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Gemutlichkeit

Newsletter of the Old Hickory Chapter BMW CCA

April, May, June 2010



Presidential Address

I am proud to say that our club has pulled off its second "Street Survival." It is very exciting to see the transition of new drivers as they learn basic and advanced



driving techniques through classroom time in conjunction with one on one driving experience with instructors. The ultimate purpose of this class is to save the lives of teen drivers through instruction and training. My thanks goes out to all the organizers, driving instructors, helpers and everyone else who volunteered time and energy to this most worthy cause. During the class, I had the opportunity to talk to some of the parents attending and they were extremely impressed with the class and the enthusiasm in which their children participated. I look forward to our club staging many more of these classes in the future to make our young drivers confident and safe drivers.

This edition of our newsletter marks the first issue by our new editor, Ron Steurer. Ron is recently back from a European Delivery which you will hear more of in this newsletter. I extend my thanks to him for volunteering to replace my former role. Speaking of the newsletter; are you an aspiring writer with no place to publish, are you a budding photographer looking for an outlet; then we have just the place for you. We are always looking for newsletter content of local origin regarding vehicular interests, so if you

have this type of an interest, contact Ron at: rsteur@oldhickorybmwcca.org.

Summer and all it brings will be upon us soon. Due to the abundant rain, this has not been a spring that will be remembered as one that was favorable to drivers. So my advice to you for the upcoming summer is that when the sun shines, take a drive and enjoy. Make it an even better drive by joining us on one of our club drives.

Murray Crow, President
Old Hickory Chapter BMW CCA

Grüß Gott!!

Ron Steurer

First of all I want to say I am very excited to have accepted the role of newsletter editor from Murray Crow. I look forward to this and to take a more active role in our wonderful club. Just please bare with me for the first couple of newsletters to allow me to get up to speed!

My BMW European Delivery trip...



The Big moment, Friday May 14th 2010

As a lot of you know, over the past several months I planned a European Delivery of a new 2011 BMW 328 for a May 14th pickup at the BMW Welt. Well, I am back and what a trip!! The BMW Welt is truly an amazing place and of course taking delivery of the car was an unforgettable moment. Everything from the very modern glass structure of the Welt, the premium lounge, all the hands on interactive displays and the friendly Welt staff, there is no other way to purchase and take delivery of a new car!

My wife Lisa and I arrived in Munich Thursday May 13th via Lufthansa airlines by utilizing BMW's 2-1 airfare they offer as part of the European program. We had a wonderful gentleman named Rolf pick us up at the airport. He was recommended by dozens of other BMW ED'ers. He was a joy to talk with and listen to. He started to work for BMW in 1967 and though retired now, still does some work for them. Now he picks up hundreds of excited folks from the airport to begin their European adventure. He whisked us away in a 318 diesel wagon at triple digit speeds down the A8 to our Marriott hotel. At the hotel he went over our itinerary and gave us pointers, suggestions and answered all of our questions regarding next week's adventures.



Rolf and I – truly a wonderful gentleman.

So Friday morning May 14th had finally arrived and it was like being 6 on Christmas Eve but times 100!! From the hotel we made our way to the Welt via the wonderful public transportation system in Munich, the U-Bahn. We got off at the Olympia Park stop, location of the 1972 Olympics, directly next to the Welt. The

Welt is just as amazing to view from the outside as it is from the inside I must say. As we approached there was a classic car show going on in the parking lot with BMW's, Mercedes, Ferrari's and more. I chuckled as they were playing 1950's American Rock N' Roll music.

We walked inside and told the front desk we were here for our delivery. They immediately showed us to the glass elevators which take you straight up to 3rd floor where the paperwork is completed and of course location of the premium lounge. With its spread of wonderful pastries, coffee, juice, an abundance of leather couches and internet access, this area is exclusively for customers taking delivery. After my fair share of pretzels and pastries and then signing some paperwork, we were met by our delivery specialist Petra. She went over some of the car features via a very cool driving simulator that demonstrated the driving with and without BMW's dynamic stability control. Then finally it was the big moment!! After months and months of planning, research, preparation and building the car on BMW's website at least a thousand times, we begin to descend the steps down to the second floor where the deliveries take place. I honestly do not even remember walking down the stairs at this point I was so excited. With a tap or two on her PDA, Petra made the car spin on a turntable spotlighted with a warm glowing light. With her German accent she said, "Mr. Steurer I want to present to you your new BMW". Now I can't put into words, or convey what I felt at this moment, but when I saw my car for the first time I was in complete awe and had a smile from ear to ear. She was the most beautiful car ever, a 2011 328 sedan, jet black on black leather, dark walnut trim, 6 speed manual transmission with the sport and premium packages. I approached it slowly and just tried to take in the moment of what was happening. Then the initial shock wore off and I opened up the driver's door. A plume of new car smell and leather hit me head on as I sat down in the driver's seat to familiarize myself with my new cockpit. With an odometer reading of 000000 000.0, I depressed the clutch and pushed the magical start button and the beautiful inline six engine roared to life – now I was one with my new car.

Petra was very patient as we went over everything on the car. She answered all my questions, synced up my iPhone and enabled the Bluetooth. After the delivery and the drive down the ramp and out of the Welt, we were on our way. We did a quick short drive to Dachau to get a little driving time in but to also visit the concentration camp. It's a very sad thing to see but quite a history lesson. Upon returning back to the hotel, we were looking forward to meeting my sister and brother-in-law as they were joining us for the next 7 days.

We had a great dinner at the famous Hofbräuhaus that Friday night and sat with a fun German couple from Hamburg. They were also on their holiday and helped us translate and order from the menu. We spent about 3 hours there and had a great time.



The couple we met at the Hofbräuhaus: Hannes on the far left and Steffi on the far right. My sister Ronda to the right of Lisa and her husband Steve to the right of her.

Saturday morning we drove south about an hour and visited the Ettal Monastery. After that was the city of Oberammergau, famous for its exquisite wood carvings and the Passion play which is put on every 10 years since 1634. The day we were there was the first day of the play which runs all summer. From there just a short drive away is the Linderhof Palace, one of three palaces mad King Ludwig II built and the only one he saw to completion. Quite a place nestled in the rising hills in southwest Bavaria. To finish out the day we ended up in Ehrwald, Austria a traditional little ski town at the base of the Alps where we stayed the next two days. Sunday we visited Neuschwanstein castle about 45 min away in the city of Fussen, Germany. The fairy tale

castle that was built in the 1880's. Just another wonderful drive along the winding country roads to break in the silky smooth inline six.



The fairy tale castle Neuschwanstein in the background.

Monday May 17th we headed east to Innsbruck, Austria. Along the way we stopped in the city of Mittenwald. A beautiful post card city nestled at the base of the Alps. We walked around the city, some then took the cable car to the top of the snowcapped mountain about 7,000 feet up. What an incredible ride and view to the top. It was completely packed in with snow and was a winter wonderland. We had lunch, a few beers then headed back down. After there we had about an hours drive to Innsbruck making our way thru the mountain pass and finally to our hotel the Gasthof Weisses Kreuz which was built in 1465.



The Neuschwanstein castle as seen from Marys Bridge.

The following three nights were spent in the very scenic area of Berchtesgaden, Germany. During those three days we visited Salzburg, the Eagles Nest and the underground salt mines. The whole time enjoying great food and of course lots of German beer!!



Friday May 21st we left our hotel early for about a 2 hour drive along the A8 heading to the Munich Airport to drop off my sister and brother-in-law. Here I had a few opportunity's, with lighter traffic and unlimited speed zones, to let the car stretch its legs some but keeping mindful that the engine was still getting broke in. With seemly no effort from the car containing 4 full size adults and a trunk packed full, we easily hit 140mph on a few occasions. It was an absolute joy to drive the car the way it was intended. It was very solid and refined at this speed. No doubt I could have hit 150mph if I had more open road and lighter traffic. Then when I backed down to a mere 105-115mph that seemed down right "slow". After becoming accustomed to driving 115mph for miles at a time, approaching a 130km zone (81mph) was like driving thru a residential area. Since I could first drive I have always dreamt of being able to drive as fast as I want without worrying about the consequences. At that moment I truly understood and appreciated all the German engineering, research and dedication that BMW puts into everyone of their cars. Also, that they are at home on the Autobahn driving along at 125mph all day.

After dropping off my sister and husband we had the entire day still to ourselves. So we drove back to the BMW Welt to do a factory tour as the factory was not open the Friday before when I picked up my car. This was a VERY neat experience to see, beginning with stamping out the raw sheet metal into pieces, then robots spot welding the pieces together to form the frame, the paint booth, the "marriage" of chassis and body

and finally the car rolling off the line. From start to end a car takes only around 36 hours to complete if I remember.

Lisa and I wanted to see one more city that afternoon while we were there and found a little gem, about 45 minutes northwest of Munich – Landshut. This was a great Bavarian city with an abundance of streets, shopping and walking around while taking in the Bavarian culture. Definitely a must see city if you are near Munich. Then it was a quick sprint on the A92 back to our hotel where we spent our last night in Munich.



Somewhere on the A8 letting the 328 stretch her legs.

The next morning, Saturday, May 22nd we then headed to E.H. Harms to drop off the car for shipping. This was the sad part of our journey, saying goodbye to my car. Unfortunately, a necessary evil that comes in play with every European Delivery is the 4-6 week wait for it to arrive in the States. After a very quick 10 minutes of going over paperwork and signing a couple of documents for the drop off, we caught a taxi to the airport for the long haul back to Nashville via Washington/Dulles airport. We drove the car a total of 707 miles, visited two countries, at least 10 cities and hit 140 mph. This trip was everything I imagined and more with memories to last a lifetime. If anyone is ever thinking about doing a European Delivery.... **DO IT!**

There is truly no other way to purchase and pickup a new BMW from its roots in Munich, Germany. Tschüß....

*Newsletter Editor, Ron Steurer
Old Hickory Chapter BMW CCA*



Saying bye to my car after 8 great days and 707 miles. See you in about 4-6 weeks.

Murray's Musings.....

A New Acquisition - Hello out there all you MINI owners. Our member list shows that we have quite a contingent of MINI's



within our club. There is a new person on that list, and that person would be me. Well, let me clarify that statement, by the time this issue is delivered, I will be a newlywed, and the MINI being referred to, is an "engagement car" given to my fiancé, so technically it's not mine. The car came from Teri's (the fiancée) sister in Ohio who was the original owner. Teri's sister was in the market for a new vehicle and her final choices boiled down to a MINI convertible or a 3 series BMW with a retractable hardtop, both good choices but she ended up with the MINI convertible. In the course of her car shopping, I secretly arranged to purchase her "old" Electric Blue/White 2006 Cooper "S" with 60,000 miles, a car that Teri had fawned over for years. It was the perfect opportunity to expand into another BMW product line as well as putting a smile on

Teri's face when she was given the car. I look forward to "motoring" with Teri and waving to all other MINIs on the road. It's going to take a little time though to learn to refer to the bonnet and boot as is required of this vehicle as prescribed by loyal owners of the vehicle.

Another One Bites the Dust –Ford recently announced that they are discontinuing their Mercury line of cars. Ford had been the one



bright spot in the domestic car market to survive the depressed car market. Even though they survived



without the "bailout" funds that were provided to GM and Chrysler, Ford is Ford Cortina

having to adapt to the changing times by dropping Mercury primarily due to the lagging sales. Mercury originated in 1938 as a premium offering by Ford to sell upscale models to an expanding market. For the most part, Mercury had become little more than rebadged Fords with minimal distinction between the marques other than additional chrome and leather with a higher price tag. Smart buyers saw through the higher price and went for the lesser priced Ford models. In response, Ford will be expanding its model offerings with upscale features that will rival what was previously available on a Mercury.



The closing of the Mercury line follows the heels of the recent closing of Saturn, Pontiac, Hummer as well as the loss of Oldsmobile and Plymouth within the last decade. This represents a huge change in the domestic car market, requiring Ford, GM, and Chrysler to be prepared for the intense competition of today's new car market.



The Up and Comer – Speaking of today's new car market, the brand that everyone seems to



take note of now-a-days is Hyundai. Yes, believe it not...Hyundai, a relatively new family owned South Korean company that was founded in 1947 as a construction business. Today, the company is ranked as the world's 4th largest automobile manufacturer as well as the world's fastest growing automobile company. Hyundai's first foray into automobiles was in the mid 60's when Ford partnered with them to produce the European marketed Ford Cortina. They soloed into the US market in the mid-80's and was ridiculed as being in the same vehicular category as the Yugo, and we all know what happened to Yugo. There was a story I read shortly after Hyundai entered the car manufacturing market about how the company decided to get into the car manufacturing business. The company was looking to diversify, and a board discussion took place on what they could undertake to grow the company. Being that their major product at the time was gigantic ocean going cargo vessels, one of the board members stated that since they were currently making huge, handmade, cargo ships with 10's of thousands of parts, it will be no big deal to make a car with just a few thousand parts, at least that's the story I read. They began marketing in the US selling the Excel in the mid-80's. If you remember, the Excel looked similar to a discontinued Mitsubishi model. Turns out, that is what it was. To start up their business, and to save on engineering and tooling, they partnered with and purchased old machinery from Mitsubishi to make body panels, chassis, motors, drive trains, etc. The first models were lambasted by critics for their poor quality and workmanship. I remember the first Hyundai I ever saw and distinctly recall the obvious welding splatter on the door hinges and thinking this company will never make it. Fast forward 25 years and Hyundai is considered a major player in today's market and a force to be reckoned with, a far cry from their humble beginnings.

Murray...



Street Survival #2...In case you missed us the first time!



That's right, the Old Hickory Chapter has successfully hosted its second Street Survival at the Nashville Superspeedway. With Bill Wade, organizer of Street Survival on the national level,



being our chief instructor, the school selling out and all of the hard work from the organizers and

volunteers the school was bound to be a success. The weather held out just long enough to keep us on our toes. A little rain and lightning never hurt anyone...right?

We learned a lot from hosting the first Street Survival and applied the new knowledge to this school. The transitions from class room to vehicle exercises, and vice versa, went very smoothly and the amount of time spent waiting to begin the in-vehicle exercises were reduced dramatically from the first school. There are many things that we can and will improve upon but overall things went well. We don't know to what extent the students will apply their new skills, but we do know they are in a much better position than they were, and that's beneficial to everyone.

Special thanks go out to Steven Reed for stepping up the plate and gathering us together to make this school happen; Lora Yando and Jana Mitchell for keeping us fed and hydrated throughout the day; Doug Jackson for coordinating with the SCCA to allow to use their equipment and volunteers; Graf Hilgenhurst for gathering all of the instructors and making extra efforts to promote the school; all of the volunteers and instructors for their time and dedication; William Hafley for making the money come out of nowhere; Bill Wade for showing the tricks of the trade for hosting a Street Survival; and the management at the Nashville Superspeedway for allowing us to use their facility.

Stay tuned for updates regarding the fall school scheduled for September 11, 2010.

Darien Hobbs





Oktoberfest 2010:

Elkhart Lake and Road America!
Ofest registration has begun!

Visit bmwccaofest.org

The Osthoff Resort (www.osthoff.com) at Elkhart Lake is now sold out. However, the resort has started a waiting list, and if last year is an indicator, there will be rooms available later in the summer. If you don't want to take a chance, we have added a block of rooms at the legendary **Siebkens Resort**, right next door to the Osthoff (www.siebkens.com). Please call 920 876-2600 to book your reservations.

Siebkens features the famous Stop-Inn Tavern, internationally known as "the best bar on the racing circuit." Additionally, we have secured a block of rooms at the Baymont Inn & Suites in Plymouth, Wisconsin. To make a reservation at the Baymont, please call 920 893-6781, 7:00-5:00 (Central Time) Monday through Friday. You may also send e-mail to one of the following addresses: seidesha@gmail.com or ertelhal@wynhg.com. Please use the group code: BMW Car Club of America when making your reservations.

Liberty Mutual will sponsor the opening night/welcome party.

Bridgestone is scheduled to sponsor the two-day autocross and the drive-in movie at Road America.

Odometer Gears will sponsor the TSD Rally.

BMW North America will again sponsor the final banquet and the BMW test-drive program.

Membership Update

Welcome to our new members over the past few months:

Rob Case	90 325i	Franklin, TN
Keith Giger	10 M3	Franklin, TN
Steven Jones	05 X5	Fayetteville, TN
Charles Thomas		Martin, TN

Need Club Info? www.OLDHICKORYBMWCCA.org

Check the website regularly for club events as well as color digital versions of the club newsletter.

Calendar of Events

Upcoming Events of Interest

June 19 – Club Drive to Jack Daniel's Distillery
8:30am – Check website for details

July 17 – Summer Fun Rally – Pinkerton Park Franklin, TN

The BMWCCA Old Hickory Chapter will be hosting a 'Summer Fun Rally' on Saturday, July 17th. If you are looking for a great way to enjoy your car on some beautiful Middle-Tennessee back roads, you definitely won't want to miss this event! We have a fantastic 66.5 mile route plotted out that departs from Pinkerton Park in Franklin and weaves through Williamson and Maury Counties. We return to Pinkerton Park as the final destination and then celebrate with trophies and bratwursts! The rally will be loosely-based on a TSD format, in which the object is to get from point A to point B at precisely the right time, so you will most likely want to have a navigator with you who can help you to pace your drive. Bonus questions related to landmarks will also be added to the route, which if answered correctly, will help you to earn timing bonuses when we tally the final results. Keep in mind that simply 'ignoring' the speed limit will work against you... We will be traveling at legal speeds on public roads, and targeting a specific arrival time at the

rally end point. The entire route can be comfortably completed in less than 3 hours. Registration will be limited to a certain number of cars, so be sure to sign up early. Registration dates and more detailed information will be announced soon. We look forward to seeing you there!

Contact:

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Old Hickory Driving Events Chair
anitti@oldhickorybmwcca.org

Rob Case
'Summer Fun Rally' Coordinator
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Fast Formula 1 News

Button honored at Buckingham Palace



Just days after clinching second place at the Turkish Grand Prix, McLaren's Jenson Button took time to reflect on his title-winning success of 2009 on Wednesday, as he was awarded an MBE by Her Majesty the Queen at Buckingham Palace in London. World champion Button, who took the title driving for Brawn GP, was named in the Queen's New Year Honors list.

"The last 18 months have been an incredible period in my life," said the British driver after receiving his award. "Starting last year facing almost impossible odds, I achieved my childhood dream of winning the Formula One world championship and I'm now driving for one of the greatest teams in the sport. - *Formula1.com*



Drivers' Championship (after seven rounds):

1. Mark Webber (Aus) Red Bull 93 points
2. Jenson Button (GB) McLaren 88
3. Lewis Hamilton (GB) McLaren 84
4. Fernando Alonso (Sp) Ferrari 79
5. Sebastian Vettel (Ger) Red Bull 78
6. Robert Kubica (Pol) Renault 67

Constructors' Championship:

1. McLaren 172 points
2. Red Bull 171
3. Ferrari 146
4. Mercedes GP 100
5. Renault 73
6. Force India 32

Come join the F1 group and watch the race live with other diehard F1 fans at the Italian Market (Café Coco's Italian Market and Grill) off of Charlotte Pike and 51st Avenue.

More info here at: <http://www.meetup.com/F1-Nashville>





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