

# Gemütlichkeit

BMW Car Club  
of America  
Old Hickory Chapter



Quarterly Newsletter  
Fall 2013



## President's Address

BMW CCA membership has benefits. I sometimes tend to focus on the obvious benefits, such as the monthly *Roundel*, local chapter activities, and parts discounts at the dealership. But these are only the beginning.

The discounts available to you as a member of BMW CCA are diverse and voluminous. Looking for tires? Goodyear and Michelin offer discounts to members. Do you travel? Hotel and vehicle rental discounts are available through your membership.

Looking for a travel destination? The Biltmore in Asheville, North Carolina, and the Snowbird Mountain Lodge in Robbinsville (near the famous Tail of the Dragon) also offer discounts to members.

Additional discounts are available for items like flowers, car insurance, HPDE insurance, luxury car rentals, office supplies, cell phone service, online car parts, guided tours at the BMW Museum in Spartanburg, and discounts at the Performance Center in Spartanburg.

I encourage you to go to the BMW CCA website and review the many benefits available to you as a BMW CCA member. I think you'll find something that will save you money or encourage you to engage in an activity that enhances your BMW ownership experience.

The link to the member benefits webpage is [www.bmwcca.org/membershipbenefits](http://www.bmwcca.org/membershipbenefits).

Happy Motoring – Murray

## Upcoming Events

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

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

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

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

### Chapter Events – Special activities for our chapter members!

**September 21:** **Fall Colors Drive.** This drive will take us along curvy and scenic back roads to **Fall Creek Falls State Park**. Choo-Choo Bimmers and the Smoky Mountain Chapter will be driving from East Tennessee to join us for lunch at the Fall Creek Falls Restaurant, which overlooks the lake. After lunch, we'll view the highest waterfall in the Eastern U.S. The drive will begin at the Kangaroo Market, 8003 Horton Hwy, Arrington, which is at the intersection of Hwy 96 and 41A. We'll leave at 9:30 and arrive at Fall Creek for lunch around noon Central. For questions, call Murray at 615-351-0879 or email at [mcrow@oldhickorybmwcca.org](mailto:mcrow@oldhickorybmwcca.org).

**October 12:** **Breakfast Drive to Paradise Point.** Join us for a scenic drive to the Paradise Point Marketplace in Scottsville, KY. We'll meet at Thorton's gas station at 242 Hwy 109, off I-40 at exit 232B. We'll depart at 8:30 a.m. for a scenic 75-90 minute ride. At Paradise Point, we'll have breakfast and check out some antiques. There should be great fall colors, and Barren River State Park is nearby. Check out [www.paradisepointky.com](http://www.paradisepointky.com). For questions, call Joe Questel at 615-714-6662.

### Other Car Events

**October 5:** **24<sup>th</sup> Annual Antique & Classic Car Show.** Hosted by the Battlefield Region AACA, this event is your chance to see some amazing wheels – and show off your own! "All German Stock & Modified up to 2011" is a judged category, so shine up your Bimmer and bring it in. Register the morning of the event with a \$20 fee. Parking lot of Cool Springs Galleria. Visit [www.battlefieldaaca.com](http://www.battlefieldaaca.com) for details.

**November 15-17:** **Nashville International Auto Show.** This Motor Trend/duPont Registry auto show includes BMW, Porsche, Mercedes, Maserati, Rolls Royce, Bentley, Fiat, McLaren, and other marques. Details are still developing; there may be some exotics on display as well. The event is at the new Music City Center. \$8 for adults. Visit [www.motortrendautoshows.com/nashville](http://www.motortrendautoshows.com/nashville) for more information.

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

# Old Hickory Happenings



## Fun Rally

Kudos to Adam Nitti and Rob Case for yet another really fun Fun Rally! June 22 was a perfect top down day. The start was at Jim Warren Park in Franklin, and the route took us through some scenic roads in Williamson and Rutherford counties. If you have never done a fun rally, don't miss the next one!



We left at intervals with a set of driving instructions: turn right at mile 3.4, another right at 4.1, left at 5.2, and answer questions along the way. How many stars on the red barn? At what address is the fish mailbox? Sounds easy, but some questions are tricky, which makes it fun. The most difficult part is coming in on time. Rob & Adam knew exactly how long the route should take going the speed limit and subtracted points if we returned too early or too late.

Winners were William Hafley and Jackie Hardy in first, Mary Ruffner and her dad Jody in second, and Joyce and Preston Quirk in third, with Joyce at the wheel. Afterwards, Rob and Adam had brats waiting for the hungry bunch.



## Sensuous Steel

August 4 was our long-awaited visit to the Frist Center's unique *Sensuous Steel: Art Deco Automobiles* exhibit. The Choo-Choo Bimmers chapter was in from Chattanooga for a weekend that also included a behind-the-scenes tour of the Lane Motor Museum and a huge turnout at Cars & Coffee. Our two BMW CCA chapters joined the Porsche Club of America's Musik-Stadt chapter for a delicious lunch and a guided tour of the truly amazing cars on display. We've included a few photos on the next page and on pages 8 and 9 to give you an idea of these beauties from the '20s and '30s – but if you missed the exhibit, it's worth stopping by the Frist gift shop to check out the official Sensuous Steel book.



## So Long, but not Goodbye

This is the first newsletter in many years that doesn't list Randy March as one of the Old Hickory Chapter board members. For personal reasons, Randy is leaving his position. Over the years, he has served in many capacities that have greatly benefitted the chapter. Randy has always been one to express his wisdom and opinions in a calm and professional fashion, with a smile for new members. We will miss him in this capacity but still hope to see him at chapter meetings and events. The Old Hickory Chapter thanks you for your service, and as a friend, I thank you as well. – Murray

Please welcome Old Hickory Chapter's Newest Members!

Daniel Jolley, *Hendersonville*  
Bobby Kimbrough, *Pulaski*  
George Lear, *Nashville*  
Robert Mays, *Centerville*  
Chris Meleg, *Lebanon*  
Jerome Patton, *Hermitage*  
Brandon Preston, *Franklin*  
Matthew Reat, *Nashville*  
Mary Tubbs, *Nashville*  
Timothy Vacek, *Nashville*  
Richard Weems, *Spring Hill*  
Ron Wenisch, *Murfreesboro*  
Ronald Young, *Fallbrook, CA*  
Jeff Zheng, *Springfield*

**To all new and current members:**

- Be sure to visit our official website, [www.oldhickorybmwcca.org](http://www.oldhickorybmwcca.org), for news, event updates, and items of interest to members.
- If you're not receiving emails about our Chapter activities, contact Tyree Peters at [tpeters@oldhickorybmwcca.org](mailto:tpeters@oldhickorybmwcca.org). Be sure your email is registered with BMW CCA.
- You can also follow us online at [twitter.com/OldHickoryBMW](https://twitter.com/OldHickoryBMW) and at [facebook.com/OldHickoryBMWCCA](https://facebook.com/OldHickoryBMWCCA).



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**Gemütlichkeit wants to know!** Did an article get you thinking? Do you have sweet car or event photo to share? A good BMW story to tell? Send your letters, stories, and **huge** photos to [msmith@oldhickorybmwcca.org](mailto:msmith@oldhickorybmwcca.org).

Robert Appleby sent a photo from a gathering of 27 E38s at Codyfest – that's a lot of 7 Series! Robert's 2001 740iL is in the middle.



1938 Delahaye 135M Figon & Falaschi Competition Coupe

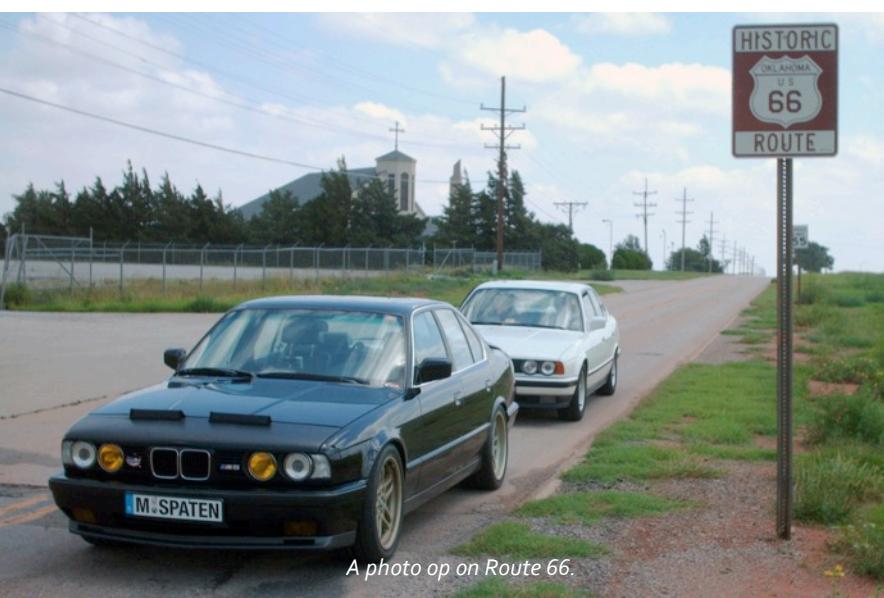


1937 Delahaye 135MS Roadster



1930 Henderson KJ Streamline Motorcycle

# Report from Oktoberfest



A photo op on Route 66.



Get your kicks.



A breather near the California border

In the last issue, I mentioned an upcoming road trip I called a "trip of a lifetime." That trip is complete, and my drive to California and back most certainly fit the description.

## Getting There

I drove to the annual BMW CCA Oktoberfest in my 1991 e34 M5, with a beginning mileage of 162,019 – which most people would call risky for such a long trip. I am proud to report that the M5 made the trip with flying colors. I added 5,021 miles to the odometer in two weeks, including a track day on Laguna Seca (more on that later).

I did, however, have to purchase a new battery when I arrived in California. The last two days of the four-day trip west were through the Mojave Desert, with temperatures reaching over 100 degrees by 9:00 a.m. and peaking at 115 for most of the final two days of the trip. The heat killed my battery overnight just before the last travel day to California. (Parking on a hill was the order for the day.)

I called ahead to a local parts store in Salinas, and they had a battery waiting for me. Installation, of course, was in the parts store parking lot with tools that I had brought just for such an occasion. I blame myself for this issue because the battery was the same one that was in the car when I bought it six years ago. I'll have to take the blame for not thinking ahead and installing a new battery before leaving.

I partnered with some friends from near Virginia's Atlantic coast for the cross-country trip. They literally drove coast to coast in five days. We took the quick route to CA on Interstate 40. The path carried us through Tennessee, Arkansas, Oklahoma, Texas, New Mexico, and Arizona on our way to California. We tried to travel an average 550 miles per day and drove only during daylight hours so we could take in the sights of the trip west.

The second day on the road carried us through Elk City, Oklahoma, home of the National Route 66 Museum. Being a little ahead of schedule, we stopped to take a look.

The museum has exhibits on life during the prime years of Route 66 as well as a considerable collection of classic vehicles and farm equipment. A short stretch of the original Route 66 is near the museum, so of course we had to take an obligatory shot of our BMWs.

On Day three, we met up with a friend from Texas who joined us for the final two days. On day four, the final member of our caravan met up with us in Arizona. We arrived in California just in time to attend the Monterey Motorsports Reunion at Laguna Seca.



## Monterey Motorsports Reunion

The Monterey Motorsports Reunion at Laguna Seca is a race event with antique, classic, and pre-1989 racecars that are retired from racing. I say “retired” loosely; all 550 cars at the event are restored and maintained at the same level they were in when they actively raced. The 15 classes range from racecars of the 20's and 30's, to 1966-1972 Trans-Am cars, all the way up to 1966-1984 Formula 1 cars – a wide variety to say the least.



Just because all of the racecars at the event are restored to show/museum condition, it doesn't mean that the drivers treat them as such. These were real races with fierce competition. The cars were driven as they were meant to be driven, and the fact that some of them were one-of-a-kind cars was never a consideration on the track. I had always envisioned that races of this nature were merely fast laps around the track by the participants. Boy, was I wrong.

In the Formula 1 category, an F1 car flipped wrong side up into the gravel run off at Laguna Seca's famous “corkscrew.” Did I mention that the competition was fierce?

Paddock areas for the historic vehicles were open to all attendees throughout the race weekend. The pits were continually bustling with people wanting to see the vehicles up close and listen as they headed out to the track.

The Motorsports Reunion was a tremendous prelude to the upcoming events of Oktoberfest, which began with the Concours.





## Tour of Dinan Engineering

Oktoberfest usually kicks off with the Concours, but this year was a little different. Attendees who got to Monterey early could register for a tour of the Dinan Engineering facility. Several hundred of us, 20 at a time, got a tour through different areas of the Dinan facility guided by a Dinan employee. I was one of the lucky ones whose tour guide was Steve Dinan himself.

I have always known of Dinan products but never really knew the history of the company. With Steve Dinan as the tour guide, it was clear the man has devoted his life to aftermarket products that enhance BMW cars' performance. He said more than once that he tests and engineers his products for "Performance without Sacrifice," suggesting that the performance gain with typical aftermarket add-ons have negative associations. Dinan evaluates all aspects of his products' intended gains and engineers them to prevent negative elements. An example he used was his exhaust systems, which are engineered to maximize engine output unwanted without exhaust drone.



Steve Dinan

## At the Concours

Several cars from BMW Classic, the preservation section of BMW, stole the show at the Concours this year. Most significant was one of two M1 concepts prototype built for the 1972 Olympics. Resemblance to the production M1 ends with the general profile: this is a gull-wing, mid-engine, four-cylinder, turbocharged two-seater. We also saw a rare 507 and a fully restored, race-equipped 328. BMW's newer vehicles, including the i3, were also on display.



M1 Concept



328



507



M1 Concept



i3

## Track Day at Laguna Seca

The highlight of the trip most certainly was participating in a track day at Laguna Seca. The track day at Oktoberfest was one of the most popular activities and sold out very quickly. Drivers were categorized in four different run groups, each getting three 25 minute sessions on the track. Laguna Seca is a 2.24-mile, 11-turn road course first constructed in 1957. The track has been through several configurations that have led up to the current course.

The pit lane is between turn 11 and turn 1, feeding into the track at the end of turn 2. Upon entering the track at the end of turn 2, you are facing a level, wide sweeping right turn at 3, then through a short level straight to a right hand wide sweeping level turn 4. Turn 4 exits to a short level straight to another wide-sweeping, banked, left hand and uphill turn 5. Turn 5 is considered one of the fastest turns on the track.

After turn 5, the track elevates considerably to a banked left hand turn 6, with a blind exit at the crest of the hill onto the Rahal Straight. The Rahal Straight ends at the famous corkscrew, which is a sharp, steep, and blind downhill left turn at turn 8 that immediately turns sharp downhill right at turn 8a. A short straight leads to turn 9, Rainey Curve, a left hand, slightly off-camber carousel downhill turn. The downhill straightens to the banked, right hand turn 10 which exits to a level straight as you approach turn 11.

The approach to turn 11 requires the heaviest braking because it is the slowest turn on the track. It takes finesse to maintain your forward speed as you enter the main straight. The main straight is slightly uphill, leading to a slight left kink at turn 1. Turn 1 is also the crest of the uphill straight, turning to a downhill braking area for turn 2, the Andretti hairpin. The Hairpin is slightly banked and has a wide entry and exit point, allowing for significant speeds through the turn.

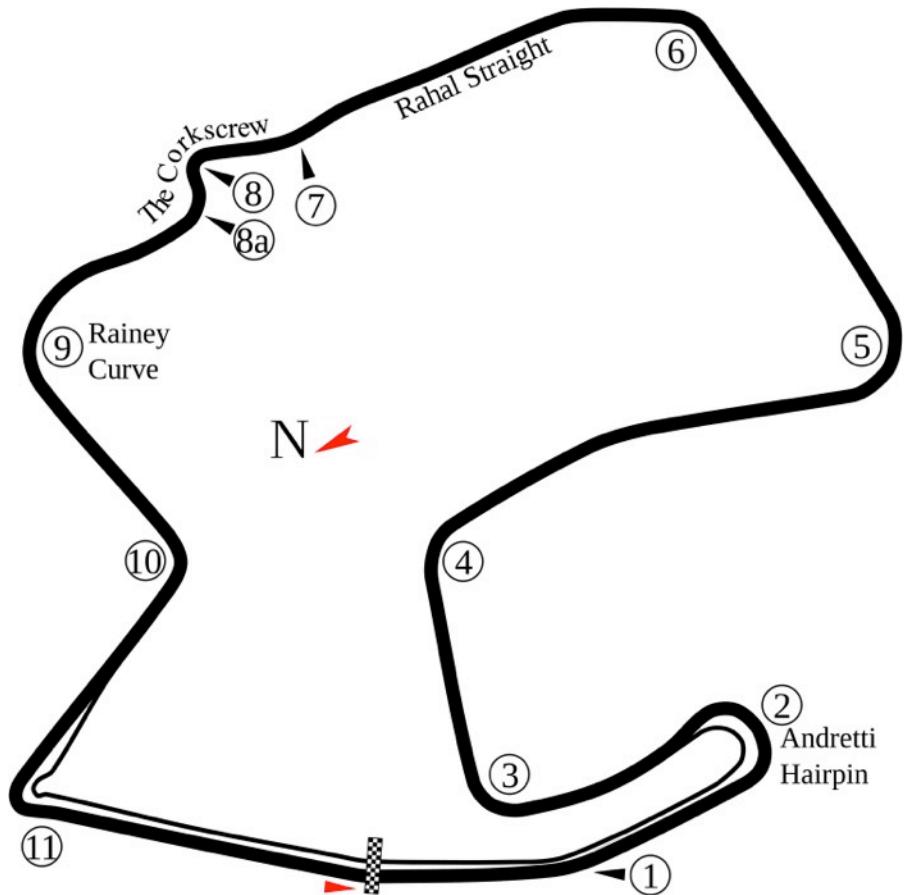
Laguna Seca is most definitely the track that I have enjoyed most in my limited track experience. It wasn't an easy track, but it was challenging and "friendly" to my M5. My somewhat heavy car doesn't jibe with every track, but it was well suited for Laguna Seca. Knowing that I had to drive the car cross-country to return home was initially a factor on how I drove the track. But after gaining some insight, and having a great instructor beside me, my confidence level grew to the point that I was looking through each turn to set myself up properly for the next one.

It was a great day. I've said it before and I'll say it again: if you've never been to an Oktoberfest, then it's time for you to start thinking about next year. Hope to see you there.

Happy motoring – Murray



*Staging in the pit lane was Le Mans style.*



## See you next year!

*Here's BMW CCA's announcement for next year's Oktoberfest:*

Fresh off an amazing event in Monterey, we have announced the location and dates for our 45th Annual Oktoberfest celebration, which will be held next June 16–20, in Beaver Creek, Colorado. It's never too early to start planning for O'Fest, especially when we have a mid-summer date. Beaver Creek is located just west of Vail, approximately two hours from Denver, Colorado. The mountain village should provide an exquisite setting for the 45th annual celebration of all things BMW! Look for registration and the room block to open up in early 2014!

# Graf's Grumblings

Graf Hilgenhurst

## The Past and Present (and Future?) of Nashville Superspeedway

There is an old joke that car racers like to tell: "How do you make a small fortune in racing? Start with a large one!" Well, you should try owning a racetrack! Nashville Superspeedway, our local venue for watching (and driving) racing events from 2001-2011, was unable to make a profit. It now sits closed and looking rather forlorn, awaiting the next chapter to be written.



Nashville has a long history of car racing, dating back to the original Nashville Speedway. This half-mile oval track was opened at the Nashville Fairgrounds in 1904 and was home to NASCAR racing beginning in 1958. Many famous names got their start here, including Donnie and Bobby Allison, Sterling Marlin, and a young Darrel Waltrip. (Richard Petty and Dale Earnhardt also raced here). Seating only 15,000, that facility was outgrown in 1984. It now exists as Fairgrounds Speedway and is currently home to the Southern Super Series, although its future is very much in limbo.

The 1.33-mile, 1400-acre Nashville Superspeedway opened in 2001 in Gladeville, to much fanfare. It has 25,000 permanent seats, with the groundwork to expand to 150,000 seats. The goal was to attract the Sprint Cup Series, the very top tier of

NASCAR racing. Unfortunately, this never materialized. It was built after obtaining a \$25,900,000 bond in 1999 from the Sports Authority of Wilson County, and \$21,000,000 remains outstanding.

NSS continued to host second-tier NASCAR events, as well as a variety of car club events. But it suffered a major blow in 2008, when the Indy Racing League announced it would no longer bring the Firestone Indy 200 to Nashville. That decision was prompted by increased competition from other places such as Talladega, Las Vegas, and the newly revamped New Hampshire Motor Speedway. Up until this time, this had been the biggest event of the year for the speedway.

The track made the best of it, hosting two NASCAR series races and a Craftsman truck race in 2009. In 2011 it was down to two Nationwide races and two NASCAR truck races. In 2011, Kentucky Speedway landed the coveted Sprint Cup race. Many believe this was the last nail in the coffin. After failing to come to agreement with NASCAR for the 2012 season, the track announced it would be closing at the end of 2011.

The track is sadly missed by all who used to go there. For race fans, the coolest trophies of all were given out: custom-made Gibson guitars hand-painted by Sam Bass. For car clubs, it was an opportunity to race close to home for cheap and to encourage others to have an interest in motorsports without having to drive hundreds of miles. (The Old Hickory Chapter CCA hosted an event here in 2010.) For teenagers, it brought the opportunity to participate in Street Survival classes designed to bring real-life driving experiences to young drivers under controlled conditions. From my own personal involvement with Street Survival, I can tell you that the staff of NSS was always a joy to work with.

Nashville Superspeedway is now for sale. Its parent company, Delaware's Dover Motorsports, would be happy to talk to anyone interested in buying the track.

Any entrepreneurs out there?

## More from Sensuous Steel

1935 Pierce-Arrow Silver Arrow Sedan



1938 Talbot-Lago T-150C-SS Teardrop Coupe



## Not your Father's Diesel

There are some very exciting things going on at BMW right now, with all the new and upcoming 3 Series models. The 3 Series now comes with a 2.0-liter turbo gasoline engine in either a 328 or 320 trim. The 320 is the same exact engine, a direct-injected four-cylinder force-fed by a single twin-scroll turbocharger, but it's "de-tuned" from 240hp to 180hp. The price tag is a bit lower to broaden BMW's demographic with more of an entry-level car.

Even more exciting news is that U.S. buyers can finally get their hands on a 2.0-liter, four-cylinder turbo diesel. As great as the 335d was when it was first introduced in 2009, I think it was bit overkill for most folks – and it carried a steep price tag. The new 328d brings the nimble 3 Series' excellent handling, plus 180hp and a very respectable and hefty 280 lbs. of torque at just 1,750 RPMs from the 4-banger. This is the fun, push you back in your seat from a stop light kind of torque. Plenty of power for everyday driving and commuting, yet returning excellent fuel mileage at the pump.

Europeans have enjoyed this model from the Bavarian stable for years, badged as a 320d and engine denoted as the N47. It's about time we get to enjoy seven-second 0-60 times and projected highway economy of 45mpg – yes, 45mpg! Look out, Prius owners!

Meeting American smog standards in a car the size of the 328d requires the addition of a urea reduction catalyst to control NOx emissions. A tank located near the trunk holds sufficient AdBlue fluid to last between normal oil-change intervals, or somewhere between 6000 and 10,000 miles.

Adding fluid is easy because the nozzle is next to the diesel fuel filler under an enlarged flap. That's a good thing, because the EPA regulations require that the car not start if the AdBlue tank is empty. BMW promises there will be ample warnings as the fluid level nears depletion.

I'm sorry to say, though, the 328d will only be available with two pedals. As excellent as the eight-speed ZF automatic transmission is, no manual gearbox will be available at this time, which is a shame. If you drive a manual like me, you are in the minority.

BMW is about making money, and they know that a very, very small percentage of Americans drive a manual, so they are doing what makes the company's bottom line look best. You'll either have to move to Europe to drive a manual diesel or hope BMW listens to their enthusiast drivers and ships over a manual gearbox in the future. When they do, I for one will be kicking the tires and taking one out for a spin.

So in the next few months if you are driving behind a 328 but notice a little *d* next to the number plate, be über-excited that BMW is providing us with some great alternatives to their already fabulous stable of cars and engineering. There are definitely some exciting things happening in Munich.



1938 Hispano-Suiza H6 Dubonnet (Xenia) Coupe

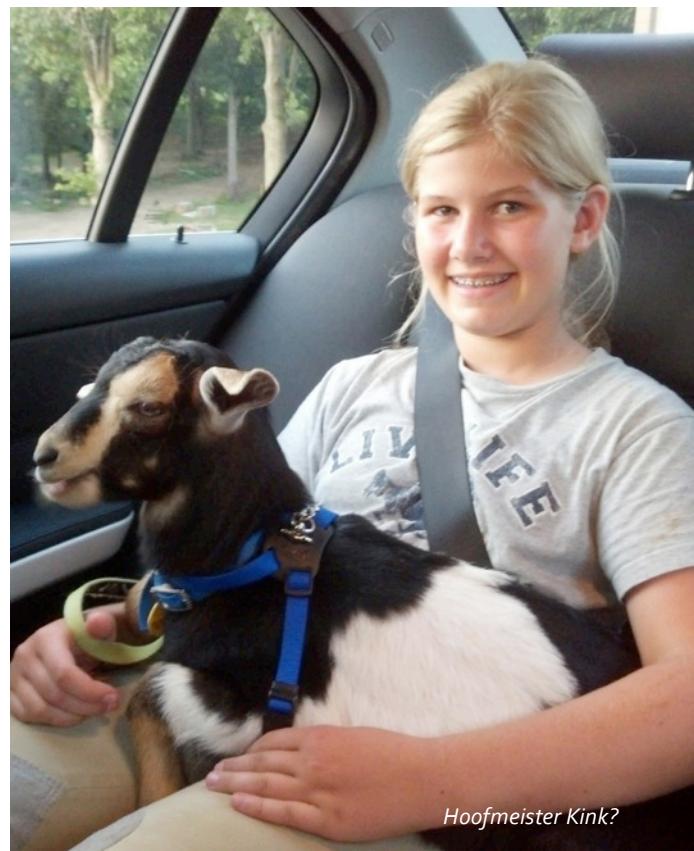


1929 Bugatti Type 46 Semi-Profile Coupe



# Member Photos

Here's Randy Lee's daughter Jessica with Amigo, who looks very satisfied with Randy's 335i. Next is a Lime Rock edition M3, one of 200 made, that a guest from Chicago brought to our August chapter meeting. It made some lovely noises for us! Below is Peter Grossenbach's 1985 E28 524TD, which was only available for three years. 165K miles in, it still gets 35 mpg or better. On the next page is William Hafley leading the pack in his 2003 330i. And on the cover is Joe Questel cornering his 1999 E36 M3 – which, Joe has been told, was built on the last day of E36 M3 coupe production.



*Hoofmeister Kink?*





**The 528i... Eats like a bird. Roars like a lion. Starting at \$399/mo**

**BMW of Nashville**

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# BMW Car Club of America Old Hickory Chapter



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