



BMW Car Club
of America
Old Hickory Chapter

Quarterly Newsletter
Spring 2013

Gemütlichkeit

Presidential Address

It's Almost Here!

This has been a cold, wet, dreary winter, and I'm ready for it to be over. I don't normally dislike the winter season, but this one has been particularly gloomy and damp. Any snow to speak of only put enough frozen precipitation on the roads to make them slick, and it just made the ground spongier than it already was. The sun is shining as I drive around today, but the forecast is for a possibility of freezing rain. The liquid salt trucks are already spilling their chemical mix onto the roads—according to Murphy's Law, directly in front of me. Did I mention I'm ready for this to be over?

I'm looking forward to the next few months because our chapter has several activities planned to partake of the wonderful, warm, sunny, beautiful outdoors, and to make it even better, you can participate in these activities in your BMW. In this issue of *Gemütlichkeit* you will find that we're having a Dogwood Drive to Fall Creek Falls in April, a tech session for women in May, and a Fun Rally in June. See this page for more information and check chapter emails, Twitter, Facebook, and our website for notifications.

Do you have a favorite back road, restaurant, museum, or other "off the beaten path" spot you would like to share with others? Let us know, and we can help plan a chapter activity based on your knowledge of these special places. Tell me about it with an email to me at mcrow@oldhickorybmwcca.org.

I look forward to hearing from you about those special places out there just waiting to be explored.

Happy Motoring – Murray

Upcoming Events

Spring is Jam-Packed!

Chapter Meetings and Events

March 14: DeSano Pizza, 115 16th Ave S., Nashville. 6:30.

April 11: Famous Dave's, 7086 Bakers Bridge Ave, Franklin. 6:30.

May 9: Gerst Haus, 301 Woodland St, Nashville. 6:30.

June 13: Corner Pub, 8058 Hwy 100, Bellevue. 6:30.

March 23: **Clarksville Drive.** We'll meet at 9:00 at the Shell station by the terminus of the Natchez Trace, 8456 Highway 100, and Jackie Hardy will lead us on a leisurely drive to Clarksville. We'll have lunch at Silke's Old World Bakery and Café, which is famous for delicious German baked goods.

April 20: **Dogwood Drive to Fall Creek Falls.** The dogwoods will be in full bloom, so join us on a drive from Triune to Fall Creek Falls State Park. The drive will begin at the parking lot of 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 at the Fall Creek Falls Restaurant overlooking the lake. After lunch, we'll visit the highest waterfall in the Eastern U.S.! For questions, call Murray at 615-351-0879. For park information, visit tn.gov/environment/parks/FallCreekFalls.

May 18: **Tech Session for Women.** Do you have questions about your vehicle but don't know who to ask? Here's your chance to ask questions and learn basics about vehicle maintenance and what to do during road emergencies. The activities will be simple but hands-on, so dress appropriately. 9:30 a.m., at member Preston Quirk's home/garage at 2801 Blair Blvd, Nashville. Questions: call Murray at 615-351-0879

June 22: **Fun Rally.** A fun rally is a simple and casual back roads driving event where contestants follow a planned route and answer questions that are on the route map regarding things they see along the way. Contestants compete for trophies based on how well they follow the timed route and correctly answer the questions along the way. At the Fun Rally, fun is the main objective! Stay tuned for additional details.

Other Car Events

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 enthusiasts. Very cool exotic cars show up the first Saturday of every month!

Kars4Kids, April 20. This classic car show and festival raises funds for Tennessee Baptist Children's Home. Visit kars4kidsnashville.com for complete details.

German Cars & Motorcycles Breakfast at Viener Fest, June 29. At this quarterly event, Nashville's new Viener Fest German restaurant welcomes owners of fine German machines to enjoy a breakfast buffet and show off their vehicles.

Art Deco Automobiles, Frist Center, opening June 14. This major automotive exhibit features cars and motorcycles from the '20s and '30s, the age of American Art Deco design. We're arranging a lunch and tour of the exhibit for Old Hickory members, so stay tuned! (Volunteer with the Frist until May 17 to work at the exhibit!)

Murray's Musings

A Lot of Money or a Little Do-it-Yourself

A few weeks ago, the family and I headed out for our usual Friday night meal. We took my wife's 2005 X3, which has around 75,000 miles. We've enjoyed this trouble-free vehicle for going on two years. After dinner, it started right up as expected, but I had three warning indicators that weren't there when I parked, and they stayed lit up in the dash display. The "light triad," as I later learned it's called, consisted of the brake light, 4x4 indicator, and the ASC light.

Not knowing what to do, I hoped that the lights would go out if I turned the vehicle off and restarted. This didn't work. Uncertain if the vehicle was drivable, I cautiously circled the parking lot a few times to evaluate the issue. Everything seemed OK, so I nervously headed on home with three warning lights staring me in the face.

When I got home, I Googled my issue to see what I could find. Quite surprisingly, I found tons of information specific to my light triad, which is a fairly common failure of a small but significant component on the transfer case, the 4WD actuator. The actuator consists of a small motor and gearbox mounted directly to the side of the transfer case. It looks remarkably like a windshield wiper motor in size and appearance.



Based on research of voluminous online information, there were several options from which to choose: 1) Purchase and self-install a new \$580.00 actuator; 2) Purchase and self-install a \$200.00 used actuator; 3) Take it to the dealer or independent shop at an unknown cost; or 4) Remove and repair the existing actuator at zero cost except for my time. It didn't take long for me to choose based

on cost. I needed additional information before I would be comfortable with such a project, however, so I went back to the Internet to further research the repair process.

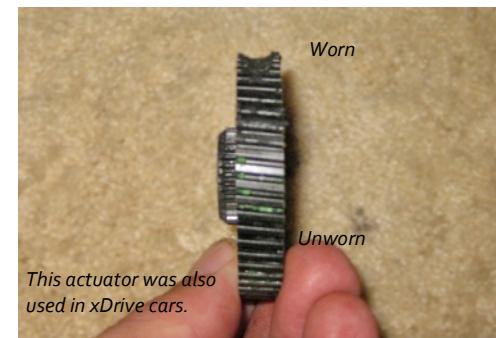
The 4WD actuator engages the all wheel drive system in the vehicle when the system senses slippage at one of the wheels or axles. To do this, the actuator uses a small metal worm gear that turns a nylon composition cog gear. The nylon composition cog is where the problem lies. Over time, the metal worm gear cuts into the composite cog and destroys the individual teeth—but only for only about a third of the circumference of the cog. The round cog never spins a full turn when in use, which means that 2/3 of it is never used.



So to make the no-cost repair, all a person has to do is remove the actuator from the vehicle, spin the cog 180 degrees, and reinstall the actuator. Theoretically, this doubles the life of the actuator, unless a failure of another nature renders the actuator useless.

Being a self-proclaimed "do it yourselfer," I felt I had enough information and the proper tools at hand to undertake the project. My motivation was simple: a successful repair was going to save me the \$580 cost of a new actuator. If it didn't work, I would lose nothing but a little pride and the time it took to attempt the repair. I've been wrenching on cars for decades, but that still doesn't eradicate some of the anxiety that I experience when I delve into unknown territory. The vehicles I wrench on are decades old, so the X3 is much more modern than I'm used to.

To complicate matters, this was my wife's daily driver. If the repair was unsuccessful, it would mean she would be driving my M5 or 850 for a while. She is well versed in driving a manual transmission, so that's not a problem. The problem is that she doesn't particularly care for driving either of these cars, so the pressure was on.



The repair ended up being a very simple project that actually took less than 30 minutes start to finish. With ample instructions and pre-planning, the project went without a single glitch. I didn't even have to reset any of the warning lights; they reset themselves. Needless to say, when I achieve a no-cost repair for an otherwise costly project, I get a profound sense of accomplishment.

If any of you have needed repair projects on your vehicles that you are considering doing yourself, hit the Internet and research the information available for what you're trying to do. You might find that that project is already documented and within your abilities to perform. This isn't for everybody, but if you are willing to try, you can save yourself money and can gain confidence and a sense of accomplishment.

Here's to successful wrenching!

— Murray



Graf's Grumblings

Graf Hilgenhurst

Last year *Roundel* asked readers to share our experiences with strange vehicles. Now I challenge you to share your own strange vehicle stories in *Gemütlichkeit*. Here are mine:

60 foot twin engine houseboat. You do not drive it so much as estimate which half of the lake you will wind up on. Fuel consumption is measured in gallons per mile (1.1, to be exact). The twin engines do come in handy for docking, though. My favorite technique: aim for the dock at a 45 degree angle making six knots headway. About 50 feet out, apply full forward throttle to the left engine, and full reverse to the right. As you lightly kiss the dock, shift back to neutral. Expect to hear the words *Well done, Mr. Bond*. The pleasures of differential thrust!

Pitts S-2 (aerobatic biplane). A friend of mine hired a stunt plane and pilot for his bachelor party, as the whole naked dancing girl thing had gotten a bit cliché. Each guy in the wedding party enjoyed 30 minutes of stick time (or in some cases, barf time). My instructor described the Pitts as “responsive.” I would have called it “twitchy.” Comparing this to your average Cessna is like comparing a Ferrari to a Buick Roadmaster—with the added potential of falling out of the sky without warning. Let’s just say it held my attention. I got to practice aileron rolls, inverted flight, and loops, with my instructor in the back seat. When he asked me what else I would like to try, I distinctly remember asking, “how about a little straight-and-level?”

Greyhound Scenicruiser. You remember, the one with the windshield above the other windshield? Well, if you remember the 1970s at all you would remember this! Anyway, somewhere outside of Portland, Maine, I talked the driver into letting me take it once around the parking lot. I remember thinking that the steering wheel was perfectly sized and weighted—if your name was Godzilla. I had a little trouble letting out the clutch smoothly. (Of course, in those days, I had trouble letting *any* clutch out smoothly.) Shift action was long, but surprisingly light (only four forward speeds, though). Brakes were air powered, not hydraulic. They let out a menacing hiss when you used them, but stopped wonderfully. Oh, did I mention my entire high school class was on board?

While I realize that this is a BMW publication, nothing ever made by BMW (with the possible exception of the Isetta) qualifies as truly strange. And when it comes to strange vehicles, employees of the Lane Motor Museum might be at an unfair advantage—but I’d love to hear from you anyway!

Tell us about it: have you ever driven (or flown, or sailed) anything really strange?

New Members

Please welcome Old Hickory Chapter's newest members!

Lee Adams, *Nashville*
Angela Ballou, *Westmoreland*
John Biddle, *Old Hickory*
Nicole Cigna, *Mount Juliet*
Rusty Dallas, *Murfreesboro*
Shawn DeHaven, *Hendersonville*
Dana DeMoss, *Nashville*
Lucas Doroshenko, *Normandy*
William Egan, *Brentwood*
Dave Flug, *Gallatin*
Larry Gibby, *Madisonville*
David Gillis, *Franklin*
Seth Higgins, *Clarksville*
Floyd Jennings, *Kingston Springs*
Joseph Lewis, *Brentwood*
Denny Long, *White House*
Wes Mayers, *Brentwood*
Kevin McGinniss, *Nashville*

Lee Mitchell, *Mount Juliet*
Joe Nance, *Crossville*
Glen Oxford, *Nashville*
Martin Perlmutter, *Franklin*
Karla Robertson, *Cookeville*
Jody Ruffner, *Lascassas*
Steven Schwartz, *Mount Juliet*
Rob Solberg, *Nashville*
Bert Stevens, *Lebanon*
Trey Tinnell, *Waverly*
Byron Tubb, *Arrington*
Linda Turner, *Crossville*
Alfred Verea, *Nashville*
Logan West, *Nashville*
Matthew West, *Nashville*
William Wright, *Mount Juliet*
Charles Young, *Goodlettsville*
Hameed Yusuf, *Nashville*



To all new and current members:

- Be sure to visit our official website, www.oldhickorybmwcca.org, for news, event updates, and items of interest to members.
- You can also follow us online at twitter.com/OldHickoryBMW and at facebook.com/OldHickoryBMWCCA.
- If you’re not receiving monthly emails about our Chapter activities, contact Tyree Peters at tpeters@oldhickorybmwcca.org and be sure your email is registered with BMW CCA.
- *Gemütlichkeit* wants to know! Do you have a response to an article? A sweet car or event photo to share? A good BMW story to tell? Contact the editor at msmith@oldhickorybmwcca.org.

No strange cars from BMW? How about the 4219ELi? It's a 42 wheel drive, 19-engine concept designed to specifications from a four-year old. Proof that BMW designers know how to have fun.



Old Hickory Happenings

Another Successful New Year's Party

We'd like to thank our friends at the Lane Museum for hosting our New Year's party in January. Our members brought lots of great food, plus there were door prizes and a Dirty Santa present exchange.

Members at the Old Hickory party received museum passes. After our fill of homemade desserts, we went in to ogle the beautiful, strange, and rare cars, including Bimmers. If you've never visited the Lane Motor Museum, you're missing out on a world-famous hometown treasure!



Old Hickory Social Media

We've improved the chapter's online social media presence by reviving our Twitter and Facebook accounts.

If you're on Twitter (or even if you're not!) you can follow chapter happenings at twitter.com/OldHickoryBMW. We'll be posting reminders, news, photos, and events, so check it out—and send us a tweet!

We've also updated our Facebook page, facebook.com/OldHickoryBMWCCA.

"Like" us, send us messages, share photos and news, and generally say hello. We'd love to hear from you.



As you check out our social media feeds, feel free to recommend other CCA chapters, car organizations, BMW forums, suppliers, or similar resources we can follow or connect with through Twitter and Facebook. Let's make Old Hickory chapter's online presence as useful as possible for members—and get to know each other as well!

Newsletter Reminder

As always, feel free to send your thoughts on the articles you see in *Gemütlichkeit!* Our goal is to use the newsletter—and our online presence—as a forum for member discussions and information.

And don't be shy—show off your ride! Send a (big!) photo that captures your BMW's beauty, awesomeness, or issues, and I'll try to find a spot to feature it.

Regional Conference and Side Trip

A contingent from the Old Hickory board visited Dearborn, Michigan, in January for the CCA's 2013 North Central Regional Conference. Old Hickory and Memphis' River City are the two southernmost chapters in North Central, which includes the Michiana, Badger, Bluegrass, Iowa, Illini, Buckeye, Motor City, Windy City, Hoosier, North Star, Northern Ohio, and St. Louis chapters.

We met a lot of very friendly Bimmer enthusiasts from these chapters, and we all discussed topics like social media, chapter communications, event planning, and member recruitment. It was a very worthwhile event overall, and we came home with lots of new ideas for Old Hickory.

Few attendees could pass up the chance to see the Detroit Auto Show, so we arranged shuttles downtown. BMW's incredibly fancy showcase included soon-to-be-released models, sophisticated car technology, and the next generation of BMW's design language.

The next day, a smaller group visited the Henry Ford Museum—quite a jump from the cutting edge to the dawn of the automobile. Although it was absolutely fascinating, I left with a new appreciation for power steering, turbochargers, modern suspension, stereo, and air conditioning.

The photos on the next page are just a few of many we took at the auto show; visit Old Hickory's Facebook page to see some more!

Oktoberfest Registration Opens

Registration for BMW Oktoberfest 2013 is now open! The event is August 19-24 at Laguna Seca in Monterey, California.

Visit www.bmwccaofest.org for complete information.



Snaps from Detroit



When purchased in Valencia Orange, the new Z4 Roadster will include the very cool "Hyper Orange" interior styling package.



The 4 Series, also pictured on the cover, was a huge hit in Detroit.



The all-electric i3 concept is designed for urban life.



The i8 plug-in hybrid concept comes with scooters in the trunk for truly minimal emissions.



"Stream flow," a kind of stylized Hofmeister kink for the i3 Concept.



Coming this spring, the entry-level 320i will be about \$3400 cheaper than the 328i, with about 60 fewer horses.



M6 Gran Coupe: kind of strange nomenclature for a 4-door, but amazing looks.

Grüß Gott!

Ron Steurer

CDVs: To Delete or Not to Delete?

Ever drive a car full of passengers, shift from 1st to 2nd, and get that notorious 2nd gear jerkiness? And you can read your passengers minds: Does he not know how to drive a manual? And you're saying to yourself: No really, I can shift properly I have been driving manual cars for years.

Well, it may actually not be you. BMWs are known for this. Almost all manual BMWs come with a clutch delay valve (CDV) installed at the factory. In fact, if my memory is correct, the M5 along with some other M series vehicles do not have this installed because they understand these drivers know how to properly drive a manual car and demand only the highest performance and driver experience.

What is a CDV? It's a one-way restrictor, no larger than a AA battery, installed by the factory between the clutch slave cylinder and clutch master cylinder (see pictures). It "delays" the engagement of the clutch, much like old record players use a damped tone-arm to gently lower the needle onto the surface of a record. Because of this valve, no matter how quickly you lift your foot off the clutch pedal, the clutch engages the flywheel at a constant (slow) rate.

In theory, it can save the driveline from shock when an inexperienced (or immature) driver dumps the clutch like a 16 year old showing off to his friends in a high school parking lot.

But in practice, all it does is prematurely wear out the clutch and turn experienced drivers into people who, despite years of practice, cannot shift smoothly. During hard acceleration, the slippage can greatly shorten the life of your clutch. During normal, sedate driving, the shift from first into second gear is often jerky, leading passengers to question your skill. As the driver, you can see your passengers' heads bobbing back and forth during every shift! Yes, in their minds, they are laughing at you!

Ok, so how do I bypass or remove my CDV, you ask? There are two ways. The first is to buy a replacement CDV (from Zeckhausen.com or another supplier) that basically has no "valve" to restrict the flow of clutch fluid. The reason to do it this way is that if you remove the CDV completely while the car is still under warranty and there are any clutch issues, this will most likely void the warranty if they detect the modification. With this "replacement" CDV, it's not as noticeable that the stock CDV is missing. This is one of the reasons to replace instead of just removing—though I can't confirm this and don't have any evidence this would actually allow warranty work on the clutch during the warranty period.

The second reason to replace rather than remove is that, on certain models, there just isn't enough slack to reconnect the clutch line after removing the CDV.

You might guess why some people just remove the CDV altogether. If the car is no longer under warranty and/or there is enough slack to connect the clutch line back together it's best to just do a "CDV delete."

Upon receiving my 2011 328 after European Delivery, I immediately had a local indie mechanic just remove the CDV altogether and not even bother with replacing it. I'll take my chances, I guess, if the car ever needs clutch service in the first four years. Mind you, as I stated earlier, removing the CDV actually prolongs the clutch's life and does not degrade it. So any clutch/transmission issues would be something not related to this. And immediately after having it removed, I noticed right away very crisp, quick-engaging shifts. It was an *aha* moment!

So the benefit of removing or modifying the CDV is that your clutch is suddenly transformed into the smooth, easy to modulate clutch that should have been delivered from the factory as standard. Rowing through the gears, I really felt that great Bavarian engineering in the venerable, naturally aspirated, silky smooth inline six, especially with shifts above 4500 RPM. And of course, no more grumblings from my passengers when shifting from 1st to 2nd.

Tell us about it: ever improved your shifting with some judicious CDV attention?

CDV Examples



E39 & E60 5-Series and Z8 CDVs with hex-shaped bases.

Z3, Z4/E46 3-Series, E36 3-Series, E46 M3, E90 3-Series.

Member Photo



Old Hickory member David Yando's 243,000 mile 1990 E30 M3. Be very, very quiet.

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VERSATILITY IS THIS YEAR'S UNDERSTATEMENT.

Now that the all-new BMW X1 is available in xDrive and sDrive, it's truly the epitome of versatility. Intelligent all-wheel xDrive offers superior traction in all types of weather. sDrive, available for the first time in an SAV, is a fuel-efficient, rear-wheel drive option that delivers precise handling and the BMW performance you have come to expect. We only make one thing. The Ultimate Driving Machine®.

THE ALL-NEW X1 WITH xDRIVE AND sDRIVE HAS ARRIVED.

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