

das Kummeret

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



Q2 | 22

UPCOMING EVENTS

- 06 04 PHOTO OPS DRIVE**
9:30 AM: Harris Teeter
1470 Quarterpath Rd, Williamsburg, VA 23185
- 06 18 SOUTHSIDE BMW BREAKFAST**
09:00 AM: Rustic Spoon
1658 Pleasure House Rd., Suite 101, VB, VA 23455
- 06 19 BMW M PERFORMANCE SCHOOL 2022**
BMW Performance Center
Greer, SC
- 06 25 ANNUAL BBQ**
11:00 AM-3:00 PM: Ft. Monroe
- TBD INDEPENDENCE DAY DRIVE**
TBD
- 07 16 SOUTHSIDE BMW BREAKFAST**
09:00 AM: Granier European Bakery and Cafe
1544 Laskin Rd. Virginia Beach, VA 23451
- 08 20 STREET SURVIVAL DAY 1**
8:00 AM: NCCAR
310 Technology Dr., Garysburg, NC 27831
- 08 21 STREET SURVIVAL DAY 2**
8:00 AM: NCCAR
310 Technology Dr., Garysburg, NC 27831

**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



MEMBERSHIP

KEY PEOPLE

PRESIDENT

Shawn Halsey (614) 596-7709
president@twbmwcca.org

VICE PRESIDENT

Patrick Morrissey (857) 383-8223
vicepresident@twbmwcca.org

SECRETARY

Al Resnick (757) 577-2718
secretary@twbmwcca.org

TREASURER

Eric Peppenhorst (757) 589-3833
treasurer@twbmwcca.org

ACTIVITIES DIRECTOR

Jeff Taylor
events@twbmwcca.org

MEMBERSHIP CHAIRPERSON

Amy Finney
membership@twbmwcca.org

SOCIAL MEDIA CHAIRPERSON

Paige Evans (717) 557-4834
social@twbmwcca.org

WEBMEISTER

Judy Semo (757) 456-9923
webmeister@twbmwcca.org

NEWSLETTER EDITOR

Andy McCulley (757) 630-5145
editor@twbmwcca.org

CHAPTER AMBASSADOR

BMW CCA FOUNDATION
Brad Purvis (757) 869-1459
foundation@twbmwcca.org

BMW CLASSICS CHAIRPERSON

Steve Waddell (757) 539-1305
classics@twbmwcca.org

FOODBANK CHAIRPERSON

Avril Purvis

STREET SURVIVAL COORDINATOR

Anke Hacker
streetsurvival@twbmwcca.org

PENINSULA REP

OPEN: peninsula@twbmwcca.org

OUTER BANKS N.C. REP

Linda Matthews
obx@twbmwcca.org

EASTERN SHORE REP

OPEN

CLUB MERCHANDISE

Melissa Peppenhorst
merchandise@twbmwcca.org

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MEMBERSHIP

Tidewater Chapter: 556 as of July, 2022

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

Facebook Group:

<https://www.facebook.com/groups/twbmwcca/>

Instagram:

<https://www.instagram.com/tidewaterbmwcca/>

Subscribe to our email lists:

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President's Corner

Perhaps it is just me, but so far 2022 appears to be off and rolling at full speed! I feel as though a mighty V12 has shifted into sixth gear. The low, gentle rumble reassures that there's no looking back; nothing behind us can catch up now. No sight of headlights in the rearview mirror and yet the engine continues to propel us forward at increasing (and alarming) speed. How can it be possible that the engine just refuses to cease giving extraordinary power? How can we continue accelerating as if using launch control while at speed? The answer: our wonderful team!

We truly have an amazing group of volunteers working tirelessly to make our Club operations a reality. It is my firm belief that they deserve the lion share of credit for our success. I have stated at the past few banquets that it is my great pleasure to bestow upon them a small token of my appreciation for their hard work and efforts. I'm sure they all at times roll their eyes or even ponder my sanity when I bring up various ideas, but ultimately we come together as one united group and get the job done; and that is an amazing thing.

Okay, I can't hold back anymore. It's alive! For those who attended the 51ST Annual Banquet, they saw the **BIG REVEAL!** Or perhaps if you follow us on social media, you know... But for all the others: **I COULD NOT BE MORE PROUD TO ANNOUNCE SUCCESSFUL ENGINE START OF THE BEY EM VEY'S 1971 BMW 2002!** It was a proud day on the morning of Saturday, April 30TH. The restoration team led by co-directors Bob Strittmatter and Chris Slattery rejoiced with a fervor and excitement rarely matched throughout history. After a few unsuccessful starts in the days and weeks prior, I applied greater pressure; demanding to announce successful ignition at that evening's banquet. And now the real fun begins! The team has already begun developing a restoration plan, prioritizing components in need of TLC, maintenance, repair or replacement. We are quite aware of the long road ahead. But hey, what's a BMW without a fun *long* road replete with twists and turns? You can help, and we need your support. There is much work to do. We are providing the labor (yes, volunteer opportunities are available) but we also need parts. Parts, unfortunately, come at a cost. Scan the QR code to the right and donate today to help support the restoration effort! For questions please feel free to email us at 2002@twbmwcca.org



Please continue to follow us on our website and our social media platforms as we announce many fun and exciting events. Specifically, we have our OBX and Photo-Ops drives coming up soon as well as the return of our joint venture BBQ with the Porsche Club.

Wohin auch immer die Straße führt
Shawn Halsey

The Power of M: Celebrating 50 Years

The BMW CCA Foundation's current exhibit celebrates 50 years of BMW M cars. The exhibit is in memory of Eric Keller, the principal of Enthusiast Auto Group (EAG), who suddenly passed away earlier this year. Eric was a true champion of BMW cars, and was instrumental in elevating models to collectible status among car aficionados. On display are 25 pristine examples of M models dating back to the early 1970s and spanning to modern day. The exhibit will run from May 16, 2022 through January 21, 2023. If you are unable to spectate in person, use the link below for a virtual tour of the exhibit.

<https://theultimatedrivingmuseum.org/museum/current-exhibit/>





Veep Corner

Over the last few months I've set foot on 4 continents and met and worked with people from 6. I was able to see so many things and places I didn't know existed. Specifically, all the cars and trucks not produced for the North American market! Who knew I desperately need a Ford Raptor Ranger or a Toyota Hilux Surf (think late 90s 4Runner). Not to mention all the out of (our) market BMWs I saw. I found myself thinking about all the things I could carry in my 1 series if it was a hatchback. I spoke cars with some of my new friends and found (and this shocked me), they desperately wanted Chargers and Mustangs!

Rarely did I see any loud American muscle rumble its way down the street. Huge change from our local Tidewater area.

As is often the case, this sparked a good bit of self-reflection. Do I just jump from one hard-to-obtain item to the next? The answer surely is yes. Does it bring me joy and happiness? At the time of purchase and until the newness wears off, you bet!

Maybe it's time to start putting more time and effort into the less tangible but more important things in life.

I look forward to seeing many of you at our upcoming summer events! I really can't wait for our annual BBQ this year being held at Fort Monroe. And if you know anyone with a clean 1M for sale... send them my way, it'll be my last hard-to-find purchase... Until the next one.



Our Tidewater Chapter will host TWO Tire Rack Street Survival courses on **Saturday August 20th. and Sunday August 21st.** at NCCAR in Garysburg, NC.

A day designed to help teenage drivers become more observant of traffic situations and experience the impact of distractions. Using the teen's own car and accompanied by an in-car coach, they will not only learn but also practice maneuvering through challenging situations and avoiding accidents.

If you have a teenager that wants to attend, please visit MotorsportReg.com to sign up.

For questions - email us at streetsurvival@twbmwcca.org



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The sign above is not a modernistic, abstract interpretation of a fried egg. Instead, it's a German road sign that means Vorfahrtstraßen. Vorfahrtstraßen is German for Priority Roads.

In Germany, a priority road is one on which traffic has the right-of-way. Drivers approaching from oncoming roads must yield to traffic on the priority road. Parking is prohibited on priority roads, unless otherwise marked. There are different variations of the Vorfahrtstraßen sign:



The sign on the left looks completely different but is a more specialized sign also used to designate a priority road. Specifically, it designates that you are on a priority road at the upcoming intersection. If you see this sign, then you have the right-of-way at the upcoming intersection, and only at the upcoming intersection. Traffic no longer has the right-of-way once through the intersection. The "angry face" below it designates that you are approaching a bend in the road to the left. The sign on the right indicates a priority road that has begun with an upcoming bend to the right.



Finally, the sign above indicates the end of a priority road. This sign effectively "cancels" the priority road designation. To test your knowledge, take a look at the Trivia Quiz on Page __, where you'll see a few knowledge-based questions from this article.



THE ULTIMATE CAR MUSEUM

The BMW CCA Foundation Museum is now
THE ULTIMATE CAR MUSEUM.

Visit the website at
<https://bmwccafoundation.org/visit-the-museum/>

WELCOME NEW MEMBERS

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Nokomise Cathcart

Eric Finney

Jade Justice

Calvin LaSmith

Peter McMahon

Marnie McMahon

Jordan Menard

Charles Rocknak

William Scott

Jeff Standley

Anthony Thomas

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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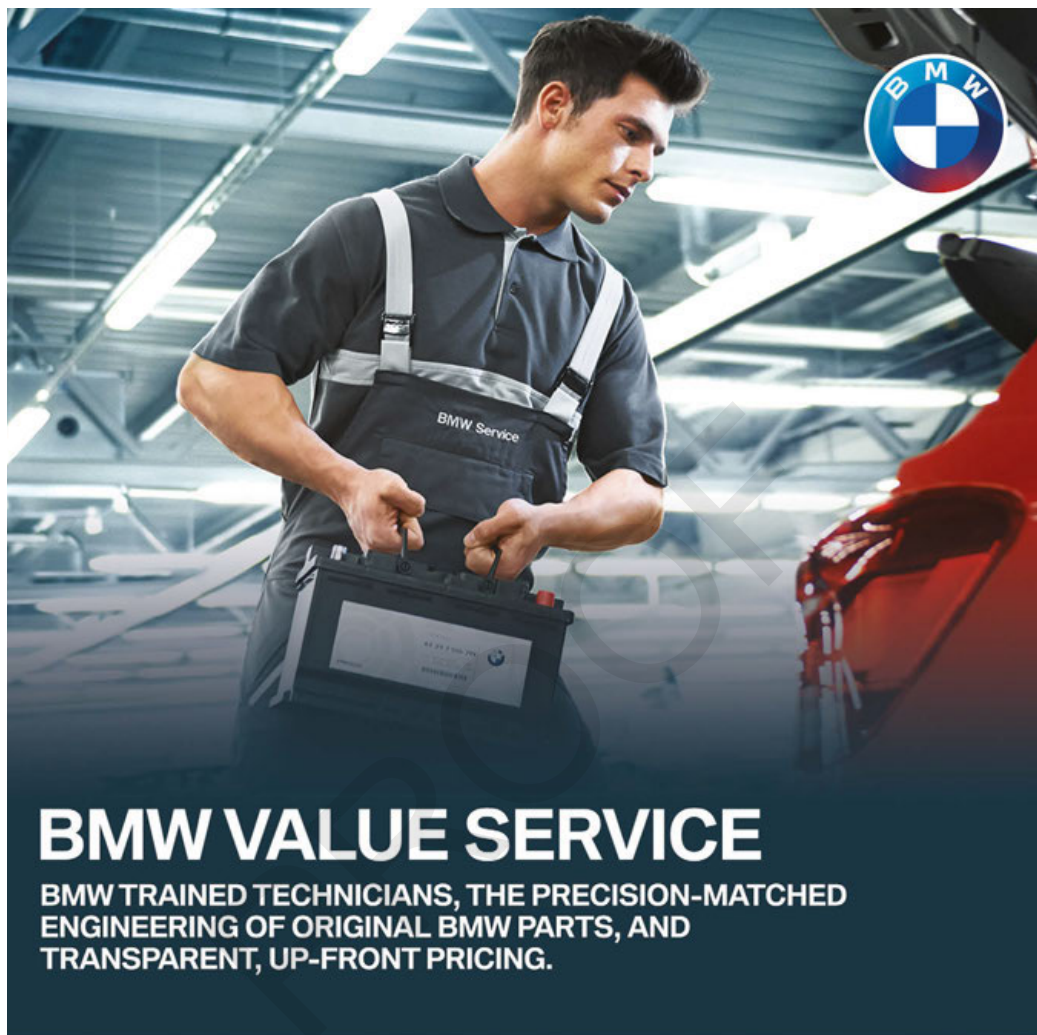
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Munich and BMW

By Ray Laffoon



A pattern is emerging in my travels while living in Germany. I will find an interesting place related to the cars and motorcycles that I enjoy, and then I find a way for my wife to enjoy the experience with me. She enjoys the experience of traveling and exploring in the cars I bring into our life; but for the most part they are a jumble of letters and numbers to her. My challenge is to take the jumble of letters and numbers to a place filled with history, culture and wonder; a place we both can experience.

One museum I had yet to visit during this time living in Germany was the BMW Museum in Munich. I wanted to, but it was never a priority since I have visited the museum several times over the past couple of decades. We created the opportunity to visit this past January. To follow our *modus operandi*, we found ourselves first exploring Munich's Marienplatz in the Altstadt (old town). Munich is the capital of the German state of Bavaria, renowned for its Oktoberfest and proximity to the Alps. Historically, Munich has experienced much churn in European history, which is too extensive to cover in this article. Of note, the Deutsches Museum, the German equivalent of the Smithsonian, has a couple of locations in Munich that are very interesting to explore to include a replica coal mine and Germany's first U-boat, the U-1 which is on display inside. One site is devoted to transportation (cars, trucks, trains), and on the north side of Munich is an airfield with several hangars displaying historic aircraft in German history. We did not do any of that on this trip, but it is definitely a place to explore for history and techno geeks.

We located a hotel with parking near Marienplatz, just because parking a car is a pain in most European cities to include the home of BMW. When exploring, Ray's technique is to put the desired parking garage into the GPS, not the actual destination. This technique mitigates great circle navigation through the streets of Europe's cities and towns. After checking into our hotel, we went exploring on foot. This part of Munich has much to offer: the Frauenkirche, a the Viktualienmarkt, and the city hall with its Glockenspiel. We finished the evening with a very good meal at the historic Hofbrauhaus. We were on the early side, so we did not have to wait in line like the one we saw as we left.



The next morning found us at the BMW Museum and BMW Welt. COVID restrictions were alive and well, to include a staff member checking our EU CovPass as we entered the parking garage located under BMW Welt! We explored the modern and visionary in BMW Welt, including an extensive exhibit on electric vehicles. The iX and i4 were on display, to include a cutaway of the iX. The iVision Circular concept car was ...thought provoking. Then over to the museum for a look at BMW heritage.



The Flugmaschinenfabrick Gustov Otto company merged with Bayerische Flugzeug-Werke AG (BFW) in 1916 at the request of the German government. BFW used engines from the nearby Rapp Motorenwerk. Rapp Motorenwerk became The Bayerische Motoren Werke GmbH, and was registered as a company on 21 July 1917 as a manufacturer of aircraft engines. The BMW IIIa inline six-cylinder engine, best known for fuel efficiency and high power at altitude, provided the power for the Fokker D-VII, perhaps the best fighter of the First World War. However, the museum visitor is greeted by a BMW IV aircraft engine, which was very effective in other aircraft. The engineering precision and innovation in these early aircraft engines set the basic principles for BMW's future. BMW AG merged with BFW in 1922 and continued with the company and brand name, BMW. They set up shop near the current factory and headquarters in Munich.

BMW had to stop manufacturing aircraft engines after the First World War, but pioneered several other motors to include a small, two-cylinder horizontally opposed air-cooled engine that became the power plant for legendary BMW motorcycles. BMW introduced the R32 in 1923, the beginning of a long line of legendary motorcycles that continues today. The motorcycle exhibits in the museum are impressive!

In 1928, BMW entered the world of automotive manufacturing when it acquired Eisenach Motor Works. The 327s and 328s from that time period were on display, and admittedly they are particular favorites of mine. I enjoyed seeing the 1939 BMW 328 Touring Coupe, a one-off design that won its class in its first race at Le Mans in 1939 and the 1940 Mille Miglia. There was also a gorgeous 1937 327 coupe in a room explaining aerodynamics, which provided an opportunity to enjoy its beautiful lines. There was a 1937 or 1938 328 Roadster displayed with the roadsters! Finally, the 1940 328 Mille Miglia roadster was on display. I was in overload mode by the time we made it past these wonderful and legendary cars.



I admit to spending time just soaking in the ambiance of several of the rooms. A variety of roadsters from across BMW history were on display: a 1930 BMW 3/15 - Wartburg-Sport (DA-3), a 1934 315/1, the 507, a Z1, a Z8 and the already mentioned 328. Then I spent time looking at the cars AND engines in the BMW M Power room where M1, M5, M3, Z3M and a 1983 BMW M635CSi was on

display. There were several displays that featured BMW engines from aircraft to racing machines to motorcycles to cars to boats. It is overwhelming.

The BMW Museum also looks at the cars that helped BMW survive and thrive after the war, the Isetta and the 2002tii. The displays placed them in context of the world where they were needed. The lineage of the 3-series is laid out in steel and aluminum in chronological sequence. And then there



DETAILING WITH MR. Q WHEEL WELL CLEANING

Summer is upon us, and that means car show season is just ramping up! For those of us with a competitive streak, we want to have the most impressive car at any event. For some, this means having the fastest car, or the most visually striking, but for myself, this means having the car in the most impressive condition.

One way to stand apart from the crowd is with a very thorough wheels-off detailing. Deep cleaning the wheel wells, suspension, brake components, and wheels always makes a hugely significant

difference to me. It also gives you the opportunity to rinse away any remnant salt from the winter months. Now let's get on with it, shall we?

Now, I know that I covered wheel cleaning in a previous article, but I wanted to go a little more in-depth. Begin by jacking up the car, removing the wheels, and inspecting the condition of them and the wheel wells. Once you've got your car jacked up and the wheels off, spray everything down with a quality citrus degreaser. Detail Garage in Virginia Beach sells one of my favorite APCs (all-purpose cleaners), Signature Series Orange Degreaser. Spray it liberally all over the wheel well, caliper, rotor hat, brake dust shield, suspension, etc. Don't forget to spray behind the brake components – this is a most-often overlooked area by concours rookies.

Once this step is done, take an old wash mitt and wipe down the wheel well, caliper, and suspension. Use a soft-bristled brush for the tighter areas, or those requiring a bit more agitation. Rinse with a power washer and repeat as needed until everything is cleaned to your satisfaction. Once complete, coat everything with a hydrophobic spray detailer to repel brake dust and to make wheels-on detailing easier. I prefer Turtle Wax Seal n' Shine or their Graphene spray coating. You can get both at Walmart. If you wish to apply a dressing to the wheel wells, Chemical Guys Bare Bones, which you can also pick up at Detail Garage, is a wonderful product and really brings it to the next level.

Going back to the wheels, spray them down with an iron-reactive wheel cleaner to remove stubborn brake dust, and scrub them down with a soapy wash mitt. You may need to repeat the process a few times until they're clean, using your soft-bristled brush to remove stubborn spots. Leftover wheel weight adhesive can be removed with CRC Brakleen (the good, chlorinated stuff in the red can, not the green can). Some will be afraid that this can damage the paint, but I've never had any problems, and it's the safest way to remove the adhesive without aggressive scraping or scrubbing. Simply spray the leftover adhesive with Brakleen and remove with a plastic putty knife. It should scrape right off.

While the wheels are off, go ahead and lubricate the mating surface of the hub with lithium grease to prevent rust and to make future wheel removal a lot easier. Once the wheels are back on the car with the lug bolts reinstalled, lower the vehicle and torque to the proper specs outlined in your owner's manual. Now sit back and admire your handiwork!

Pro tip: If you must replace your rotors and pads, that's a GREAT time to tackle wheel well cleaning, as you can go more in-depth with the parts cleaning. You can better clean the calipers and brake dust shields while the rotors and pads are removed. Plus, you'll have a beautiful new set of rotors to make you the envy of the next Cars and Coffee!

Take a look at the before and after photos on a friend's Porsche Boxster S. Just pretend that it's a Z4 ;).



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 President, Shawn Halsey's Clubhouse. 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 merchandise@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

Personalized Club nametags, for club events, can also be ordered.

Contact Melissa Pepperhorst at merchandise@twbmwcca.org



Beer Stein

\$5



Stemless Wine Glass



Metal Coffee Mug

Activities Director Intro

Hello everyone!

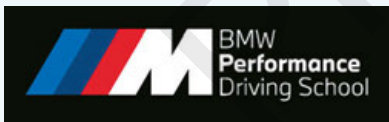


My name is Jeff Taylor and I am your new Activities Chairman! I wanted to take a minute to tell you a little bit about myself.

I am a life-long car enthusiast and have been a BMW CCA member since 2004 when my family purchased our first BMW, a 2004 525i. 17 years later, I attended my first club event in October of 2021 when I took my M3 to the Pumpkin Run in Suffolk. After asking Shawn if the club could use any help at the December breakfast, I soon found myself being appointed to the Activities Chairman position in the parking lot of The Rustic Spoon.

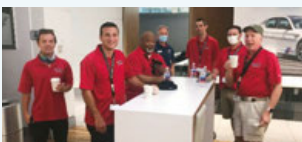
I have always been drawn to European cars and BMW was one of the brands that sparked my passion at a young age. As someone who suffers from “Car ADD”, I have owned Volkswagens, Porsches, and everything in-between. Of all the cars I’ve owned, my favorites, of course, would be my two M3s, an E46 and an E93, which you’ll see me driving regularly to events. I enjoy going to car events with friends, detailing, and going for drives.

I look forward to serving you, and if you have any suggestions or ideas for events, please contact me at events@twbmwcca.org!



Tidewater Chapter BMW Car Club Annual M School

JUNE 19, 2022



Did You Know?

The BMW Universal Transceiver (garage door opener) is the envy of security experts the world over and the worse nightmare for terrorists. Okay, perhaps more-so would be thieves than actual terrorists; though surely they too began their life of evil somewhere small. Alas, today we're discussing the significance and importance of utilizing the built-in garage door opener inside your BMW. If you're thinking to yourself, I tired that before and it's too complicated...this is for you!

The process of programming the device remains largely unchanged and widely universal (save for A8s where you must step outside the vehicle [and garage, where it will inevitably raining] and cower below the bumper*). You press and hold positions 1 and 3 to clear the memory.

Please understand, you are erasing the memory of any previous codes! Different books will say to hold for varying amounts of time. Little trick, hold until the lights change. With the memory clear, the system is ready to accept up to three new garage door entry and egress memory. For our beautiful and easy to use BMWs, simply hold your remote (clicker) in very-near proximity to the programmable buttons. Simultaneously press the button on the mirror you wish to program and the button on the remote you're programing from. Wait until the lights change (can be as little as 10 seconds to a high of 30 seconds) and you're done. With Step 1. Maybe.

If you have an *older* garage door opener, you may very well be done. If so, test the system and enjoy. If you have a newer garage door opener, it has an additional security feature and requires one more step (and a ladder). On the garage door opener itself there will be a PROGRAM or CODE button (usually accompanied by an LED). Pressing the button once (although some models may require a temporary press and hold) will send the unit into a learn mode. You will now have a limited window (typically 30 seconds-to two minutes) of opportunity to return to that beautiful BMW and press the newly programmed garage door button three times. This allows the two devices to communicate directly and agree to establish a rotating code system in addition to the unique frequency to gain access the door. This inhibits would-be code scanners from lurking nearby and capturing your garage door frequency with hopes of activating it later.



Now to the **MOST IMPORTANT** reason you should program your BMW with your garage access. Those who choose to resort to a life of crime are **UNABLE** to leverage your BMW to gain entry to your home. How you ask? The built-in universal transceiver in our BMWs will only operate when the vehicle is in the ACCESSORY or ON position. In other words, the key must be present. You may sleep soundly at night ,should you need to leave your beautiful BMW parked outside in the driveway, knowing that even if someone smashed one of the windows they will not gain entry to your residence from the vehicle.

It is perhaps worth noting that once coded, the garage door function will remain stored in the vehicle, regardless of the key used. Additionally, changing the vehicle battery will not erase the

are the concept cars, legendary race cars, legendary race motorcycles for the track and for the Dakar, which BMW has won on numerous occasions.

The BMW Museum is a great place for the car enthusiast and especially the BMW enthusiast. It is a little more difficult for the non-car enthusiast. I hate to say it, but the museum that does the best at presenting their history in a cultural context is Mercedes-Benz in Stuttgart. This is based on the non-car enthusiast my wife represents. However, she did spend time in the room discussing the World War II period of BMW's history and how over fifty percent of their work force in Munich came from nearby Dachau and prisoner of war camps. I find it interesting that BMW and the Eisenach Motor Werks museums dedicated much effort to making this part of BMW's history very personal.

After our visit to the museum, we left Munich heading for our hotel overlooking the Abbey in the winter wonderland of Ettal in the Oberammergau. Our destination for the following day was Bavarian King Ludwig II's Schloss Linderhof, the smallest of his palaces. Admittedly Neuschwanstein is better known, but we found Schloss Linderhof to be more fascinating. Some of this is because King Ludwig II spent more time here than in his other palaces, some said to retreat from the real world and his government duties. Kings no longer had absolute authority as king, and his Bavaria had become part of Otto von Bismarck's German Confederation, two things that greatly troubled King Ludwig II. Like many of his palaces, Schloss Linderhof has a touch of Versailles and an imaginary world that did not exist, a world into which he wanted to escape.

The drive back to our home in Stuttgart was enjoyable. Where King Ludwig II enjoyed building a palaces depicting classical and legendary stories, my escape is driving, enjoying the balance between power, braking, and finding the correct line through a corner, especially in a place like the Alps. King Ludwig II was right about the Alps being a good place to escape. Just like driving, balance is important in life. It helps make sense out of the letters and numbers!



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Stay tuned for the next article on Ray's visit to the Musée National de l'Automobile Collection Schlumpf in Mulhouse, France!



code. It is advisable should you trade in your beautiful BMW...that you reconsider and just keep it. If you must return the lease, simply press and hold positions 1 and 3 for up to 30 seconds (or until the light changes) and your loyal BMW will forget you too.

*Certain model year Audi A8s contained an antenna behind the bumper. It was required to be very close to this to program the car.

Our 2022 Annual BBQ with the First Settlers Region of the PCA was a great success! Thanks to Jeffrey Taylor for coordinating such a memorable event! Pictures courtesy of Andy McCulley.



BMW TRIVIA QUIZ

1. In what movie did James Bond first drive a BMW?
- Tomorrow Never Dies
 - Goldeneye
 - Moonraker
 - Bond Drives a BMW
 - The Living Daylights
 - The World is Not Enough
 - Die Another Day
 - Casino Royale

2. What does the sign below designate?



- Waffle House Ahead
 - Fried Egg
 - Caution
 - Entering Work Zone
 - Priority Road
 - Yield Before Merging
 - Yield to Oncoming Traffic
3. BMW is ending production of which engine following the 2022 model year?
- N74
 - S54
 - S65
 - B57
 - B38

4. The main building of BMW headquarters in Munich was designed by Austrian Architect Karl Schwanzer to mimic
- Three Valves
 - A Cylinder Head
 - Four Cylinders
 - Four Pistons
 - Four Sparkplugs
 - Three Cylinders

5. Which architect designed the BMW Museum building in Munich?
- Art Vandelay
 - Hans Kollhoff
 - Helmut Jahn
 - Karl Schwanzer
 - Frank Lloyd Wright

6. What BMW engine was used to power the McLaren F1?
- M70
 - S70/2
 - S70B56
 - S70W
 - B70

7. Chris Bangle, who was the Chief of Design at BMW between 1999 and 2009, began his career designing cars for which firm?
- Mazda
 - BMW
 - Mercedes-Benz
 - Opel
 - Fiat
 - BWM

8. In what year did BMW release the first post-WWII automobile?
- 1949
 - 1950
 - 1952
 - 1951
 - 1953

9. What was the internal code designation of BMW's first V12 engine?
- S70
 - M71
 - M70
 - N70
 - G60

10. What generation of the M3 was the only to be offered with a V8 engine instead of an inline 6? (choose all that apply)
- E60
 - E90
 - E92
 - E93
 - E62
 - E93
 - E63

Answers to quiz on page 17

A Look in the Rear View Mirror

Our intent is for you to recall events that you have participated in, remember the good times we shared, and to meet other members. Our Valentine's Drive is always a fun time and provides a great way to spend time with a loved one!



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BMW CCA Foundation Museum Photos

Many thanks to Mike & Martin Tansey for taking the photos at the BMW CCA Foundation Museum during his trip to the M Performance Driving School.

