

Das Krummet

The Newsletter of the Tidewater Chapter of the BMW Car Club of America

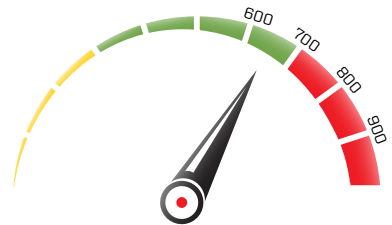


Q3 | 20



UPCOMING EVENTS

- 11 08** **STREET SURVIVAL**
Cancelled Due to COVID-19
- 11 21** **FALL FOLIAGE DRIVE**
Tippy Beans Cafe
1430 High Street in Williamsburg, VA 23185
Meeting time is 10:00
- 12 06** **DECEMBER OBX DRIVE**
Cancelled Due to COVID-19
- 12 19** **DECEMBER BREAKFAST**
9 AM: Lockside Bar and Grill
200 N Battlefield Boulevard, Unit 13, Ches, 23320-3975
- 12 26** **DECEMBER PENINSULA BREAKFAST**
9 AM: TBD
- Q1** **ANNUAL BANQUET**
Marriott Virginia Beach Oceanfront
- 02 13** **VALENTINE'S DRIVE**
York River State Park
9801 York River Park Rd, Williamsburg, VA 23188



MEMBERSHIP

**To be announced. Please check your email, our website, and MSReg for updates. RSVP and details for all events at www.motorsportreg.com
Questions: send email to events@twbmwcca.org

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MEMBERSHIP

Tidewater Chapter: 670 as of FEB 2020

ADDRESS CHANGES

Address changes can be made on the BMWCCA National website (www.bmwcca.org) by hitting 'Login' and following instructions on site. From there, click on the 'Manage Account' link on the top of the page; then click on the 'Change Addresses' link.

Or write to: ROUNDEL BMW CCA, 640 South Main St., Ste 201, Greenville, SC 29601

All changes done through the National office will update both your National and Tidewater Chapter address information.

NEWSLETTER and PHOTO CONTRIBUTIONS:

We welcome your articles and photos. To be included in an issue the materials must be received by the 1st of the month preceding the date of the issue. To spice up the newsletter we always need photos of chapter events. We may also use them on the chapter website. Send your contributions to Editor@twbmwcca.org. Thanks!

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President's Corner

I really didn't think I would be one of those to acknowledge the new normal. That's not from a point of ignorance. I am painfully aware of the severity of what is going on. It has hit home. Rather, I am an eternal optimist. I always try to see the positive of things. Perhaps, I simply hoped that as an intelligent species we would have learned how to overcome this by now.

I am pleased to say, we are making the new normal work. No more in person Board meetings. No more handshakes or hugs. Fortunately, we have been able to safely do a great deal. For some time our Board has taken advantage of technology to have remote attendees when necessary. Now, we simply conduct the entire meeting virtually. For the car drives, well, we are in our own vehicles. We meet and greet before hand, but we wear masks and maintain adequate distancing. Dining at restaurants is a tad more complicated, but we are making it work. To that end, we have been thoroughly enjoying the latest restaurant selections. Blue Talon in Williamsburg and Baker's Crust in Virginia Beach were outstanding, and a wonderful change of pace!

We are looking forward to the upcoming M-School. While it will have passed by the time you are reading this, I know all attendees are excited. I will confess to you, I am a bit perplexed. When we advertise the event it is usually met with enthusiasm and a notion of wanting to go. When it comes time to ante up for the event, participation falls off. Why is that? This is our third year having the M-School, and it has been an issue each time. While we have fluctuated our price point a bit, it has always been a savings of 40-50% off the regular retail price. The varying price has been a result of our inability to lose money. That is, we incur fees for processing credit cards. For that reason, this year was a cash only setup. Even with that, we hardly had the swarm of participation I was hoping for. Perhaps I need to change my expectations. The component we did not expect, however, was COVID.

I don't feel compelled to reiterate on the upcoming events. We have mentioned them, they are in the upcoming events section and we post them on our website and social media. Instead I'll say that I wish you to remain healthy and safe. I look forward to seeing you at one of our many upcoming events. I'll remind you that if you wish to receive a hard copy of the newsletter, please attend one of our in-person events. Even if you do not stay the whole time, we'd love to see you!

Freunde und Spaß mit Autos
Shawn



INTRODUCING: DETAILING WITH MR. Q

By Andy McCulley

As an introduction to our new editorial, *Detailing With Mr. Q*, I thought it would be worthwhile to provide an overview of what you'll have to look forward to in the forthcoming issues of *Das Kummeret*. My interest in cars largely derived from a passion for car detailing. I've been

detailing cars since I was about seven years old and have done my best to keep up with the latest trends, products, and processes in the detailing industry. Over the years, I have honed my own skills, adopted a few hacks and shortcuts, and have sampled myriad high-end and off-the-shelf detailing products. From paint correction and ceramic coating to undercarriage cleaning to leather care, *Detailing With Mr. Q* will be an outlet for other members and me to share some of our wisdom (if you can call it that) hopefully without getting too arcane or long-winded.

I intend for this to be a collaborative editorial and welcome all members to decide what the topic of the quarter will be. If you have a question about any detailing topic, please email me and if enough people have the same question, it may be featured in *Das Kummeret*. Likewise, if you have a technique or product that you'd like to share, I'd love to hear about it so it may be shared with the rest of the club. Finally, to make these articles more entertaining, they will be illustrated by a young enthusiast performing whatever detailing task is discussed on his electric BMW 507. Look for the first official article in the 4th quarter 2020 issue of *Das Kummeret*.

.....

BMW TRIVIA



The first BMW Art Car was commissioned by which French racing driver and painted by which American artist?

Answer: Commissioned by Hervé Poullain and painted by Alexander Calder



Vice President's Corner

I don't know about you guys, but I'm not a fan of iRacing, virtual racing, or even virtual car shows. I guess if I were bedridden it would be another thing, but I'm not and real reality is far better than virtual reality or reality TV, IMHO. To me, it's like the simulator training I did in the Air Force or when I flew for the airlines. Sure, the visuals are pretty cool, and you can do things you wouldn't try in the real world without fear of bodily injury or death, but where's the fun in that? I like to be there in the flesh and participate. I want to hear the roar and smell the fumes. I want to drive with abandon and get that visceral response when I step on the accelerator, nip the apex or caress the brakes. To that end, it's good to see real racing return to TV, even if the stands are empty.

That said, as we move forward during this never-ending pandemic nightmare, we do have a number of events planned for the remainder of the year. Personally, I'll pick and choose which ones I am comfortable with based upon the type of event, where it's being held and the current level of COVID19 "threat," real or perceived. I'm not making a political statement here and I'm certainly not telling you whether or not you should participate. Those decisions are entirely yours.

This pandemic has proven to be tougher and longer lasting than I think most of us anticipated. The economic hardships have been brutal for many. Our economy continues to suffer as do our institutions. The BMW CCA is no stranger to these hardships. We see a precipitous drop in new memberships and membership renewals. Membership in organizations like the BMW CCA were on a downward trend before COVID19 due to changing demographics, seemingly less interest in cars as a hobby and the internet taking over as the social hub for many. The pandemic exacerbates this trend.

I'm reaching out to each of you, asking that you consider extending your current membership and reach out to anyone you know who drives a BMW and is not a member. I recently extended mine through 2025. At the very least, please sign up for membership Auto-Renewal. There are many advantages in doing this:

1. You won't miss an issue of the *Roundel* or *BimmerLife* magazine.
2. You never have to worry about your membership lapsing.
3. You stay informed of local Chapter and national events via *Das Kummel*, our local Chapter newsletter, and the weekly national email editions of *BimmerLife*.
4. You can participate in the annual Car of Your Dreams BMW CCA Raffle.
5. You keep your rebate for a new BMW intact.
6. You maintain your eligibility for discounts on parts and supplies from BMW, Pelican

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Proudly show your BMW Car Club membership in Virginia



Gene Warren photo

Greetings all Virginia BMW Car Club members. After decades of trying, the day has finally arrived! We are now in the process of taking applications for Virginia BMW CCA license plates.

However, in order for tags to be made, we need **450** Virginia CCA members to pre-order by **December 30, 2020**.

If we don't make the deadline, we will have to start the process over again next year. It has been a long journey, but we can only make it happen with your immediate participation.

Please sign up now! msreg.com/VaBMWLicensePlates

If you have any questions, please reach out to Billy Dixon VaLicensePlates@ncbwmcca.org.



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*Please contact Andy McCulley,
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additional questions.*

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Mark Mills
James Small
Zachary Valverde

George White
Karen Williams
James Wingo

BMW CCA is the largest single-marque car club in the world. Membership comes with special benefits such as rebates up to \$1500 on new or certified pre-owned BMW automobiles, rebates up to \$750 on BMW motorcycles, membership only discounts, exclusive club driving events, subscription to the monthly club magazine Roundel, access to club only merchandise, access to technical service advisors and much more.

As a Tidewater Chapter BMW CCA member there are even more benefits and discounts that come with your club membership. For more information please visit www.twbmwcca.org.

Whatever your reason for owning a BMW, you have the opportunity to meet others with common interests, form new friendships and learn more about your "Ultimate Driving Machine". Participation is up to you whether that be face-to-face, virtually, actively or occasionally.

So how do you join? Simply visit the membership signup page on the National BMW CCA website at www.bmwcca.org/join.



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Individualism

Part 2 - Individual Collection vs. Individual Manufaktur

By Andy McCulley

In the previous issue of *Das Kummert*, I explored the history of BMW Individual, why it was launched, and its eventual expansion into the US market. Now it's time to learn about some of the different ways one may customize a BMW. The Individual program is divided into two distinct areas, each with the capability to perform different levels of individualization: Individual Collection and Individual Manufaktur.



If you want custom paint, individualized leather items, or basic technical features beyond the standard offerings, Individual Collection will execute your vision. Say you want a new F90 M5 painted Laguna Seca Blue. For the interior, maybe you're not a huge fan of the current offerings and would like Sakhir Orange Merino leather to match what was in your old F10 M5, a car on which it was a standard offering. With this level of customization, you should have no trouble selecting from the BMW Individual Collection. The Individual Collection provides a wide range of bespoke options that will make any BMW turn heads.

However, if you aren't satisfied with just turning heads, but want unsuspecting pedestrians and passers-by to do the full Linda Blair 360, you will likely be consulting with BMW Individual Manufaktur. While the Individual Collection offers clients a wide array of offerings for exterior paint, interior leather, and optional equipment and accessories, Individual Manufaktur is where the most esoteric of requests will be fulfilled. Individual Manufaktur offers a range of over 100 paint finishes, but if none are to your liking, or if you want a multitone paint scheme, Individual Manufaktur is at your service.

When it comes to the interior, Individual Manufaktur is willing and able to go beyond Individualization. For instance, if you want the entire trunk lined in leather, consider it done. If you want your name engraved in the door sill plates, initials embossed in the headrests, a unique perforation pattern, or even if you want wood trim harvested from a special tree, Individual Manufaktur will make it happen. Such artistry, of course, requires the use of



only the finest materials. BMW's fine-grain Merino leather, which must pass a rigorous screening process, is the perfect canvas for such craftsmanship.

While fulfilling unique customer requests is the basis for BMW Individual, the program also serves to execute and develop market-specific special edition

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Don't miss the 2021 Tidewater BMW CCA Banquet

50 *Anniversary*

We will celebrate our 50th Anniversary at the gorgeous Marriott, Virginia Beach Oceanfront resort.
Stay tuned for event details and registration information.



Coming Soon

Soon we will be introducing a **BIRTHDAY COUPON!** This will entitle the recipient to **10% OFF** Tidewater BMW Club merchandise during their birthday month. The code must be redeemed in person at one of our events, and we must have your email address to send you the **birthday coupon**. If you have not received a Birthday Coupon email from us, please ensure that your email address and birthdate is updated with National.



Summer 2020 BMW CCA Tidewater Chapter M School

By Eric Peppenhorst

BMW bucket list item number 4 has now been marked off my list. Item number 1 was to own a BMW (a 2018 Long Beach Blue M2), item 2 was to do European Delivery (ED), which I was fortunate enough to do before the program was discontinued, and item number 3 is a Performance Center Delivery. PCD was an option after doing the ED, but would have extended taking delivery in the US by 3-4 weeks. It had already taken a 4 week cruise from Germany and I didn't want to wait any longer.

So, item 4 was to attend M school, where you get to drive someone else's cars, use up their tires, brakes, gas and learn to safely control your Ultimate Driving Machine.



Once again, this year, we were able to arrange for our chapter to have a day at the BMW Performance Center in Greer, SC. The trip started off at the BMW endorsed Shell station in Suffolk with 4 cars

caravanning in a torrential downpour, where we commenced down to South Carolina. Other than some minivans impeding our drive, the trip went smoothly and we were able to maintain a brisk pace coinciding with traffic and weather conditions. After arriving at the Home2Suites in Greenville and getting settled, more attendees arrived for dinner at Bacon Bros Public House, which was within walking distance of the hotel. At the restaurant, great bbq and beverages were enjoyed by all.

Saturday morning, all 15 attendees met the instructors for a drivers meeting and they repeatedly emphasized DO NOT turn off the Traction Control. The vehicles at our disposal were the M2 Competition, the M4 Competition and the new, 617hp M8 Competition. In the morning sessions, the M8 was used for driving and cornering on a short course, the M4 was used on the skid pad to practice the art of drifting, and the M2 was used for the Rat Race challenge and timed autocross practice. Rain does not postpone an M School and the day was nothing but intermittent rain! Rain actually enhanced the experience as several of the exercises already use a wet track. Others, such as the autocross and cornering, allow you to safely find the



Continued on pg 19

CLUB TOOLBOX

For those who have always wanted us to put a name with a face, here's a picture of our club tools. They've been relocated to our treasurer Ron Boustedt's house. Feel free to reach out if you need to scratch your shade tree mechanic itch.



- HELMETS for track events
- Service light resetting tools – very useful
- Tie rod separator – pickle forks
- Remote starter switch
- Clutch alignment tool
- Pilot bearing puller
- Fan clutch wrench & bar
- Electric impact wrench
- Lockstrip tool
- 17mm trans. drain socket
- Brake bleed system – very useful
- Coil spring compressors
- PEAKE code/reset tool – all models can be connected under hood or dash
- SRS air bag scanner

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Grossglockner!

By Ray Laffoon

Grossglockner! This is not about a big clock or a massive German gun. Grossglockner is a mountain, a mass of dark granite that rises to 12,461 feet above sea level in the Eastern Alps. It is the highest mountain in Austria, located in the Hohe Tauern National Park with other massive tall mountains, glaciers, marmots, and mountain goats. On Grossglockner's eastern flank, between the towns



of Fusch to the north and Heiligenblut am Grossglockner to the south is one of Europe's most panoramic and fascinating roads. It follows the contour of the land for 48 kilometers to an altitude of 2,571 meters (8,435 feet) above sea level. The Grossglockner Hochalpenstrasse (High Alpine Road) is an impressive road that attracts drivers, motorcyclists, bicyclists, hikers, tractors, and other interested parties from around the world to view the awesomeness of the Alps, its high meadows, inspiring waterfalls, glaciers, wildlife, and feats of engineering. The High Alpine Road is impressive with its array of curves, hill climbs, descents, tunnels, and occasional passing zones that challenge the driver as it flows along the landscape, all under the shadow of some of the world's most impressive mountain peaks. Writer Richard Meaden described the Hochalpenstrasse as "the highest road in Austria and one of the most spectacular and vertiginous motorsport venues in the world."

Historically, the Hochalpenstrasse follows a route across the Alps and the Hochtorn pass used by the ancient Romans and Celts as they travelled north to south (and vice versa) for trade and conquest. After the First World War and the collapse of the Hapsburg Empire, Austria was looking for a way to rebrand, provide jobs to the massive number of unemployed workers, and to attract a developing tourist industry. Salzburg's state governor, Franz Rehrl and a young engineer named Franz Wallack began the work to finance and engineer a road across the ancient trade route. Work began on 30 August, 1930 and over the next several years employed more than 4,000 workers working in harsh Alpine conditions to excavate approximately 1.5 million tons of earth and rock, build 67 bridges and lay a telephone line the length of the entire route. The original surface was sand and gravel which was normal for the high Alpine environment. The road opened to much fanfare in 3 August 1935. Wasting no time, the first International Grossglockner Hillclimb took place on 4 August 1935 with an impressive assemblage of cars and motorcycles.

The automobile competition was very international, while the motorcycle competition was dominated by the Austrians. The dominant Auto Union and Mercedes Benz teams did not participate in this event since the road was considered too dangerous for their powerful machines with difficult handling. Impressively, the first winner was Italian Mario Tadini driving an Alfa Romeo 8C from the Scuderia Ferrari (yes, that Ferrari). Second place went to aspiring driver Dick Seaman driving his ERA. He would later drive for Mercedes Benz. The fastest motorcycle was Martin Schneeweiss of Vienna riding an Austro Omega.

The 1938 event was very different. Nazi Germany had annexed Austria, which meant the Nationalsozialistisches Kraftfahrkorps (NSKK) was sanctioning the event. The International Hillclimb was now the German Mountain Championship, which meant teams from Auto Union, Mercedes Benz and BMW were required to be present. The



weather was bad as well. Looking at pictures from the 26 August, 1938 event, you notice the snow and rain. The NSKK had planned to run the entire length of the Hochalpenstrasse, but Auto Union and BMW objected due to the dangers in the middle section of the course (2 tunnels and massive elevation changes). Eventually, the event was divided into two segments, with Hans Stuck, the Hillclimb equivalent of Michael Schumacher in his day, winning the event in his Auto Union Type C car. The 1939 event saw a hard-fought battle in the fog and rain between Hans Stuck and eventual winner Hermann Lang in a Mercedes Benz. Incidentally, a BMW 328 driven by Helmut Polensky had the best sports car time on the event. The Second World War brought an end to these events.

Today, the Hochalpenstrasse is beautifully paved, but full of various modes of traffic in the summer months. It's closed in the winter due to the snow at that elevation. However, much of the traffic is composed of automobile enthusiasts and motorcyclists enjoying the challenge of the road while enjoying the high alpine scenery. It really is a car and motorcycle watching paradise, although I would advise to also be on the lookout for the many bicyclists who are enthusiastic as they start up the first hill, but flag a bit toward the top! The engineers and builders constructed numerous pull outs and passing areas to better facilitate the flow of traffic making this road a joy to drive. Restaurants, visitor centers, and other points of interest are built along the length of the road. The driver can get a sense of how the road used to be when ascending and descending the original pavement spur located at Edelweiss-Spitze, a beautiful panorama for enjoying the tall mountain peaks on a clear day. Be aware that you can also encounter rain and fog just like Stuck and Lang endured during their Hillclimb events. A visit to Franz Joseph Hohe is a definite must. There is a free parking garage available so one can get out of the car and marvel at the mountain peaks, the Pasterze glacier, and the marmots who would have you believe that you are their only source of nourishment. There is also a good restaurant to enjoy (marmots not allowed), and a museum full of interesting cars and motorcycles. All of this is just below Grossglockner.



One more thing. While enjoying your drive along the Hochalpenstrasse, remember that the engineer who designed and supervised the construction of this magnificent road, Franz Wallack, drove a BMW. He loved driving his BMW 328 cabriolet!

Buying Rachel

When I purchased *Rachel*, our 1983 320i, on *Bring-a-Trailer* back in October, I knew she was no garage queen. With over 123,000 miles, a torn passenger seat, cracked dash and a replacement door, it wouldn't even be in the running for a local car show trophy unless the show was COVID19 compliant, being held in our driveway, and Avril and I were the only ones in attendance.



Even then I think *Manny* or *Johnny* would win hands down. What did draw me to Rachel was the year she was born. It was the same year I graduated from USAF pilot training and it was the car I should have purchased instead of the Alfa Romeo Spider I bought.

So here I am, trying to recapture a sentimental, yet fictitious portion of my younger self, and attempting to do so on the cheap. We all know how that turns out.

Rachel's seller is well known in the BMW community. He writes a column for *Roundel* and articles for *BimmerLife*, he owns a "dealership" on the side, and he is an airline pilot for the same airline I flew for before retiring this past March. With that in mind, I felt pretty confident that all would be well, and I would not be getting the proverbial pig in a poke.

I must say I didn't actually expect to win the auction. I threw a bid out early, which I was sure would be trumped (little T) and went about my day. We were on our way to meet our favorite Tidewater Chapter Secretary, Al Resnick and his lovely partner Sulin, for dinner and a show when I received the message. I won the auction. Whoopee...

The transaction went as planned and I elected to ship *Rachel* from Denver to Toano because of the upcoming major winter storm expected to come across the Midwest, and because I didn't have enough time off in the near future to fly out and drive back. Besides, the thought of attempting a 1,700-mile trip in a 36-year old car I knew nothing about through a potentially serious snowstorm was a bit intimidating, even though I made a much longer trip when I bought Johnny three years ago, but that's another story.

The transportation went almost as I expected, except somewhere along the line the shipper quit responding to my emails asking for an update. I even got the seller involved as he originally recommended the shipper and said he had never had any problems like this before. Several days became a week before the car finally showed up. Taking the weather into account I guess it was the best that could be expected, setting aside the lack of communication.

We rolled *Rachel* off the back of the trailer and I began the usual post-partum inspection. My initial perception was she is not as good as I hoped, but not as bad as I feared. She is basically a very solid car in need of more than a little TLC.

The engine fired up straight away, but then settled into a rather fast idle. I took her out for a quick spin and found a very solid car underneath, albeit much less lively than I anticipated and an annoying surge at certain engine rpm. Something to look forward to resolving. My To Do list had started. No sooner did I start the list than it continued to grow exponentially.

One thing about BaT is that potential buyers (and trolls) ask a lot of questions about the cars.

Some relevant and some not. A rule of thumb is the more expensive the car the more interest it draws, and more questions are asked. In *Rachel's* case she drew some attention, but because of the low anticipated selling price there was not a lot of critical inquiry. Case in point; *Rachel's* driver's door was replaced by a body shop and this was listed by the seller. No one, including me, quizzed the seller about how well the door fit, opened or closed, or how the window operated. It looked okay.

As it turns out the door was from an earlier E21. There were some significant changes made between the first generation E21; 1975-1979, and the second generation, 1980-1983. The hinges are different, the door brake is different and many of the door trim panel fasteners do not line up. In addition, *Rachel's* driver's door window would not go up without jamming and would not seal. As it turns out, one hinge was bent, and the fabric infused rubber window guide was so deteriorated that it kept causing the window to jam.



The next gruesome discovery I made was when I filled the car up with gas for the first time. It leaked. Somewhere near the top of the tank there is a fitting, a seal or a hole that only leaks when the tank is full. I discovered this only after arriving home from the gas station and finding a puddle of petrol in my driveway. Fortunately, the dripping stopped in a short time, so for now, until I get around to dropping the tank, *Rachel* will only be running around half-full, or half-empty depending on your philosophical world view.



The ever-growing to-do list includes an inoperative hazard flasher, a glove box held up by bungee cords, a rapidly expiring battery (which has since been replaced), a coolant leak at the rear of the engine, and a clunk from the left rear suspension. I have yet to pull the wheels off to look at the brakes, although I do have my suspicions. Did I mention the "CARFAX" was "clean" even though the door was replaced? The trunk lid was also replaced or repaired and repainted at one time and the trunk lip itself was damaged due to some miscreant prying open the lid. There is also an indication of sheet metal repair and repainting on the front of the car, albeit it is to a good standard. So much for a clean "CARFAX". Fortunately, there is no structural damage anywhere. None of the above items were revealed by the seller. Now, I understand a "dealer" has a lot of cars pass through his or her hands and they can't be expected to catch every single flaw on a used car and *Rachel* is a very used car; however, in this case I feel there were a lot of items which should have been known to and disclosed by the seller. Heck, he even wrote an article for *Roundel* about this very car! On the plus side, *Rachel* did come with a lot of documentation from previous owners, including an engine oil analysis. So, I have that going for me, which is nice. If some of this article sounds vindictive, it is not meant to be. I in no way mean to cast aspersions upon the seller. I'm simply trying to point out the pitfalls and pleasures of buying online at a distance.

Freedom Drive 2020

By Shawn Halsey

Our Freedom Drive 2020 was a welcome respite from the new norm of COVID life and standardized isolationism. Our day began with breakfast and fresh stories at a good ol' greasy-spoon diner. As we'd find out, they didn't even accept credit cards. . .yep, can't fake authenticity like that. The portions were ample, the service was speedy. This set a great tone, as we scattered to the parking lot and prepared for the first leg of our journey.

A fun and scenic route led us to the George Coleman Memorial Bridge. Strict adherence to the posted speed limit, combined with keeping the group together resulted in us waiting for a bridge opening. I'd say that was timed/planned. . .it was planned! We enjoyed fun views, chatted amongst ourselves and fellow motorists, of the two wheeled variety. We pushed through and found more fun roads with beautiful scenery. It started to rain, but that didn't dampen our spirits. . . .until our next stop.

With a potty-break planned at a 7-11, our frustration was high when they told us the bathroom was closed. They must have done the math, and realized we outnumbered them by more than 10 to 1. Needless to say, they "opened" the bathroom. I use that descriptor lightly. I've used outhouses that were more clean. Alas, it worked and we were able to push on with the next leg of the journey.

Continuing on with our journey, we exited the rain nearly as quickly as we entered it, only to find beautiful sunshine, and a backlog of traffic. Fortunately, the traffic backlog (caused by an accident in the rain) was on the interstate, and we were on a parallel course. Kudos to our leadership team, sophisticated BMWs, and a UAV overflight so that we could modify the routes to avoid delays. In fact, we were able to reroute to find some roundabouts and enjoy a 360 or two!

From there we drove to Franklin, VA where we stopped for lunch at a Mexican restaurant. The following is not an oxymoron: the Mexican food we had in Franklin was delicious! From there, realizing that we had accomplished little that day other than eat, drive, and repeat, we opted to cut the remainder of the trip short a tad. We plotted a direct course to our third and final destination where, you guessed it, we ate some more. All in all, we celebrated a break from quarantine and isolation, the beauty and majesty of our BMWs, and most importantly, OUR FREEDOM! Thank you to all our members past and present who have served!

Individualism, continued from pg 10

BMW's. BMW frequently collaborates with other luxury brands and artists to develop a series of special edition vehicles. Such partnerships have included Neiman Marcus, Steinway & Sons, and artist Esther Mahlangu. As testament to the quality of workmanship, BMW Individual Manufaktur is assigned the task of implementing such unique design elements into the cars. This requires both highly skilled artisanship and an element of creativity to incorporate artistic components into a car in a way that enables series production.

Stay tuned for Part 3 of Individualism, which will be featured in the next issue of Das Kummert.

Parts, Groit's Garage, Hagerty Insurance and many more, including lodging and rental cars.

- 7. Finally, having memberships Auto-Renew each year helps the club stay financially sound and serves as a hedge against membership losses.

I am always available to speak or communicate with you, as are any of your Tidewater Chapter Board members. Feel free to reach out to us with your concerns and questions. If I don't know the answer or am unsure, I will get the answer and get back to you.

Thank you all for being a BMW CCA member and please stay safe. Hopefully, we all will be able to get back to some sense of normal and enjoy being with friends and enjoying our cars on a more intimate basis soon.

Hals und Beinbruch! - Brad



M School, continued from pg 12

limits of grip with the tires, as long as traction control stays turned on. Otherwise, you end up facing the wrong way, on a one way track. But safety is paramount and everyone stopped, so no cars were actually harmed during our trip! The afternoon consisted of the timed autocross & figure 8s in the M2s, a different autocross track for the M4s, and finally the large track with high speed and heavy braking with the M8s. Repeatedly accelerating from 40 to 127 mph and braking to 20 mph in about half a mile was definitely exciting, and for some, nauseating after the big lunch we had. Fortunately, an X5 with A/C was available for those who choose not to copilot this exercise. For the last event of the day, all the instructors lined up in their M5 Competitions for the hot lap; think coordinated speeding, drifting and stopping by the 4 instructors with a lot of tire smoke. I would describe it as flying with the Blue Angels but obviously on the ground and no upside down driving.



After the hot lap, awards were given for the King Rats and the best timed autocross races. Additionally, everyone got a swag bag of BMW paraphernalia and the store was opened for our shopping pleasure. Afterwards, we were pumped up for a German dinner and beer at Hans & Franz Biergarten. I would say to anyone who has not been to M School, you

should definitely go, as it is a wonderfully thrilling and memorable experience.

Tidewater BMW Club Photo Album Site

In order to allow all of our members to view and share photos from our events, we have a Shutterfly share site and we have recently updated that site. What I'd like to do in this short article is to tell you a little about it and invite you to view and share photos.

HOW TO ACCESS SITE

Our share site is at: <https://tidewaterbmwcca.shutterfly.com/>. Since our site is on Shutterfly, you must first set up a Shutterfly account with your Log-in ID and password; to do this, go to Shutterfly's home page (<https://www.shutterfly.com>) and click on Sign Up (you are not purchasing anything; about the only thing that will happen is that you'll start getting Emails from Shutterfly, which you can unsubscribe to) – if you already have a Shutterfly account, you're good.

If you'd like to be able to upload pictures you have taken at any of our events or download pictures, please send one of the club officers an Email (our Email addresses are located on page 2 of this magazine). Once you do so, one of us will send you an Email inviting you to the site. Then, after logging in, you'll see this:

If you click on the PLEASE READ heading, you'll be taken to a page that provides instructions on how to either:

- Upload pictures to share with all of us
- Download photos for your own use.

The CALENDAR heading is a link to the club's web calendar

The SIGN UP heading is a link to MotorSportReg, which is how you can quickly and easily sign up for our club events. By the way, once you have a MotorSportReg account, you can set a "dashboard" of events, customized to your likes and geographic preferences (for example, my dashboard displays in addition to our club events, all autocross and high performance driving events within a 300 mile range). You can add as much information as you'd like to your account

USING THE SITE

Now for the real meat of the site. If you click on PHOTOS & VIDEOS, you see the screen to the right.

This section contains an album for almost every event that club has sponsored dating back to 2012 – well over 50 albums. The newest event albums are displayed first. Once you find the event album you're interested in, click on VIEW ALBUM. You will then see all of the pictures we have for that event. Please feel free to:

- Download those of interest to you
- Upload any of your own pictures that you'd like to share with us
- Tag yourself or other members in the pictures you view.



UPLOADING PICTURES TO THE SHARE SITE:

- Login
- On the share site, select, PICTURES & VIDEOS
- Go to the appropriate event album (albums are listed in reverse chronological order; to view more than the ones initially shown, click on SHOW ALL ALBUMS)
- With your mouse, hover over EDIT (in white after title)
- Select ADD PICTURES from the menu that appears
- Click on the orange UPLOAD button that appears on the next screen
- Select pictures from your own computer or device
- When done with the upload, there's a little clean up you'll have to do:
 - o With your mouse, hover over the club name in the upper right
 - o Select MY SHUTTERFLY from the menu that appears
 - o On the next screen, select MY PHOTOS (in the upper right corner)
 - o Select the pictures you just uploaded and delete them -- each photo will have an orange checkmark and you click on the trash can; don't worry, the pictures are also in the album on the share site. I guess it's one of those "features" of Shutterfly

DOWNLOADING PICTURES FROM THE SHARE SITE:

- Login
- On the share site, select, PICTURES & VIDEOS
- Go to the appropriate event album (albums are listed in reverse chronological order; to view more than the ones initially shown, click on SHOW ALL ALBUMS)
- Hover your mouse over VIEW ALBUM (or just click on the cover photo)
- Find the picture of interest
- Right mouse click on it
- Select DOWNLOAD THIS PICTURE from the menu that appears

Please feel free to contact me, if you have any further questions. Enjoy the pictures!

Rachel, continued from pg 17

I did get the door and window sorted by taking the car to Mike Schakel's Colorworks in Toano. Mike and his crew do great work and bar the time waiting for various parts, managed to sort *Rachel's* door and get the window working properly in short order. It's also where we discovered the previous repairs to the trunk and front of the car. The good news is that Mike's shop is just a stone's throw from our house, making it easy to drop by unannounced. Ain't I a stinker?

Am I disappointed in the car's condition as delivered? Meh... If I were that concerned, I should have ordered a pre-purchase inspection or gone out and looked at the car myself, but I didn't. *Caveat emptor*. I'd say at the end of the day, considering the purchase price and the fact there is no rust anywhere on the car barring the surface of a few fasteners and older suspension bits, the car will eventually become a notable part of my meager collection. Also, *Rachel* is a blast to drive. I can only expect that she will be more so once fully sorted. The only question being, how far do I take her cosmetically once the mechanical repairs are complete? Time will tell.

Hals und Beinbruch! - Brad Purvis

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A Look in the Rear View Mirror

Our intent is for you to recall events that you have participated in and remember the good times we shared and the other members. Despite the weather, our young driving students really got a lot out of the day & thanks to our volunteers who made this terrific public service event possible!



August 23, 2019 BMW Car Club Museum, Greer, SC

An Event Not To Be Missed

GENESIS

BMW FROM THE BEGINNING

Make plans to visit the most comprehensive collection of pre- and early post-war BMWs ever seen in North America.

Produced with sponsorship from The Werk Shop, Classic BMW of Plano, Texas, CocoMats, and Yokohama Tires, the BMW CCA Foundation has assembled twenty significant cars and four equally compelling motorcycles at their beautiful, newly air-conditioned museum in Greer, South Carolina.

Included among the rare classics on display are a 1930 3/15 PS DA2 Cabriolet, believed to be the oldest BMW in North America; three of BMW's race-dominating pre-war roadsters – a 319/1, a 315/1, and a 328; a Pebble Beach trophy-winning 503 cabriolet; a 507, two Baroque Angels; a pair of EMWs, likely the only ones in the United States, built by the Soviets in BMW's former factory in Eisenach; an Isetta 300; a race-prepared 1960 700, and more. Motorcycles include a race-winning R47 sport bike and an R2 single; a postwar R24 and a sidecar-and-trailer-equipped military R75.

The vehicles are supported by extensive archival photos and stories, and an audio tour is available for download to mobile phones. If you can't make it to the show, a virtual tour is available online at www.bmwccafoundation.org.

A beautiful, 166-page, full-color GENESIS exhibit book, written by Jackie Jouret, is also available from the BMW CCA Foundation store, in softcover or limited-edition hardcover.



For more information, visit www.bmwccafoundation.org or call 864-329-1919

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