

September • November 2018

das Kummeret

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



UPCOMING EVENTS

9/15 BIMMER BREAKFAST
Pop's Diner in Greenbrier at 9am

9/16 TRSS: TIRE RACK STREET SURVIVAL
NCCAR

9/22 PENINSULA BREAKFAST
Baker's Crust at 9am
5234 Monticello Ave #115, Williamsburg, VA

9/29 GOVERNOR'S CLASSIC CAR SHOW
Virginia's historic Capitol Square
in downtown Richmond

10/5-10/7 BACK OF THE DRAGON

*RSVP and details for all events
at <https://www.motorsportreg.com/>*

Questions: send email to events@tidewaterbmwcca.org

== GOVERNOR'S ==
**Capitol
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SHOW** ==

www.tidewaterbmwcca.org

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MEMBERSHIP

Tidewater Chapter: 668 as of March 2018

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 Street - Suite 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:

Your articles and photos are very welcomed by us. 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@tidewaterbmwcca.org. Thanks!

SOCIAL MEDIA:

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President's Corner

Ironically, just as my last column, this President's Corner is also being started in the air. Sadly, this time not to retrieve the car of my dreams; she eagerly awaits my return to Virginia, but to deal with other pressing non-BMW matters. As I sit here reflecting on what to write, the weight of knowing my words will reach so many of you whom I think of as family. Therefore, this issue of Das Kummel may read a bit differently, it will have a family-centered focus.

The truth of it is, in the short time that I have been associated with the our Club, I have come to think of you all like family, my family. I look forward to our monthly breakfasts wondering who I will see and what new faces will I greet and get to know. I love our driving events, the playful banter that is exuded before Al gets to shout, "start your engines" and the wonderful camaraderie that occurs during our post-drive wind-downs. It is in that spirit that I am very excited about our upcoming Street Survival event in September; teaching the next generation of family the importance of safe driving techniques. I think it is often overlooked, but it is NOT a requirement that you own a BMW to belong to the club or participate in Street Survival. Believe it or not, I receive a report every month and I see several members who do not own a BMW.

Street Survival is an excellent program sponsored the BMW Foundation as well as other global companies who understand the critical importance of teaching young drivers the best driving habits. This is why the Tidewater Chapter enthusiastically agreed to dedicate our time and resources to make this event a reality. Whether it is your child, or your neighbors', please sign them up for this event that just might save their lives. It can absolutely be a family function as we are always in need of volunteers. If you're a parent questioning what help you could provide, the answer is plenty! In addition to coaches, we also need course workers to support the many training courses that occur simultaneously for the students. For more information please go to <https://www.motorsportreg.com/events/tidewater-bmw-street-survival-support-volunteers-nccar-cca-635098> or email our other officers or me.

Speaking of Motorsports Reg, I'll be the first to admit I do not always remember to register for events. My thoughts are: "*Well I'm president and it's the monthly breakfast, I'll be there.*" I'm going to tell you there's an important reason to register for our events. Sometimes, things happen; traffic, weather, delays, etc. We will make sure to inform you if something affects one of our planned activities, but we cannot let you know if we do not know who will be in attendance. For that reason I strongly urge you (myself included!) to register online at www.motorsportreg.com for any events you will attend.

We have many exciting events planned for the end of 2018, including our Back of the Dragon Columbus Day weekend drive. Whether you like to drive a BMW with zeal, enjoy long scenic drives on a winding country road, or merely prefer taking a step through history by staying at the grand General Francis Marion Hotel, I encourage you to take part in this event. Join your Tidewater Chapter family and have a memorable weekend October 5-8. Be sure to register so we may have an accurate headcount and can plan accordingly! <https://www.motorsportreg.com/events/back-of-dragon-bmw-cca-tidewater-349404>

Thank you and as always,

Fröhliches Autofahren!

Shawn,

President, Tidewater Chapter BMW CCA

Join Us On Facebook!

Join us on Facebook and stay up to date with all your Club's activities! The Club "Page" is open to the public and includes basic Club information and our events: www.facebook.com/twbmwcca

Our "Member's Group" is a closed group for our registered members where you can post your pictures, ask questions, and join the discussions: www.facebook.com/groups/twbmwcca

Choose your BMW. Choose wisely.

By Ray Laffoon

Uh...oh, Hi!

I was just watching videos of quarter mile races. I know, it is really strange for a guy who likes rally racing and road courses, but these are fascinating. All featured a late model Ford Mustang GT running against a BMW X1 Xdrive35i (E84). The best part is the E84 won every one of the races. The E84 is the first generation of the X1, and features the N55 engine with BMW's excellent xDrive. This is the same engine and xDrive found in BMW's marvelous 335i, a car that some have called "M3 Killer." However, like so many, I prefer the M3 to be very much alive and have no desire to see it or any BMW dead.

First point. The BMW M3 is iconic. Conceived in the crucible of competition, the M3 rose to the challenge, winning multiple touring car championships at locations around the world and in the process becoming a legend along the way. Journalists tagged it as the "Car of the Century." Known for its combination of power and handling prowess, the M3, and its derivative M4, is the car with the big target that many other car manufacturers aim to surpass. Despite the competition, the M3 remains at the top of the pyramid. There is a reason it is an icon, an object of desire for any performance car enthusiast that actually drives a car with skill and enthusiasm.

Second, it is an icon that has evolved with changing regulations and technology. This table provides a quick comparison of the M3 across the generations, at least putting the numbers on paper. As you can see, the M3s gained weight over the years like we all seem to do, perhaps because of spending too much time at the drive through! However, engine power increased too, so the newer versions actually have a better power to weight ratio compared to the older versions. Now if I can figure out how to do that for my body. Your favorite depends on when you fell in love with BMW.

Comparison overview (Factory Specs)

	E30 M3 (85-92)	E36 M3 (92-99)	E46 M3 (01-05)	E92 335i (07-13)	E92 M3 (08-13)	F80 M3 (15+)
Engine	S14 I4	S52 I6	S54 I6	N55 (I6)	S65 V8	S55 I6 Twin Turbo
Horsepower	192	240	333	300	414	425
Torque	177	240	262	300	295	406
Weight	2,645 lbs	3,439 lbs	3,399 lbs	3,549 lbs	3,538 lbs (DCT)	3,540 lbs (DCT)
0 – 60 MPH (seconds)	6.5	5.6	5.1	4.4	4.8	3.9 (DCT)
Top Speed (MPH)	146	155	155	155 (limited)	155 (limited)	155 (limited)

The E46 M3 was the last of the six-cylinder normally aspirated M3s, and followed the successful M3 formula. In 2006, BMW introduced the E92 335i as a 2007 model, with the first BMW turbocharged six-cylinder engine in a production car, and it proved to be so capable that BMW needed to do something radical to keep the M3 on its pedestal. And looking at the table, you can see the 335i was competitive with the E46 M3, and the E92 M3 was a very different animal.

I have driven an M3 in Germany, on a curvy road that I knew very well in the Taunus Mountains north of Frankfurt and Wiesbaden. It was a 2002 E46 M3 convertible with a manual gearbox. The good part is someone gave me the keys to enjoy driving it on the excellent German public roads. The bad part is I had to give it back. What I remember

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CHAMPCAR LIFELINE 24 AT VIR

By Ron Boustedt

Has it been a rainy summer or what? Lucky for the Elite Motors team we only had to contend with the August heat during the Champ Car (formerly Chump Car) Lifeline 24 hour endurance race on the 11th. I'm always amazed when these cars take 24 continuous hours of abuse and "keep on ticking". Our Elite team turned 501 laps on VIR's 3.27 full course, which equates to over 1600 miles; over half way across our wonderful country (roughly to Amarillo TX).

Champ randomly picks the pole car, so we ended up just a little shy of mid pack at 54th of 98 for the start. My good friend John Schwaebler started us and was able to weave his way up to the top quarter during his two hour stint. I followed, and got us into the teens. Alex Lizada, Marco Estrada, Micahel Shammas, and Savvas Sakkadas were able to maintain to keep us in the teens up to midnight when my buddy Zack Davis got in and moved us into the top ten. By the time I got in for my 2-4 AM stint we were firmly in 8th. The top ten in Champ is a tough place to be, there are some serious folks up there including a cars from Bimmerworld, and Sri Racing. A solid car, solid laps, and efficient pit stops (along with a lot of luck) ultimately allowed us to move into position 7. Amazingly the only scars on the 919 car were a couple of tire rub marks, and a misfire at lower rpm's. We were jumping for joy as our team captain Savvas drove her across the finish line about 3 laps in front of the next car behind them. A solid seventh place win.

I'd like to personally thank the Elite Motorsports team for allowing me to participate. We couldn't have done it without Ben Taylor, Nick Neskis, and Shad Chase keeping the car safe and running. For a rookie pit crew they performed flawlessly! Congrats Elite!



Club TOOLBOX

For those that 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@tidewaterbmwcca.org for your needs.



Club MERCHANDISE

Apparel from Land's End with Tidewater Chapter logo is available for purchase. Contact merch@tidewaterbmwcca.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 be ordered from Tag-Ink for \$20 each.
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Heroes of Bavaria

By Brad Pervis

Being a Formula 1 fan since birth, as soon as I learned Brian Redman and David Hobbs were going to be at the BMW CCA Foundation's *A Weekend of Heroes* Gala in Greer, SC in January, I knew I just had to go. Not only that, because I am your newly minted Ambassador to the Foundation I was obligated to attend. That's my excuse anyway and I'm sticking to it. Therefore on 12 January, I headed southwest into the coming storm for what would typically be a 6-hour drive. The weather was horrendous with very heavy rain, especially west of Raleigh. After a little over eight hours of avoiding sudden death from the clueless masses in their Kias, pickup trucks and semi tractor-trailers all traveling at warp speed through near zero visibility, I eventually reached the hotel with a bit of time to spare for a nerve-calming adult beverage before the first event.

Friday evening we attended the reception at the BMW CCA Foundation Museum in Greer. This was the final weekend of the Foundation's *Heroes of Bavaria* exhibition, and I can only tell you it was a truly memorable event. The Foundation engaged Eric Wensberg to conduct a "pit walk" through the museum and provide insight about the cars on display. For those of you who don't know Eric, he was the long-time Motorsport and "M" Brand Manager for BMW North America and was intimately involved with BMW racing in the USA and Europe. Eric currently serves as an advisor to the BMW CCA Foundation Board of Trustees.

The cars on display were quite a cross-section of BMW's racing history. From Lance & Diane White's all-original 1939 328 Roadster to



the BMW NA owned GTLM Z4 campaigned just two seasons ago. In between were the Miller & Norburn IMSA championship winning 1973 2002; the 1975 Daytona winning #51 CSL; the only Group 1 Rally CSL ever built by BMW; Scott & Fran Hughes' Group 2 winning CSL and the one of one Group 5 CSL also owned by the Whites. Four racing CSLs in one setting! Barring a visit to the Monterey Historics you are unlikely ever to see such a covey of fantastic racing CSLs again. But that's not all folks. There were a number of BMW racing prototypes as well, including a 1981 M1 Pro Car; a March/BMW M1/C raced by Hobbs & Surer during the 1981 IMSA campaign; a 1985 March/BMW GTP car and the 1999 Williams/BMW V12 LMR. Formula cars were also on hand with a Williams/BMW F1 series FW22-02; a March/BMW F2 and a Formula BMW single seater. If you are beginning to think our beloved little sports sedans were being ignored, you are mistaken. Let's start with the totally unrestrained 650-hp 320 Turbo driven by David Hobbs, including 7 wins in the IMSA Camel GT Series; followed by the Hughes' owned E30 M3, which coincidentally was the first of its type ever to arrive and race in the USA; plus the entire gambit of ex-works M3s from E36 to E92.

The brainchild of this magnificent display was none other than BMW CCA Foundation Executive Director Scott Dishman. Scott found inspiration from BMW's 100th-anniversary exhibition at Laguna Seca during the Monterey Motorsports Reunion last year. Scott wanted to give us "east coasters" a chance to enjoy a similar representation of Munich's best. I'd say Scott and the entire Foundation staff went above and beyond in creating a smashing display for the 165 people who attended the "pit walk" Heroes of Bavaria reception.

But wait, there's more...

The first item on Saturday's agenda was a visit to BMW's Performance Center. Driving instructor Mike Renner regaled us with stories about his early driving exploits and those of some of the more famous

visitors to the center such as Danica Patrick and AC/DC front man Brian Johnson. The presentation was quite entertaining and informative because Mike weaved among the anecdotes tidbits on how to get the most out of your car on the track. After class, the fifty or so of us were ushered outside into the freezing cold to await our ride in one of the Center's new M3s with an instructor. Unfortunately, I was not fast enough to grab a front seat and was therefore relegated to the back of the "Ring Taxi." The hot lap was entertaining nonetheless. We were number three in a three-ship and not actually being in control I had to wonder if we weren't just a wee bit too close to #2. It all turned out well as we never did kiss bumpers or bend any sheet metal and at the end of the ride I put on my very best Matthew McConaughey impression of: "All right! All right! All right!" After the session, there was plenty of time to retreat to the hotel for yet another placating glass of Kentucky's best to steady my still shaking limbs and get ready for the main event, the Weekend With Heroes Gala hosted by the BMW CCA Foundation.

Early that evening 147 of the "faithful" gathered at the Thornblade Country Club in Greenville, for *"An Evening With David Hobbs & Brian Redman."* When the social hour began, and as we were maneuvering for our seats, Brian and David walked in just like any other guest. I never met either one of these gentlemen before. I probably did see one or both at Mid Ohio back when I was a lad, but at that time I was more interested in my idol Mark Donohue, which coincidentally led me to approach "Hobbo" first. My two favorite drivers of all time were Jim Clark and Mark Donohue, and David knew both Mark and Jimmy very well. He even teamed with Mark to drive Roger Penske's Ferrari 512 at Le Mans in 1971 (unfortunately they DNF). I wanted to talk to David not so much about his interesting and varied career and the future of F1, but to see if he could provide some personal insight to my two favorite drivers. David shared with me

some interesting personal perceptions and opinions about both drivers; not something you would read about in the racing press of the day or in any of their biographical sketches. On another note, I was

surprised to hear David say how disappointed he was to have lost his job as an F1 commentator. I would have thought by now he may have had enough, but apparently not. I found David to be very congenial, funny and very easy to talk to.

When I finally caught up with Brian, he was everything I expected from an accomplished

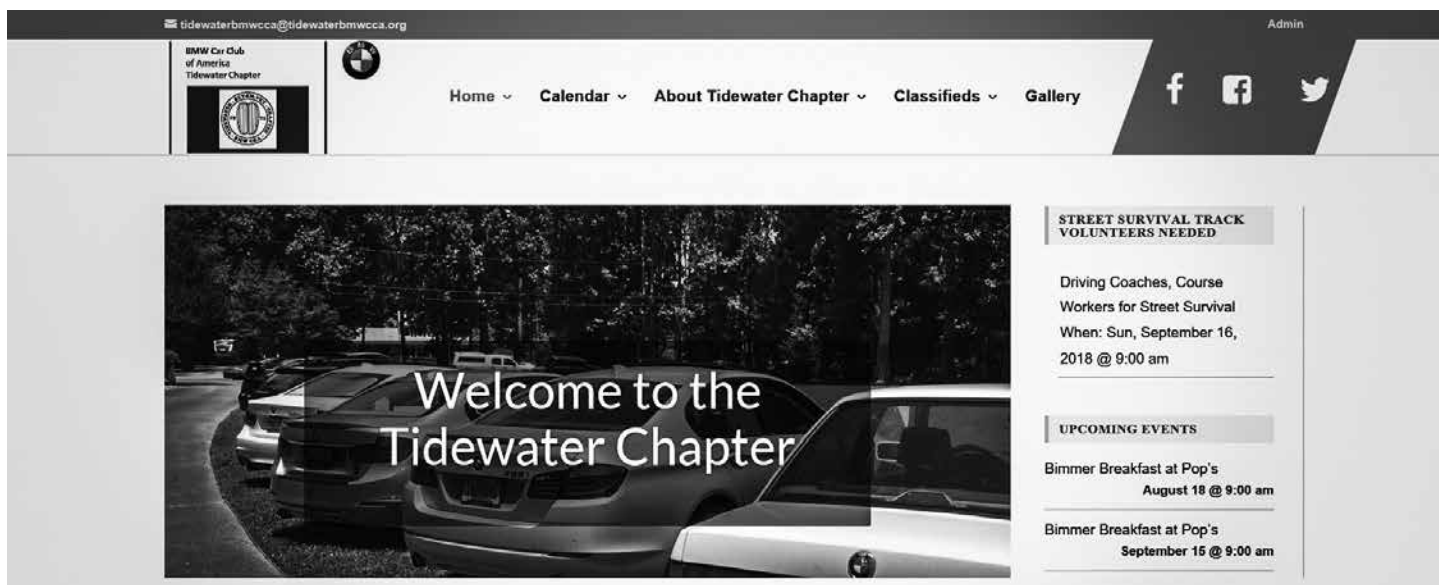
and distinguished English gentleman. In typical Lancastrian fashion, Brian happily answered my puerile questions, the first being "What was the worst or most difficult car you ever drove?" This was an easy answer for "His Lordship" as David Hobbs calls him, and one he apparently answers all the time. Brian's least favorite racecar is the infamous Porsche 917. Brian called it "an unforgiving mistress" which had a tendency to become very skittish with little or no warning, especially if one lifts off the throttle abruptly. In other words, a typical Porsche. Brian continued...

"Once the car departs all hell breaks loose as the chassis has a tendency to split in half while airborne." On the other hand, Brian's favorite racecar is the Porsche 908 (sorry Bimmer fans). I then asked him which race was the most difficult, fully knowing what the answer would be. Le Mans? Non. Nürburgring? Nein. Spa? Alas, no. It was, in fact, the Targa Florio. Unfortunately, some other guests came up just then, interrupting Brian while he was telling me about the Targa, so I excused myself and headed to my seat in anticipation of the rest of the evening.

Foundation president Scott Dishman opened the evening by introducing Eric Wensberg, who as you recall, guided the pit walk tour the previous evening. Eric then played Johnny Carson to David and Brian asking questions and leading them from one racing



Continued on pg 16



CHECK OUT THE CHAPTER WEBSITE NEW LOOK

At the National BMW CCA Chapter Congress last spring, the National IT folks presented a new look and feel website template that would create a more scalable and maintainable website for Chapters. The template has a clean and intuitive design, a mobile and tablet friendly layout and an intuitive admin interface.

Windy City Chapter, Oregon Chapter and Golden Gate chapter were first to embrace the new look and develop additional help documentation for other chapter to follow; which we have done.

You are invited to explore the new website at <http://www.tidewaterbmwcca.org> and let us know what you think. Shortcuts to classifieds, events and Facebook are found on the Sidebar on the right of the page. For now the website is open to the public view, as it always has been. However, there is a logon feature of this template that can be activated so that Chapter members can post their own stories, photos, classified ads and comments, much the same as a blog works. If this is a feature you would like, let a board member know.

For now, happy exploring....and please tell us if something is not working!



is how wonderful the steering felt, the power and sound of the engine, the balance was perfect, the brakes were astounding, and the cooling fins on the differential impressed me. The reality is I don't consider the public roads the natural element for an M3. I wish I could have taken that M3 to the Nürburgring. M3s are built to endure the rigors of the track, with additional power, improved cooling, and brakes designed to be used at max capability lap after lap after lap, and suspensions designed for balance that work best on smooth surfaces. The M3 is home on the race track, but can be used on the public roads.

Thus, the 335i. Powerful, elegant, classic without the power bumps needed for the M3 to work. I remember seeing one for the first time on the A9 near Munich and being truly mesmerized by the symmetry in its styling. I also remember test driving a black 2010 335i sedan (E90) and being amazed at how much power was available, and how well the car handled the roads around Atlanta. Shawn, our chapter president, let me drive his 2013 335i coupe (E92) recently. Since I drive an X1 (E84) with the same N55 engine and xDrive, I expected many similarities. They were there. The silky smooth but powerful turbo charged six-cylinder motor with plenty of power and torque, good brakes, the grip of xDrive, and remarkable balance. I noticed the lower center of gravity and the lighter weight in the E92, which makes it awesome taking an on ramp and merging into traffic. Shawn's car is a joy to drive, and I admit it reminded me that I still want a BMW coupe.

Which is my choice? I remember discussing BMWs with my wife's brother in law, Ronnie, on a rainy New Year's Day in Stuart, Virginia (home of the true gentlemen of NASCAR, the Wood brothers. Glen and Leonard Wood were creative and fast). Ronnie was telling me about his son hitting a deer one night with his 1999 M3. He credits the car with preventing any injury to the occupants, although the deer was only good for venison steaks. We talked about M3s, and somewhere in the conversation I mentioned my preference for the 335i. He was perplexed until I explained that to me the M3 was best on a track where its capabilities could be fully explored. I felt the 335i worked better in the everyday world where I lived. Now I just need one to drive the roads in the western part of Virginia.



MEMBERSHIP AND BENEFITS

WELCOME NEW MEMBERS.

We are thrilled to have you as part of the BMW-CCA Tidewater Chapter!

- | | | | |
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| • Kenton Andrews | • Kelly Glisson | • Chris Jefferson | • Pamela Struss, PhD |
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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!" You decide how you want to participate...face-to-face, virtually, actively, occasionally.

Membership benefits include:

- Free subscriptions to the national club magazine, the *Roundel*
- Free bi-monthly Tidewater Chapter newsletter, *Das Kummert*
- Rebates on purchase of new or CPO BMW car or new BMW motorcycle
- Discounts on parts from participating dealers and private companies
- National discounts from travel and service providers like Sprint
- Access to BMW CCA online forum
- Access to technical experts via telephone, email, or forum
- Free classified advertising in *Roundel*, *Das Kummert*, and on the chapter web site
- Chapter events throughout the year
- New friends with a variety of interests including, of course, BMWs!
- Many other benefits! For a complete list, see <https://www.bmwcca.org>

This is honestly one membership that pays tremendous dividends, so give us a try!

HOW DO I JOIN?

To join, just visit the membership signup page on the National BMW CCA site at www.bmwcca.org/join. Check out www.tidewaterbmwcca.org and our Facebook page, or [email membership@tidewaterbmwcca.org](mailto:email_membership@tidewaterbmwcca.org) for more information about participation and the many membership benefits.

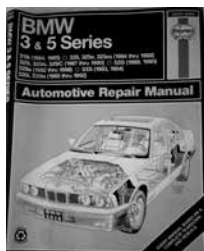
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- 318i(1984, 1985)
- 325, 325e, 325es(1984 thru 1988)
- 325i, 325is, 325iC(1987 thru 1990)
- 525i(1989, 1990)
- 528e(1982 thru 1988)
- 533i(1983, 1984)
- 535i, 535is (1985 thru 1992)

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BMW 3- Series Haynes Automotive Repair Manual 1992 thru 1997

- 318i & 318is (1992 thru 1995)
- 318i Convertible (1992,1994,1995) 318ti (1995)
- 325i,325is, 325i Convertible (1992 thru 1995)
- 328i, 328is, 328i Convertible (1996 and 1997)

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INDEPENDENCE DRIVE 2018

By Al Resnick & James Lorio

Saturday, July 14, was a beautiful day as we met at Bennett's Creek boat dock. We had a great turnout with 35 folks in 20 wonderful Bavarian ultimate driving machines. After breaking down into groups, we were off for a 50+-mile drive through Suffolk and Isle of Wight while ending up in Portsmouth. For lunch, we paid homage to our automobiles' lineage and dined at The Bier Garden in Portsmouth on traditional German cuisine, such as Rouladen, Wursts and Schnitzel – and, of course, some fine brews. All and all a terrific day for!

While we were a little tardy in celebrating our Independence Day, it turned out that our drive was on the day when the country that was instrumental in our independence celebrated theirs – Bastille Day!



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story to another. As you might imagine, David Hobbs pretty much dominated the conversation displaying his subtle British sense of humor during the entire evening. Brian, much more reserved, took it all in good fun as he regaled us with sometimes scary stories (despite regular pithy interruptions from David), of his racing career, one of which bears sharing here.

In 1977 at the Mont-Tremblant F5000 race Brian crashed his Lola, flipping it and breaking the roll bar in the process. His helmet dragged across the tarmac for quite some distance, and along with a broken neck, Brian suffered a damaged shoulder, split breastbone, and broken ribs. Then his heart stopped. On the way to the hospital, the ambulance blew a tire. It was weeks before Brian could go home and the ensuing recovery lasted over nine months. By December Brian felt well enough to dip his hand back into racing, albeit cautiously. He contacted his friend Dick Barbour and asked if he had a "...good car, but not a winning car..." for the 12-hours race at Sebring. Dick teamed Brian with Charles Mendez and Bob Garretson in a Porsche 935, and **THEY WON THE RACE!**

There were dozens of incredible stories from these fine gentleman throughout the evening, far too many to share here, and at the end, there was an autograph session for Brian's book *Brian Redman: Daring Drivers, Deadly Tracks* and the BMW CCA Foundation's book *Heroes of Bavaria*.

The entire weekend was a fantastic opportunity to see and meet fellow BMW CCA members one only reads about in Roundel. Special guests included the former editor of Bimmer magazine Jackie Jouret (now writing for Roundel), our South Atlantic Regional VP, Dwayne Mosely, and the aforementioned Scott & Fran Hughes, Foundation Trustees and owners of an astounding collection of historic BMWs, among others.



While all this was going on Scott Dishman and his staff were already in the early stages of planning the Foundation's current exhibition:

"*The ICON, 50 Years of the 2002*," which opened on 18 May. The ICON exhibit is presented by The Werk Shop and sponsored by Groit's Garage, Classic BMW of Plano, Texas, along

with Bavarian Autosport, Coco Mats, Odometer Gears, and Yokohama Tire. The exhibit kicked off with a sold out opening-day event attended by 500 guests and supporters of the marque and Foundation. The display consists of 24 paragon of the 2002, some of which will be rotated in and out of the display over the year. The ICON exhibit will run through mid-January 2019, and we can expect the same tumultuous celebration at its conclusion. I'll be there, will you?

The BMW CCA Foundation is a 501(c)(3) charitable organization founded by the BMW CCA in 2002. The charter of the Foundation is to establish programs to benefit the public in general and BMW owners specifically. The mission of the Foundation is to be a significant repository of BMW information and to foster educational programs including the Street Survival Teen Driving School. The Foundation is located next to the BMW Performance Driving Center in Greer, SC: 190 Manatee Ct, Greer, SC 29651 and is open Monday through Friday from 9 am to 5 pm, excluding holidays and special events. If you would like to donate to the foundation to support any of their programs please visit their website here: <https://bmwccafoundation.org> or call: 864-3290-1919.



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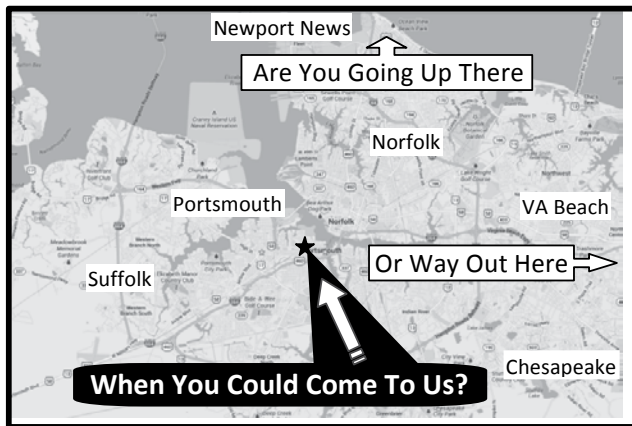
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BACK OF THE DRAGON' COLUMBUS DAY WEEKEND DRIVE



A 32 mile span of Virginia Route 16 with over three hundred curves, the 'Back of the Dragon' is one of the premier roads in the nation for sports cars, with spectacular views crossing three mountains from Marion to Tazewell in western Virginia. Columbus Day weekend we will head west to tackle this and other BMW worthy routes. Highlights of the driving tour will include:

- Drive 'Back of Dragon' multiple days (www.visitvirginiamountains.com/trails.html), Oct. 6 & 7
- Lunch on Saturday in the historic valley of Burke's Garden (visittazewellcounty.org/burkes-garden-2), prepared by the Amish
- 'To the Breaks and Back' tour on Sunday (clawofthedragon.com/to-the-breaks-and-back.html) with sightseeing and lunch at Breaks Interstate Park, the "Grand Canyon of the South" (breakspark.com)
- Caravan from Hampton Roads to Marion, Friday, October 5
- 'Song of the Mountains' concert (songofthemountains.org) at the famous Lincoln Theater in Marion, Oct. 6
- Accommodations at the historic General Francis Marion Hotel (gfmhotel.com)

Plan now to join us Oct. 5-8 on the 'Back of the Dragon':

- Make hotel reservations (276-783-4800) - request block of rooms held under name Dr. G. Schrader with BMW Car Club by Sept. 1 (Traditional Queen regularly \$120, 10% discount if we fill the rooms)
- Order 'Song of the Mountains' tickets online (thelincn.org) for Sat., Oct. 6 at 7 pm, \$25/\$30 each (or purchase at door if available)
- RSVP at motorsportreg.com (<https://www.motorsportreg.com/events/back-of-dragon-bmw-cca-tidewater-349404>)

For additional info contact Darin Kwasniewski at memberatlarge@tidewaterbmwcca.org or 757-304-1512



BACK OF DRAGON 2017

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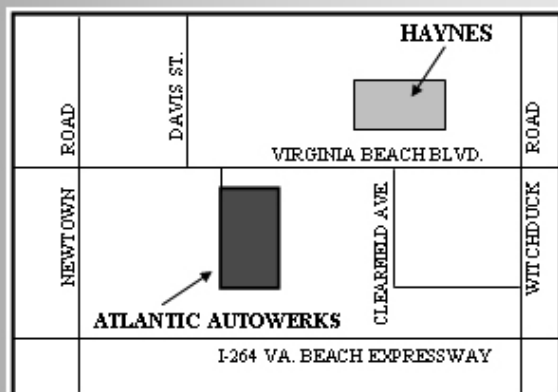
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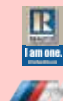
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