the time 100k miles have accumulated.

BMW outlines that such consumption is part of its manufacturer specifications, and recommends purchasing a traveling case for oil, to affix in the car's trunk. "Oil consumption is normal on all engines," BMW spokesman Hector Arellano-Belloc said in an e-mailed statement. "BMW

vehicles have long intervals between oil changes (10,000 miles). BMW engines (excluding the BMW M) may consume up to one quart of engine oil per 750 miles under certain driving conditions." He added that BMW's M performance models may consume even more oil than that.

Consumer Reports disagrees, and last year came up with a list of dubious distinction they call the "Thirsty 30". They focused on 498,900 vehicles from 2010-2014 model years, many of which are still under powertrain warranty. Several engines emerged as the main offenders: Audi's 2.0-liter turbocharged four-cylinder and 3.0-liter V6, BMW's 4.8-liter V8 and twin-turbocharged 4.4-liter V8, and to a lesser extent Subaru's 3.6-liter six-cylinder and 2.0 and 2.5 liter four-cylinders.

Those engines are in models such as the Audi A3, Audi A4, Audi A5, Audi A6, and Audi Q5; BMW 5, BMW 6, BMW 7 series, and BMW X5; and Subaru Forester, Subaru Impreza, Subaru Legacy, and Subaru Outback.

The worst case showed that overall, owners of BMW 5 Series vehicles with V8 engines were 27 times as likely to suffer excessive oil consumption as owners of an average vehicle. Already, some manufacturers are facing off against angry consumers who are finding that carmakers aren't backing up their products. *Consumer Reports'* recommendation:

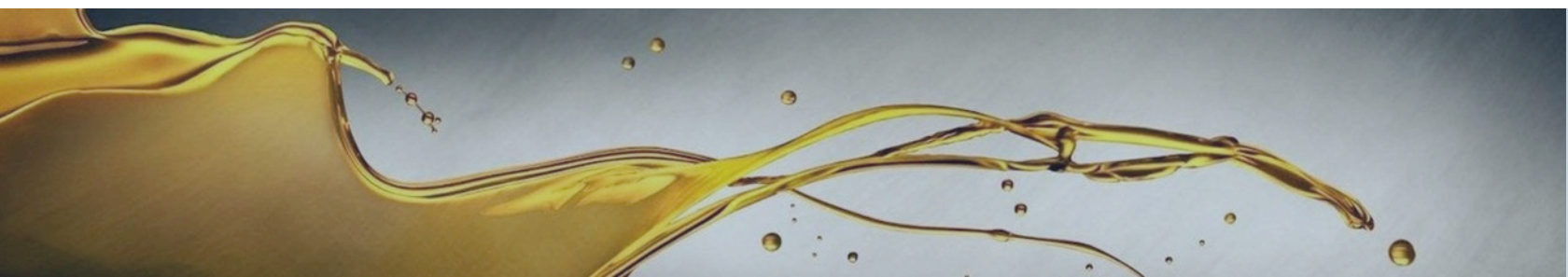
If your car requires frequent topping off of its oil due to excessive oil consumption, you might have recourse from the automaker.

Take your car to your dealer, along with receipts for oil changes and oil purchased between oil-change intervals. Ask whether your car is eligible for repairs under any customer-satisfaction campaign or technical service bulletin.

Even then, the dealer may want to conduct an oil-consumption test before offering to perform repairs under warranty.

The test measures how much oil you consume over several weeks of driving. If your car's oil consumption exceeds the manufacturer specifications and it's still under its original powertrain warranty, Consumer Reports believes the dealer should repair or replace the engine free of charge. Some extended warranties will cover the problem. However, if your car is consuming oil, but at a rate less than the manufacturer guidelines state is excessive, you could be in for a legal battle.

If that is so, you may want to consult an attorney regarding lemon-law statutes. Also check to see whether your car is a part of an excessive oil consumption class-action suit already in progress.





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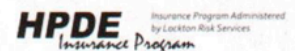


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