

das Krummet

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

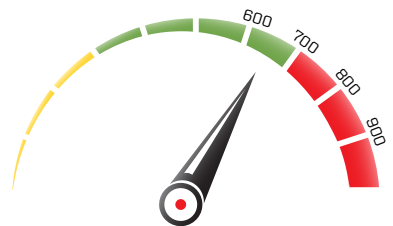


Q4 | 20

UPCOMING EVENTS

- 12 26** **PENINSULA BREAKFAST**
9 AM: Blue Talon Bistro
420 Prince George St. Williamsburg, VA 23185
- 01 16** **SOUTHSIDE BIMMER BREAKFAST**
9 AM: Simple Eats
3152 Shore Drive Virginia Beach, VA 23451
- 02 20** **SOUTHSIDE BIMMER BREAKFAST**
9 AM: Holland's Country Gourmet
100 Commerce Street Suffolk, VA 23434
- 03 27** **ANNUAL BANQUET**
5 PM: Marriott Virginia Beach Oceanfront
- 04 11** **PHOTO OPS DRIVE**
11 AM: Harris Teeter Parking Lot
1470 Quarterpath Rd. Williamsburg, VA 23185

*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!

SOCIAL MEDIA:

Chapter web site: www.twbmwcca.org
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President's Corner

It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, we were all going direct to Heaven, we were all going direct the other way. It is unlikely that Charles Dickens had the year 2020 in mind when we wrote A Tale of Two Cities, though the parallels are rather uncanny. This year has been, to say the least, tumultuous.

It has also been a prime example of determination, resolve and overcoming adversity. But perhaps most importantly, a prime example of why we should treat all with dignity, respect, and compassion. Now is when you skip to the cute article on the next page as I enter a rant. We all have things going on, personal things, work things, family things. We cannot see into the lives of others; be them our friends, neighbors, colleagues, or fellow car club members. We may not know the stressors that are affecting them on a daily basis. Perhaps the loss of a loved one. Perhaps a recently damaged BMW. Perhaps someone is being verbally assaulted. Or perhaps someone is experiencing many physical ailments affecting their daily life that are not visible from the outside. These may or may not be applicable to me. My point in saying this is simple, follow the Golden Rule. Be kind to others. Treat them as you would like to be treated. This is applicable in life in general, as well as around BMW CCA events.

This year started like any other for us. We had our annual banquet, rang in the new officers, and thoroughly enjoyed our Valentine's Day drive and meal. And then things changed. Alas, what did not change is the commitment and dedication the Board has to you, the members of the Tidewater Chapter. Despite myriad events being canceled, despite not being able to meet in person, and despite having every single board meeting be virtual, we have come together as one and accomplished a great deal this year. We completed our online ordering system for merchandise. We completed and ratified new, relevant, and updated By-Laws. We enhanced our technology platform to allow for shared calendars amongst the Board. This enables us to facilitate greater communication and planning for events and deadlines applicable to the various operations of our Chapter. We have filled the bulk of our officer positions and appointed people to tasks as necessary. We have continued to publish and print Das Kummel and, for the first time, even increased the size of it! And by no means last or least, we have continued to deliver upon our ultimate goal; provide outstanding member-engaging events for you!

All of this could not be possible without the efforts of **ALL** officers serving on the Board of the Be Em Vey Corporation. I do not feel deserving of the credit. At times, I even question if I am doing a good enough job. When I reveal this to others, they quickly attempt to dispel my thoughts. To that I simply say, we all have our ups and downs. Myself included. That said, my general thought process is that so long as I am in this position I will do my utmost to make a positive impact. I am not going to sit on the sidelines and just let things happen. I am not



going to create more work for work's sake, or try to reinvent the wheel. Rather, I am going to advocate that we evaluate how we operate with the aim to ensure that we are being the most efficient and best delivering upon our mission. This notion, unfortunately, does not rest well with all. There are those who subscribe to *The Old Boys Club* that feel threatened by me. To that I say, good. While I am not your enemy, I am here for the members. Every single one of them. Every one of you. Without you, there would be no car Club. It does not make any sense to me to exclude people. To alienate, segregate, or otherwise do anything other than make people feel welcome.

While the opening monologue of *A Tale of Two Cities* evokes many people's sentiment during 2020, Sydney Carton's proclamation in the final chapter summarizes optimism for the new year. "I see a beautiful city and a brilliant people rising from this abyss." With that I conclude, let us welcome in a new year. Let us welcome in new members, fellow drivers, and enthusiasts. Let us welcome in a new day soon where we can safely gather and enjoy the company of one another again. Thank you and be wonderful!

Freunde und Spaß mit Autos
Shawn

BMW TRIVIA

1. Wolfgang Reitzle, BMW's head of product development for more than ten years, oversaw the design and development of which generation of Range Rover?
 - a. P38
 - b. L405
 - c. L322
 - d. P83
2. The F10 generation BMW M5 was produced between 2011 and 2016. How many of the 19,533 examples produced were fitted with the optional 6 - speed manual transmission?
 - a. 5245
 - b. none
 - c. 413
 - d. 577
3. The G29 generation BMW Z4, which is currently in production, is built at the Magna Steyr factory in Graz, Austria. What other car is built at the same factory?
 - a. Mercedes G Wagen
 - b. BMW i8
 - c. Porsche Panamera
 - d. BMW i3

Answers on pg 16



Vice President's Corner

I am sorry to say this will be my last Veep Corner. Due to a number of challenging medical issues, I've decided to step back from day-to-day involvement in the operation of our Chapter. I'm not resigning as Chapter VP; I simply will not run for re-election, thus when my term expires on January 1st, there should be someone else filling those shoes. That's not to say I will not be a participant in our activities and events going forward, I just won't be one of the movers and shakers any longer, and my participation may be dictated by other circumstances.

Fortunately, we have a very good team in-place, led by one of the most active and committed leaders I've ever encountered in any car club, and I've belonged to quite a few over the years. Shawn has done a journeyman's job of stemming the loss of members and increasing the variety of events. He's driven more participation in the decision-making process, while also streamlining the administration of our Chapter. I trust he will continue to receive strong support from our membership.

It's actually very reassuring to see a number of younger members step-up over the past year, including our new Treasurer, Eric Peppenhorst; our new Activities Director, Zach Tally; our Editor Andy McCulley; Social Media Director, Hope Boyles; and Merchandise Guru, Melissa Peppenhorst, who also spends a considerable amount of time lining up dining venues for our monthly breakfasts and driving events.

Of course, we still have our long-serving pros Judy Semo, Webmeister and Chapter Secretary, Al Resnick keeping the ship heading in the right direction.

For now, I'll continue as interim Membership Chairman until one of you good people step forward and take the reins. I hope to continue as the Chapter Ambassador for the BMW CCA Foundation; however, if someone has a keen interest in that position, I am willing to cede that job as well.

I know this is rather short and bitter-sweet, but I suspect you will continue to hear from me occasionally with stories about Rachel and Manny, our 320i and 540i Sport respectively.

Take care and have a happy, prosperous and safe New Year.

Brad Purvis, Vice President

Continued on pg 6



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- QTR PAGE: \$250

Please contact Andy McCulley,
newsletter editor with any
additional questions.

editor@twbwmwcca.org
757-630-5145

WELCOME NEW MEMBERS

Michael Bradley
Donnie Cantrell
David Chase
Eddie Holloman

Michael Kelly
Richard Sleece
Kenneth Vick
Chris Vonsik

Matthew Welch
Greg Zilberfarb

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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DETAILING WITH MR. Q WASHING

By Andy McCulley

Right. Now pay attention carefully. I want you to forget everything you know about car washing. All of the tips and techniques your dad taught you about applying a can of Simoniz with a terry cotton towel and a lot of elbow grease are henceforth moot. The problem with the process you've been taught and continue to apply when caring for your current vehicle is that it likely induces tiny scratches in the clearcoat known as *swirl marks*. You've seen them (usually on a dark colored car in direct sunlight). It looks like the entire car is covered with

spiderwebs. This phenomenon isn't caused by environmental conditions or wearing away of the clearcoat, or even by lack of care – if anything, swirls are a consequence of poor washing and drying techniques.

If you're like 99.9% of the car washing population, you begin by filling a bucket with soapy water, rinsing off your car, and then using a sponge to rub the soapy water over every surface until it's clean. You then proceed to rinse the car off, dry with a cotton towel, and call it a day. Now, you're probably expecting me to outline a lengthy and arduous process that will consume your entire weekend, and only marginally reduce the likelihood of inducing swirls. I promised in the introduction of this series to keep my articles brief, and I'll stick to it. I'll outline three different methods that are optimal for minimizing swirl marks, each of which are surprisingly simple. Let's get on with it, shall we?

The safest method is completely touch-free and requires a pressure washer, a foam cannon, and a leaf blower. Start by filling the foam cannon with water and any car wash solution of your choice. While the car is still dry and (preferably) cool, spray the soap all over it, rinse, and dry with a leaf blower. Use a clean microfiber and quality spray detailer to dry off any remaining water.

See? I told you it was easy! Now, if your car does require a little more agitation to get all of the surfaces clean, simply spray the car again with the foam cannon after the first rinse, take a clean microfiber wash mitt, and agitate the entire car. The majority of the dirt was removed in the first rinse cycle as to minimize the likelihood of abrasion resulting from the use of the wash mitt. Likewise, the use of a leaf blower reduces the likelihood of abrasion during the drying process, and the use of a spray detailer when drying off excess water with a microfiber keeps the surface slick so that remnant dirt isn't rubbed directly into the clearcoat.

The third safest method is to take your car to a touchless car wash. Stay tuned for the next installment of *Detailing With Mr. Q!*

Don't miss the 2021 Tidewater BMW CCA Banquet

50 Anniversary

We are celebrating our 50th Anniversary at the gorgeous Marriott, Virginia Beach Oceanfront resort (4201 Atlantic Ave, Virginia Beach) MARCH 27TH, 2021 from 5:00-8:00 pm. Cost is \$45 per person.

There's a block of rooms reserved for those who wish to stay over (\$169 per room)

Sign up on MotorSportReg:

<https://www.motorsportreg.com/events/50th-anniversary-tidewater-bmw-club-banquet-oceanfront-marriott-cca-407677>



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.



MINI Adventure in Italy

By Ray Laffoon

I owe you a confession. This article began life as an update to a driving in Europe article I did a few years ago for *Das Kummert*. Somehow it transmogrified into a “What I did during my COVID vacation to Italy” this past September. Sorprendente!

The plan was to drive over the Alps, catch a ferry in Genoa, and then spend a week sailing around Sardinia with friends. That WAS the plan. Then along came COVID-19, and a late notice Sardinian requirement for a COVID test taken 48 hours prior to arrival. Unfortunately, the requirement was too late to find a place near our home in Stuttgart to do the pre-travel test! We could adjust our trip, or stay home. We headed to Genoa as originally planned, but used it as a jumping off point for our revised vacation.

We enjoyed good German autobahn to the Swiss border, where the road was good but with less dual carriageway as in Germany. As a result, the drive took more time since there were lower speed limits, we frequently were stuck behind large articulated lorries, and we encountered “staus” (traffic jams) before entering major tunnels. Scenery across Switzerland was fabulous except when you entered a tunnel. Switzerland has many tunnels, several quite long. Like most of Europe, Switzerland uses cameras for speed enforcement but with stiff fines. So, if you are in a tunnel in Switzerland and you see a bright flash, you have either been part of a bad accident, or you are about to turn over your life savings for exceeding the speed limit. Then there is the scenery outside of tunnels which is very distracting while driving. Despite trucks, tunnels and cameras, Switzerland is a good country for driving.

Eventually, we found ourselves in Italy headed through the mountains for Milan and then Genoa. The roads in this part of Italy are nice with flowing turns, good views and reasonable speed limits, except for the construction zones. For whatever reason, the speed limit would change in the construction zones, and it was not always clearly marked. There is only one camera that concerns me, where the speed limit went from 80 kilometers per hour, to 40 and then back to 80 in the blink of an eye. And it had a camera! No flash, but I still wonder and worry. The autostrada going into Genoa from Milan is full of curves, some quite challenging, but our MINI Countryman really enjoyed the drive to Genoa. Once in Genoa,



Continued on pg 17

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



Contact borrowequip@twbmwcca.org for your needs.

CLUB MERCHANDISE

We now have online ordering. <https://www.twbmwcca.org/store>

Contact merch@twbmwcca.org for availability and questions about the following merchandise:

Apparel (polos, hats, etc.) – various prices at club events

Chapter Logo Decals • BMW CCA Decals: **FREE** at club events

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Back to the Back of the Dragon

WORTH THE DRIVE

By Mark Jumper

Tennessee has its Tail of the Dragon, but we in Virginia are pleased to have the Dragon's bumpy back! This "Dragon" of which we speak apparently had its lair in the Appalachian Mountains, where it has slept from legend immortal, not rousing itself even when being paved with roads that faithfully trace its desiccated form with fun! Tennessee's Tail has 318 curves in 11 miles, but Virginia's Back has 438 curves in 32 miles—not to mention some marvelous mountain roads nearby, maybe even better, that shall go unnamed for now.

This year marked the fourth annual Back of the Dragon pilgrimage for our Tidewater Bimmer chapter. It all started once upon a time on a chapter Peninsula drive, as our group's cars were all packed on a ferry. Someone started telling tales of Tennessee's Tail of the Dragon, when one member said that he had a farmhouse near something just as good or better, called the Back of the Dragon—right here in our own Virginny! We immediately led that gentleman into the august presence of our chapter president, Darin Kwasniewski, and before long, we had our first club Back of the Dragon trip planned! It has since become our standard Columbus Day weekend event as we seek new worlds of ultimate driving experience.

This year's intrepid crew consisted of fifteen or so vehicles of the Deutsche persuasion, all Bimmers but for an honorary Porsche--present to remind us of our sometimes aspirational daydreams. The drivers were all willing to bounce on the Dragon's back, but perhaps a couple of passengers perceived that their daylight hours could be better spent with relatives or visiting the several charming towns that grace the mountains. We departed the Chesapeake Shell station, gas tanks full of pristine V-Power® NiTRO+® blend and M-engines roaring . . . straight into heavy rains drenching Friday's alleged afternoon (if you could see the light past the clouds). President Shawn led us steadfastly through the downpour in his i8, its skinny tires skillfully marking paths for the chunkier types hydro skimming behind.

Our first stop was Emporia's one and only Five Guys, where the primo burgers and plentiful fries fueled our fellowship of Bimmer talk and life. Then it was Westward Ho--into more sheets of rain. Shawn, in the lead, pressed on indefatigably for hours, heedless of the trip's mundanities until a lady driver (my bride, AKA Ginger--with suitable male encouragement) broke desperately from our formation for a rest stop. The rest were "relieved" to follow suit. Suitably refreshed, we pressed on to our destination of Wytheville where, fairly famished, we eagerly descended upon the Moon Dog Brick Cafe, a local place in the picturesque downtown which in truth featured superb salads, sandwiches, pizza, and more. Kudos to our Activities Committee that made excellent choices for all our stops! But the day was not done, as Shawn next led willing partiers to The Perch, a cozy rooftop venue atop the beautifully restored historic Bolling Wilson Hotel. Atmosphere, folks: you could almost drink it! Then it was on to Tru by Hilton, suitably comfortable but modishly featuring hooks rather than closets and cubbies rather than drawers, reviving our dorm room memories of yesteryear.

Enough of the travelogue--what about the DRIVING? In a word, it's AMAZING! And that's before we even got to the official Dragon's Back. With a discoverer's knowing look, Shawn led us first to an obscure mountain road not quite two lanes wide, with no paint lines on the edges, and don't even think about paint down the middle. But hey, Shawn bravely led point for this daring drive through cliffs and woods that hid each turn's surprise, so who were we behind to worry? We blazed, vroomed, squealed, hairpin turned, and fishtailed up that semi-private mountain and down, stopping near the top to just enjoy the moment together. Oh, did I mention that it was still raining? So it continued, all the day long. But we soon realized that lovely rain kept the more timid souls at home, leaving more room for us! It also made for more of a challenge and, dare we say, more fun? You could say that this unheralded road, little noticed in the glow of the Dragon's Back, was our hors d'oeuvre. But some of us came to see it as a worthy main dish. It was that good and that fun, and already we felt that our odyssey from Tidewater was worth the drive!

Next, it was on to the Back of the Dragon itself! Local guy Larry Brent Davidson of nearby Canebrake served an Army career, including much driving around Europe, first as part of his job--and then, just for fun. After a while, he realized that he didn't have to drive the Alps to find great mountain roads--he knew of some back home! Once retired, he brought his dream home, and after much work, the Commonwealth of Virginia eventually gave his favored route official recognition. The Route 16 Back of the Dragon runs between Tazewell and Marion with a road full of beautiful mountain views, real paint on the edges and the middle--and lots o' mountain driving fun! These towns, and others, nearby, are completely charming and comprise lovely icing on the

Dragon cake. That Dragon has brought new life to those towns as a destination in itself. It's brought tourists, restaurants, gift shops, and even a bit of mechanic work for those vehicles that stub their toe on the Dragon's back and need some TLC to get them going again.

We started from the Marion end, near Hungry Mother State Park--itself a beautiful destination--and ended up with lunch for the group at Tazewell, followed by some rewarding time at the official Back of the Dragon Welcome Center, featuring food, mementoes, and the obligatory T-shirts and ballcaps for every taste.

So how did our Bimmers do? Shawn led the parade in his i8, with me following second in my E90 328xi. Alan guarded our rear in his G20 340i xDrive. Those of us with xDrive loved it in the rain! We felt planted in turns, and our full power was always usable. The famed Red Baron E39 540i was said to feel a little large on hairpins and had some slippage under power but acquitted itself well overall. The M-cars . . . well, they chomped at the bit and admittedly spun some rear wheels, but their handling begged for more mountain!

A note on the locals: they love us! They do not see us as outsiders ruining their land. They see us as neighbors bringing sustenance in a win-win trade of tourism for access to a good ol' mountain driving. Example: as we started up the first Dragon mountain, a pickup truck chugged along in front, relegating us all to a creep, it seemed. But that truck driver kindly pulled aside at first opportunity, allowing us to zip by at good speed. This was repeatedly the case, but the traffic was light enough that it didn't have to happen often. Speaking of speed, I think I remember a sign or two, but basically the road sets its own limit with physics, not signs. That limit is reasonable and proper and in no way limits your fun. Go as fast as you can safely go and it's probably below the official limit anyway. But unlike Virginia 58, no one is out to get you or to spoil your fun--at least on rainy days!

So went the weekend. Some of us left on Sunday, and some on Monday, but all of us found the Back of the Dragon worth the drive! Not least, though, was the fun of being together with friends of like mind and interest. The meals together, the driving together, the drive stories, and yes, the parking lot times together examining each other's mounts, all are rich with fun and friends.

I had always wanted to join our chapter's Dragon Drive but had been prevented each year by other obligations. Having finally made it there, Ginger and I are both looking forward to putting it on our schedules as something not to be missed! And oh, that secret mountain road of Shawn's? Pssstt, think 622. We hope to see you there!

3. A
2. D
1. C
BMW TRIVIA ANSWERS

finding our hotel was another matter. We located the hotel, but there was no legal place to stop outside the hotel, which is awkward when you need to check in. We took 3 laps (at least) around several blocks through narrow streets full of randomly parked cars, people talking in groups unconcerned that you were trying to drive past on the street, and laundry hung from balconies overhead while we searched for the entrance to the parking garage. There is one reason I use a GPS in Italy. Signage is not the best. Frequently the official signs sit among many advertising signs, making them difficult to see in the Italian version of Where's Waldo! I considered dropping my wife in front of the hotel on a pass, and then borrow a trick from my C-130 Hercules friends and drop the cargo from the open rear hatch of the Countryman. Think 4-engine turboprop military transport with a big door and ramp in the back. It's wheeled luggage! We eventually found the sign, and the entrance to the parking garage where we released our luggage at a safe ground speed zero knots while parked inside.



The next morning was beautiful and sunny, and after breakfast, we made the two-hour drive to Cinque Terre, a beautiful national park composed of five picturesque villages perched along the coast overlooking the Ligurian Sea. We found a route that presented the classic beauty of Genoa, Portofino, the Italian Riviera, and then into Cinque Terre. In Genoa, the motor scooters were everywhere, lane splitting was normal, and you constantly have to check your mirrors to make sure you don't wipe out a two-wheel, single track vehicle while changing lanes. Even in the rural environment, waiting on the light to proceed at construction zones, the 2-wheel vehicles would filter forward and surround you. This included bicycles as well as motorcycles. Like much of Europe, the new to me 30 kilometer per hour speed limit is in every urban area and some villages. 50 kph is still the standard in urban areas, but many communities have the lower speed limit to slow down traffic in town centers, reduce noise and protect pedestrians who may or may not use cross walks (at least in Italy). The other "gotcha" is the restricted residential zone. I



accidentally found myself in a couple of these because my GPS routed me that way. I left as soon as I could, but I may find myself adding to the local treasury in the next year for a couple Italian communities.

One does not see Cinque Terre in a motor vehicle unless it is a boat. Most of the towns normally do not allow motor vehicles at all. No worries, there were steps. Lots of steps. Everywhere. In the hotel, in the town, along the trails, along the cliffs. The area is beautiful, the ocean was wonderful.

PROJECT LRT

Greetings fellow BMW enthusiasts. For those of you who have attended events recently, you have heard the exciting news. For those of you who have not, shame on you.....er, I mean, let me share with you the good news! Thanks to an anonymous benefactor, the Tidewater Chapter is now in the process of restoring a 1972 2002! It is to be a group project and has already become one! We have had two official sessions (with limited attendance per COVID guidelines) to implement the restoration process.

The first session was solely focused on rust reduction. While we are under no false pretense of the level of work required to restore this beauty to her former glory, it can be said a journey of a thousand miles begins with a single step. The team removed the hood and some



of the exterior chrome pieces. The rust indeed was being reduced. The second session was engine-centric to better determine the condition. The engine bay looked decent considering the age and the amount of time the car sat. The car received power, though it did not crank over. From there we opted to remove the spark plugs. Much to our delight, the sweet smell of fuel radiated to our noses. It'd be wrong to say we were surprised, as that would indicate we actually did not have faith in the engine seals of a BMW..... okay okay people, remember this car was assembled in the 70's. From there we further inspected the oil, it too was in decent shape. Our delight widened our smiles. We tinkered and tankered, and tried to crank over the engine some more. Only then to realize that the car was now refusing to accept electrical power. Yes yes, hold the astonishment. A BMW with an electrical issue. Har har. Alas, that pointed us in the direction to proceed. A complete disassembly of the vehicle and total electrical replacement.



At the end of the day, we want to the car to be



fully operational and very very safe. It will be available for members to enjoy and more. As such, from a safety stand point, it is quite simply not worth the risk. Now for the third session. Yet to be scheduled, but we will be gutting the vehicle in its entirety to reduce the weight. From there, one team will be dedicated to cleaning and refurbishing each individual component (seats, carpets, trim, door panels, etc)

and another team will be removing the chassis from the body. From there, we can replace the wiring and more readily work on the engine. If you have any interest in assisting with this project, we would love to have you. All hands are welcome to help. No task to big, no experience too little. Please send an email to 2002@twbmwcca.org if you desire to help us bring this LRT to life!

We enjoyed a boat and swimming adventure. The hikes along the coast were amazing. Did you know there are multi steps in the vineyards? In Riomaggiore, one of our hotel managers met us with a vehicle pass, which allowed us to get to a parking spot for the car. The red MINI stayed there for the duration of our visit, and I admit that it was nice to see the bright red MINI up on the hillside when we were out on the sea in a boat! That also meant pulling our luggage up the hillside to our MINI when we departed. Our 800-year-old hotel was located on the harbor and did not have an elevator, but did have a wonderful staff. Down the steep set of stairs in our hotel there was not 1, but 2 Michelin-star restaurants with no available reservations or seating available during our visit. However, this being Italy, there was no shortage of wonderful places to eat. Good food was always a few steps away!



After our bag drag, and before leaving Riomaggiore, I programmed our GPS to take us to our hotel on the north end of Lago Garda by a route intended to minimize use of the autostrada. We explored the west coast of the lake, traveling through scenic towns, and well maintained “galleries”, which are tunnels but with the occasional opening that presents a view of the lake and surrounding mountains. We were able to drive to our hotel, but once again motor bikes, scooters, bicycles and caravans (RVs and travel trailers) were everywhere, flowing with the consistency of water in a mountain stream (think fluid dynamics). Their operators were also enjoying the beautiful views of the mountains and lake, and not necessarily paying attention to driving. We parked our MINI in the small parking lot at our hotel (spacious by Italian standards) and did everything else on foot or the ferry that crosses the lake. You probably see the trend where many Italian towns are not made for the automobile. Perhaps a horse or a Roman chariot, but cars only seem to work between towns but not in them.

The return to Germany brought its own drama. The Alps in Austria and Switzerland received the first snow of the winter that weekend. I found myself with summer performance tires trying to find a way home across the Alps while snow was falling. Thankfully most roads were open, although our MINI’s GPS mentioned that one road we intended to travel required snow chains. This news required a reroute, something that proved to be relatively easy from where we were at the time. Success was measured by not having to use Hannibal’s Pachyderm Tow Service to pull us out of a snow bank!

Thanks to COVID, we now possess a coupon for a ferry between Genoa and Sardinia, and credit to use on Lufthansa. We’re not sure when we will use them, but we are sure that our MINI adventures will continue!

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!



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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!



January 25, 2020: Hampton Marina Hotel, Hampton, VA

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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