

Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter – Fall 2014

BMW Car Club
of America
Old Hickory Chapter



Vintage Travel

Monterey Auto Week, Pebble Beach, Dayton Concours



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PRESIDENTIAL ADDRESS

As you read this, summer is now in the rear view mirror. I hope that yours has been a good one, filled with many good memories of vacations, kids, grandkids, and your favorite hot weather beverage.

The summer didn't start out nearly as well as I had planned it. After registering for Oktoberfest on the first day of registration, work obligations prevented us from attending. This was to be my first Oktoberfest, and now I have my next "first" Oktoberfest to look forward to.

At that time I didn't have a "plan B." Plan B is usually a compromise of Plan A, and who really wants to compromise a good Plan A? I mean that's why it was Plan A in the first place. Well, in my case Plan B turned out to be way better than Plan A. As my more spiritual side tells me, someone was intervening on my behalf.

Plan B turned a business trip to California into almost a week in Monterey and the Pebble Beach Concours d'Elegance. If you are having trouble sleeping, then be sure to read my article about this incredible trip in this issue.

This makes me wonder, what's on your bucket list of car things? Is it going to Monterey, or maybe closer to Amelia Island in the spring? Is it maybe going to a race, or a particular auto show? Do you know that several members of our club attend Amelia Island every year, and that many of our members attend a variety of races and auto shows each year? This makes our members are a wealth of information for whatever auto-related event might be on your bucket list. If you have that bucket list item that you just can't get your arms around or wonder if anyone else is working off the same list, let me know by dropping me an email. I am sure we have some club member that will tell you *been there done that*.

August also marked our very first New Member Appreciation Meeting. While I was out of town for this meeting, it was very well attended, and I want to thank chapter vice president Jackie Hardy for taking on most of the work in arranging and hosting this event. We had quite a few new members join us who had never attended our events. We hope they had a great time and come back again. Also thanks to BMW of Nashville for allowing the club to host the event at their facility. BMW of Nashville is a big supporter of our chapter, and we appreciate them and all they do for our club.

For fall I want to remind everyone about German Cars and Coffee, September 27 at Fidelity Motors. Fidelity is a dealership of premium used cars, and they always provide a great hot and free breakfast for everyone that comes out. Again, that's a free, hot breakfast, great premium cars to check out, and a chance to meet all your German car cousins from the Mercedes Club, Audi Club, and Porsche Club, as they all come out to make this a great quarterly event.

Thanks again to all of our new members that came to our New Member Appreciation evening. We hope to see you back soon.

All the best – Joe

CHAPTER EVENTS

Check oldhickorybmwcca.org and your email for updates!

Chapter Meetings

Meet your fellow members for food and conversation! Meetings start at 6:30:

- **October 9:** Jonathan's Grille, 7653 Hwy 70 South, Bellevue
- **November 13:** DeSano Pizza, 115 16th Ave South, Nashville
- **December 11:** Jim 'n Nick's BBQ, 3068 Mallory Ln, Franklin

Chapter Post-Holiday Party

Lane Motor Museum, January 17. We've scheduled our annual New Year Party again at Nashville's fantastic **Lane Motor Museum**. The Lane Motor Museum is world-famous for its unique collection of European vehicles, small cars, propeller-driven vehicles, and other eclectic rides. All members of the Old Hickory Chapter are invited. Details to follow, but expect some delicious potluck, an intense "Dirty Santa" gift exchange, and the amazing cars of the museum's collection.

Bluegrass Bimmers Driving School

October 3-4. Join the Bluegrass Bimmers Chapter for its first annual Driving School event at the new **National Corvette Museum Motorsport Park** in Bowling Green. Students receive a mixture of classroom and behind-the-wheel education from trained instructors. Topics include vehicle dynamics, vehicle limitations, driving line, and track safety. Register through October 2, see www.bluegrassbimmers.org for details.

BMW CCA Foundation M235i Raffle

Visit www.bmwccafoundation.org to learn about their Street Survival Events, their efforts to preserve BMW history – and your chance to win a brand new BMW M235i!

Other Car Events

German Cars & Coffee. In our winter issue we reported on the first German Cars and Coffee at Fidelity Motors – a great turnout (despite the gloomy weather!) of cool and classic BMWs, Porsches, Mercedes, and Volkswagens. It was so much fun, Fidelity's Michael Spurgeon is making it a quarterly event. From 8:00-10:00 in the morning, we'll meet up, check out each other's cars, and enjoy breakfast and coffee provided by Michael. Saturdays: June 28, September 27, and November 8. Fidelity Motors, 1207 Fesslers Lane, Nashville.

EURO Auto Festival. October 17-18, BMW Zentrum in Spartanburg, SC. The EURO Auto Festival is a two-day automotive event that brings together European Car enthusiasts to display and celebrate the great car marques of Europe. The Festival features feature a 400-car show, special exhibits, and specialty merchants. Each year attracts entries from throughout the U.S., Canada, and U.K., with a featured marque (Porsche this year) celebrating an important milestone. Visit www.euroautofestival.com for details.

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 every month. Continues through the second weekend of November.

Please welcome our NEW MEMBERS

Michael Barboza, Nashville
Martin Bonick, Brentwood
Steven Cleary, Chattanooga
John Costarakis, Hermitage
Martin Davis, Nashville
Taryn Davis, Hendersonville
Caitlyn Harris, Cookeville
Michael Havens, Nolensville
Jeff Jenkins, Nashville
Floyd Jennings, Kingston Springs
Willie Jordan, Elora
Jesse Likens, White House
Richard Morrison, Franklin
Tyler Nichols, Thompsons Station
Jesse Poole, Fort Lewis, WA
Harold Porter, Brentwood
Al Segal, Franklin
Carlisle Stickley, Brentwood
Jonathan Van Atta, Franklin
Richard Weems, Spring Hill
Jeff Youngblood, Franklin

To all new and current members:

- Be sure to visit oldhickorybmwcca.org, our official website, for news, event updates, and other good stuff.
- If you're not receiving emails about our Chapter activities, contact Tyree at tpeters@oldhickorybmwcca.org. Be sure your email is registered with BMW CCA.
- You can also follow us at twitter.com/OldHickoryBMW and at facebook.com/OldHickoryBMWCCA.



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 msmith@oldhickorybmwcca.org.

Pass *Gemütlichkeit* on to a friend! You can help us spread the word about BMW CCA activities, discounts, and benefits by keeping *Gemütlichkeit* in circulation. Forward this issue to another BMW owner or someone interested in cars. Send a link to someone you know. Print interesting articles – or write one! – to show your friends. And join us at chapter events!

OLD HICKORY HAPPENINGS



New Member Appreciation Meeting

We gave our new members a special invitation to our August meeting, which was hosted by BMW of Nashville. BMW of Nashville also had several staff members attending who provided a question and answer session with chapter members. The meeting was also co-sponsored by Sonax, a Germany based company that sells high-quality interior and exterior car care products. The Sonax folks gave a product demo and made a selection of products available to attendees at a considerable discount. Our thanks go out to BMW of Nashville and Sonax for taking the time to meet with us.



New chapter members! Jeff Youngblood, Emily Sullivan, Robert Sullivan, Hal Porter, Jon Porter, David Barlow, Margaret Barlow, and Al Segal. Welcome!

How good is Sonax?

So good, y'all. Our Sonax friends demonstrated their wheel cleaner for us. As you can see, it cuts right through the grease, brake dust, and other nasty schmutz that accumulates on wheels. See www.sonaxusa.com for information about their line of car care products.



Old Hickory Chapter nametags are available! You can get your own high-quality personalized nametag with the chapter logo. Wear it to meetings, events, or car shows! They're \$6; contact Mike Gillespie (mgillespie@oldhickorybmwcca.org) for details.

Important recall notice. If you are active in racing and use the Leatt MRX Head and Neck Restraint System (HANS), we've learned the device has been recalled because it can crack unexpectedly. Leatt has advised consumers to stop using the device and return it to the point of purchase.

MURRAY'S MUSINGS

Murray Crow

Be Considerate – and Safe

If you read *Roundel Weekly*, then you will have seen Scott Blazey's August article about the poor driving reputation of BMW drivers. As Scott mentions, it is the responsibility of each of us not only to drive safely at all times, but to always drive with consideration of others. When driving a BMW, whether you realize it or not, you are constantly under the watchful eye of other people on the road. This makes it even more imperative to pay attention to your driving habits.

I always thought of myself a considerate driver as well as a defensive driver, but I've had my share of near misses over the years that remind me that an accident can happen when you least expect it, and that you always have to be alert when behind the wheel. I can honestly state that, more than once, the fact that I was driving a BMW may have saved me from a significant wreck. Two instances are still vividly in my memory where the capabilities of the BMW I was driving far exceeded the expectations of my circumstances. In other words, the car saved me from being involved in a wreck, not my driving abilities. Both circumstances, by the way, were not due to my faulty driving, but by being in the wrong place at the wrong time.

Are BMW drivers really more inconsiderate than others? That's a question that can be debated for eternity. But from my perspective lately, cell phones have become the bane of safe driving, regardless of the car brand. One can hardly drive to the Quik Mart now and not see 50 percent of drivers with phones held up to their ears, more focused on the conversation than the road. I know it's legal to talk and drive in Tennessee, but everyone needs to recognize that the act of driving is certainly the priority while the vehicle is moving.

If you must talk and drive, a Bluetooth device is a safer method. Using a Bluetooth device instead of holding the phone to your ear allows you to be more aware of the peripherals around your vehicle. Most BMWs since around 2005 have built-in Bluetooth. If your vehicle has this option, then take the time to learn how to sync your phone to allow you to talk hands-free. If your vehicle doesn't have Bluetooth, there are many readily available options out there for portable Bluetooth devices that will clip to the sun visors. These can also stream the music you may have stored on your phone or other media player.

I appeal to all members to always make safety awareness a priority when behind the wheel. Remember that your family is counting on you to get them to their destination drama-free. Also remember that as a driver of a BMW, you might just be the person that other people think to be an inconsiderate driver, so do your part to prove them wrong.

Happy and Safe Motoring – Murray



GRAF'S GRUMBLINGS

Graf Hilgenhurst

Manual or Automatic?

Now that you know if you are a coupe or convertible person (see Spring Newsletter), there is one more decision to consider in your next purchase. It used to be pretty clear-cut. A big V-8 went well with a three-speed Turbo Hydramatic, and anything else needed a manual transmission to extract the best performance and fuel economy, not to mention driving pleasure. This was particularly true for small engines. (When the Miata first came out in an automatic, Mazda *begged* the automotive press not to test it.)

I myself am a diehard manual guy. My M3 is a manual. My 5 series is a manual. (It took me forever to find one, but that's another story.) In my opinion, the major value of an automatic is to apply increasing amounts of torque to a stationary object, like a stump, or maybe to tow a boat.

These days even I will admit it's not so easy. First, automatics routinely have seven or eight gears, while manuals have stopped at six (Porsche and Corvette have somehow found room for a seventh). Second, the "performance gap" between cars with power-robbing torque converters and those without isn't what it used to be. In fact, the clutchless versions of many sports cars claim as good or better times for 0-60, 1/4 mile, and lap times around any given race track.

The final factor is that cars without a third pedal don't even have to have torque converters anymore. Ferrari was the first to market with the 355 F1 in 1995. It used a real mechanical clutch, with electro-hydraulic activation. Derived from their Formula 1 technology, it enabled faster shifts with less driver distraction. The early versions shifted abruptly, but software upgrades helped. (Early models from BMW were also literally

"a kick in the pants.") Subsequent Ferrari models (the 360 and 430) favored this transmission, and when the *458 Italia* was announced, the F1 was *the only* transmission option. Porsche, it appears, is following suit. The recently announced 991 GT-3 model comes with just one transmission, the PDK.

Having said that, current Porsche and Ferrari models have very sophisticated double clutch systems that somehow enable the car to be in two gears at once, with the clutches flipping back and forth to determine which gear is actually connected to the rear wheels. I have tried them both, and they work extremely well.

(As a side note, the next time you are in Las Vegas check out *World Class Driving*. For relatively small dollars you can drive the Ferrari 430 and 458 back to back. Then you can hang out in automotive circles, and drop lines like "In my opinion, the double clutch in the 458 is a big step up from the single clutch in the 430." Not that I've ever done that).

But here's the real kicker. The paddle shift is actually *fun to drive!* The one on the left is for downshifts, while the one on the right is for upshifts. Just keep your foot on the gas and "flick." Porsche's paddles move with the steering wheel, while Ferrari believes in "fixed" mounting. You shouldn't shift in a turn anyway!

And there is one more thing. With a traditional manual transmission, there is always the possibility of things going disastrously wrong. From my racing days I know at least two people who have done the "money shift" from fourth to third, when they were attempting to hit fifth. Listen to this heart-wrenching description from "Engines I've Blown" (*Road and Track*, March/April 2014 by Jack Baruth):

On the back straight, at over 120 mph, I went to shift from sixth to fifth and caught third instead ... let the clutch out, and sprayed the best parts of a \$16,000 hand-built Mugen four-cylinder thru the tailpipe.

Will my next car have only two pedals? I don't know, but I am at least willing to consider it. Our illustrious club president once posed a hypothetical example: "What if you walked into a showroom, and there was a slightly used example of a car you always wanted, in great condition and in a beautiful color? What if they were motivated to give you a good deal on it? Would you walk away because it had paddles instead of pedals?" I think not.

If I do wind up with a "Manumatic," the rest of my family will be thrilled. My wife is currently suffering from post-traumatic stress disorder after an incident involving a four-way stop sign, a steep hill, and someone else's front bumper. My daughter likes the M3 but wants an automatic. On the other hand, if I do go that route, who will teach my kids how to use a clutch?

Even my friend Craig, a diehard BMW fanatic (I think he is on his eighth), recently went over to the "dark side." When I confronted him about it, his response was simple. "Automatics keep getting better, and traffic keeps getting worse!"

How about you? Do you prefer to row your own gears? Have you tried flicking paddles? Or is the whole thing a non-issue for you? Gemütlichkeit wants to know!



GO WEST

Joe Questel reports from Monterey Auto Week

August in the Monterey Peninsula can only mean one thing: Pebble Beach. A sacred place to golfers, but once a year a sacred place to those of us who would never swing a stick. We make the trek to see the best of the best, the one-and-only kind of cars that we could never see anywhere else. Of course, it's the cars that make the real trek, coming from all over the world to Monterey.

This August I was fortunate to be able to make the trip to Monterey Auto Week, which is a week of activities that culminate with the Pebble Beach Concours on Sunday. Pebble Beach is just one of the many events that make up the entire week. I want to share some of the highlights of my week in Monterey in hopes that I can persuade you to make the trip too.

Carmel-by-the-Sea Concours

The fun started Tuesday morning in the beautiful town of Carmel with the Carmel-by-the-Sea Concours on The Avenue. Carmel is one of those picture-perfect little towns with a magical main street (Ocean Avenue) that begs you to walk and wander all day, cars or no cars. But when the streets are lined with classic cars it is even more magical.



This year Porsche was the featured marque for Carmel, and there were P cars everywhere, from 356's to former racecars. But one of my favorite cars on display was a Citroën 2CV. There were several on display, any of which I would have loved to have claimed as mine. I don't know what it is about those cars, but I have always wanted one. Quirky French cars seem underrated to me. Maybe someday.

One of the best things about the Carmel event is that it's free. That's something that can't be said about most of the events during this week. A friend who lives in Carmel gave me some great advice: arrive about 8:30, park on any of the side streets, and have breakfast. By then the cars will be arriving and parking, and you can see everything before it gets crowded. (Just remember the two-hour parking limit.) The Carmel Concours is a great event if you get to Monterey early enough in the week. If not, don't worry—there are plenty more events to fill the dance card.



After Carmel I made a quick 10-minute trip over to Monterey to another event called "Automobilia." This event was hosted at the Embassy Suites in Monterey, and the \$15

admission fee went to the local women's shelter. Automobilia is a showcase of old collectibles. Artwork, posters, shop manuals, you name it. The vendors come from all over the world, and their wares are amazing. And in most cases amazing = \$\$\$\$\$. Well worth attending if you are into all the "other stuff."

Legends of the Autobahn

After a detour to San Diego for a Wednesday work meeting I met up with a cousin in San Jose Friday morning, and we made it to the Legends of the Autobahn by 9:00AM. The Legends event is another significant event that is also free. (Do you see a trend here? Don't worry, it ends soon.) With Porsche Club of America conducting a separate event, this year's Legends included the other major German auto clubs: BMW CCA, The Audi Club, and The Mercedes Benz Club of America.

Held at the Nicklaus Club in Monterey, this event featured both a show class and a corral for each of the three marques. While there are not a lot of older classic Audis, there were some amazing BMWs and Mercedes on display. I confess I own both marques, and while I will always want a E30 M3, nothing makes me pause more than a Mercedes 300SL Gullwing—and there were several on the lawn. Of course there were E30 M3s too, and the 3.0 CS's were as sensuous as the day they were driven off the boat. I would estimate that Legends had a good 300-400 cars in total, all of them worth a look.

Un Intermezzo Italiano

After the Werks Reunion I had a brief flirtation with an Italian I ran into. A friend who handles all the press fleets for Chrysler, Fiat and Alfa twisted my arm (for about 30 seconds), and I relented to driving a new Alfa 4C for the rest of the day, with my only obligation to return it to the Concorso Italiano before the show opened on Saturday.

My interest in Italian cars is limited the nicest car Hertz has available in Rome when I walk up to the rental counter. While I enjoy all cars, I have never lusted for something red and Italian. While I wouldn't say I'm lusting for a 4C, I have to admit the car was a blast to drive hard through some of the twisty curvy roads in the hills around Monterey.

The car is very raw with no power steering, no real creature comforts other than AC. And the car has so much turbo lag you could finish a cup of coffee while waiting for the boost

to spool up. Actually, since it is an Alfa, that should be an espresso. Still, it begs to be pushed, and the harder you push into it the more fun it is—but always solid and planted. The racing exhaust was loud, but this is a driver's car, and loud is what Italian cars are all about.

Auction Time

We finished off Friday evening with the Russo & Steele and RM Auctions. I have been to enough auctions now that I have a simple rule. For me, and this is just a matter of taste, it's RM and Gooding. Forget everything else. You don't have the time to waste sifting through a lot of so-so cars when your time is so short, so go for the best. If you're like me, you don't have enough money to buy anything at either RM or Gooding, so you are safe. All you need is enough money to get in the door. Both RM and Gooding have absolutely amazing cars, cars that could be on the lawn at Pebble or Amelia. (And Gooding always has a free espresso bar.) So they fit with the theme of the weekend: the best of the best.



Laguna Seca

Saturday 0700, race day at Laguna Seca: Ok, I know I may to live to regret this next statement, but life is about learning as you go, and here is what I have learned. I don't care how big Cars & Coffee gets, or how many Ferraris, Lambos, Bugattis, or BMWs show up, they are all just pretty toys. It's the ones on the racetrack that are the real deal, and that is what the historic races are all about.

Until you hear a four cam 356 Carrera running against Alfas, MGs, Austins, and early Corvettes, you really haven't heard a four cam 356. This is what these cars were built for and what 60-plus years later they are still doing, with the grace that only time can preserve.



This is when you appreciate the guys who are into preservation. And when you see these cars out on the track, running hard against each other like they did when new, you understand why all these years later these are the cars that are now being restored. It's nice to see them parked all clean and perfect, but it's a hell of a lot more fun seeing them kicking ass out on the track like when they were new.

Laguna Seca is a full day, even a full weekend event, but if you have just one day to dedicate to the races, then Saturday is the day to be at the track. It was a \$100 ticket for the day and worth every bit of it.

Pebble Beach

Sunday 0400, Pebble Beach: Not really, but we did consider it. If you are an early riser, you want to be a part of the Hagerty Dawn Patrol, which starts at 4:00 AM and lets you watch the cars roll onto the lawn at PB for free. You even get a free hat to show that you had nothing better to do at 4:00, compliments of Hagerty. I understand those hats are one of "the" souvenirs, but I have my lanyard and credentials and three more hours of sleep that I will hang onto.

We arrived at Pebble Beach at 8:30 expecting to have a long wait before the gate opened, but much to our surprise there was no wait. From the time we parked to the time we were on the lawn, it was one of the most highly organized, guest-friendly events I have ever attended. Even though we were a good 90 minutes early, we were shuttled from our parking to the gate and walked directly onto the field, all within 30 minutes. It was a beautiful thing, as most Concours events I have attended tend to get very crowded 60 to 90 minutes after the gate opens. We had a good 45 to 90 minutes of prime viewing before any real crowds started to form.

It goes without saying that the cars at Pebble are the best of the best. And as far as tickets go, \$275 for a Pebble Beach ticket is about the mid point of ticket prices. Events range from free to \$500 a ticket (those Italian car guys love to spend the bucks so avoid Italian car events and you will save a lot of money), but again many other events are free, and a full day at Laguna will only set you back a Benjamin.

If Pebble Beach is on your bucket list then I would encourage you to block out the weekend of August 14-16, 2015 on your calendar now and start making your plans.



A peek inside the classic 328 on the cover.



Jackie.



Jay.

BIMMERS AT LAGUNA SECA



VINTAGE VANTAGE

David Yando goes to the Dayton Concours



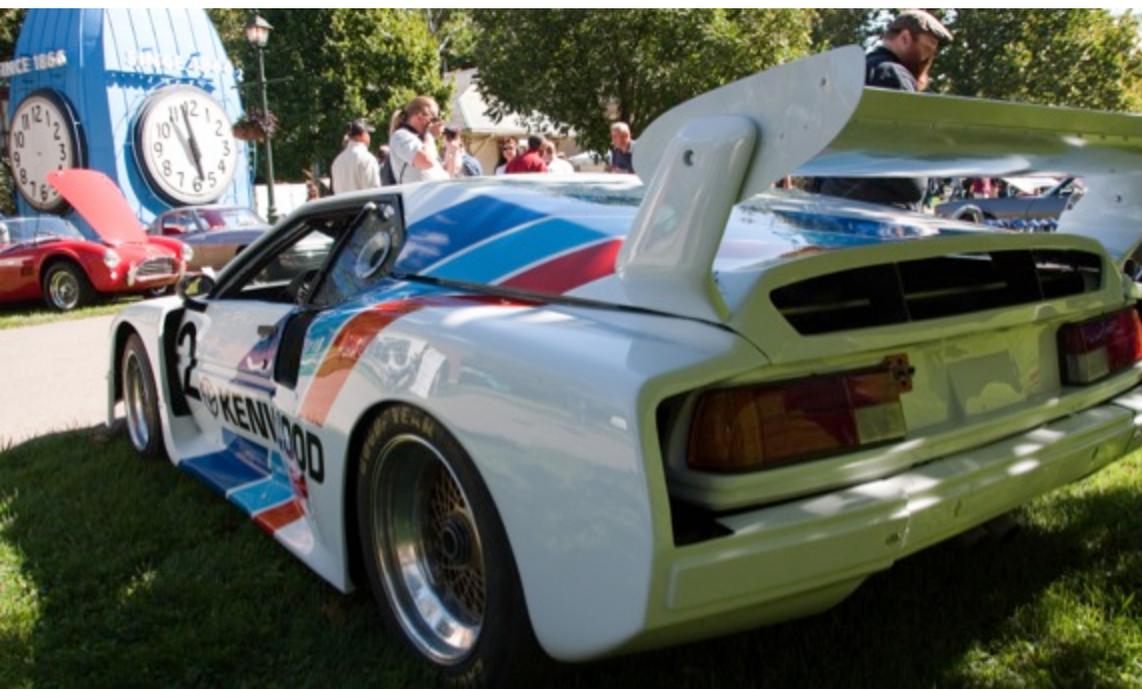
Above: Former rides of good friends and former BMW Factory racers Sam Posey, who raced this LeGrand Mk7 a few times, and David Hobbs, who had a history in this Kenwood M1.



Lora and I just got back from the Dayton Concours. It's a great event at a really nice venue, with lots to do. It's highly recommended if anyone is in the area or looking to see some interesting cars in a unique setting packed with history. It's held at Dayton's Carillon Park, home of the earliest Wright Flyer, their bike shop, a recreation of a Stoddard-Dayton Automobile dealership, a print shop, transportation museum, brewery, train rides, and lots more.

We had dinner with Roundel writer Mike Self and his wife, Carol, and lunch with BMW CCA Foundation member Lance White on our return trip. Mike was a judge, and Lance had two cars in the show. In addition to these pictured, there was also a pristine 1600 (a two-owner car recently acquired from the 88-year-old original owner). One of the organizers drove a really nice Inka 2002 to the show. The Lane Motor Museum's 1950 Martin Stationette won Best in Class - Woody.

Left: 2002 Turbo from the Lance White collection. Almost entirely original, it was formerly part of the Jimmy Baker collection in Alabama, and may be familiar to some at Old Hickory. And here's the sticker—like they say of vintage cars, it's only original once!



Bottom: The Kenwood M1 again.

Next page: A really nice bubble-window Isetta. Note the tool kit, jack, and manuals also displayed.



ALL BMWs ARE CREATED EQUAL - OUR PEOPLE MAKE THE DIFFERENCE

Whether you are looking for a new BMW or you just need your current BMW serviced with tender loving care by your BMW family. BMW of Nashville is the ONLY authorized dealer for new BMWs, Certified Pre-Owned BMWs and for BMW Service. BMW of Nashville is the ONLY choice for Middle Tennessee.

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Gemütlichkeit

BMW CCA Old Hickory Chapter Newsletter
FALL 2014

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In this issue:

Hello from Joe – Chapter Events – New Members –
Clean Wheels – The Considerate BMW Driver – Three
Pedals vs. Two – How to Monterey – Concours d'Ohio