

# Das Krummet

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



Q1 | 22



## UPCOMING EVENTS

- 01 15** **SOUTHSIDE BIMMER BREAKFAST**  
09:00 AM: Lockside Bar & Grill  
200 N Battlefield Blvd, Ste. 1, Chesapeake, VA
- 02 12** **VALENTINES DAY DRIVE, DINE, AND WINE**  
10:45 AM: Sal's By Victor  
1242 Richmond Rd., Williamsburg, VA
- 02 19** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Sessions Restaurant  
2973 Shore Dr., Suite 104, Virginia Beach, VA 23451
- 02 26** **PENINSULA BMW BREAKFAST**  
09:00 AM: Nest Kitchen and Taphouse  
1003 Brick Kiln Blvd., Newport News, VA 23602
- 03 12** **DETAILING TECH SESSION**  
4:00 PM: Detail Garage  
4239 Holland Road #772, Virginia Beach, VA
- 03 19** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Rustic Spoon  
1658 Pleasure House Rd., Suite 101, VB, VA 23455
- 04 16** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Simple Eats  
3152 Shore Dr Virginia Beach, VA 23451
- 06 19** **BMW M PERFORMANCE SCHOOL 2022**  
BMW Performance Center  
Greer, SC

\*\*To be announced. Please check your email, our website, and MSReg for updates. RSVP and details for all events at [www.motorsportreg.com](http://www.motorsportreg.com)  
Questions: send email to [events@twbmwcca.org](mailto:events@twbmwcca.org)



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### **MEMBERSHIP**

Tidewater Chapter: 561 as of July, 2021

### **ADDRESS CHANGES**

Address changes can be made on the BMWCCA National website ([www.bmwcca.org](http://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](mailto:Editor@twbmwcca.org). Thanks!

### **SOCIAL MEDIA:**

Chapter web site: [www.twbmwcca.org](http://www.twbmwcca.org)  
Facebook Group: <https://www.facebook.com/groups/twbmwcca/>  
Instagram: <https://www.instagram.com/tidewaterbmwcca/>  
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## President's Corner

And so rings in a new year. I, for one, am happy that 2021 is behind me. While 2020 had numerous obstacles, I saw motivation to overcome. For me, 2021 lacked that determination. The *fighting spirit* was missing. Alas, I am elated to say we have that esprit de corps for our 2022 Club events, and for the 2002!

Yes, I am going to give the car her own shout out, again. At present, she is on jack stands awaiting a new starter (will be installed by the time you read this). The interior is 80% gutted and with the wheels and tires off, we can go like gangbusters on the suspension, braking systems, and the wheels themselves. We have a long road ahead! There is no doubt about that. I have never once said it is not an undertaking of gargantuan proportion. That said, this little gem deserves nothing less than all of our effort. I love that we are receiving community support to restore her to her former glory. Many have looked at *the ugly duckling* and sneered that I should commit insurance fraud and burn her... citing her Flintstone style rear floor. This separates the believers from the non-believers. Yes, we will have some upcoming expenditures. Specifically, we will need to purchase a floor panel or two. The great thing about that, many have gone before us to restore these cars and those floor panels are readily available. \$150.00 for a rear panel; keep your eyes peeled for a fund raising opportunity!

Okay, we can't let the excitement of the 2002 restoration overshadow our other fun and exciting events. We will be continuing with our monthly breakfasts and rotation cycle; we have received wonderful feedback on that. We will resume our Peninsula breakfasts; the fourth Saturday of the second month of each quarter. We are bringing back M-School! It will be on Father's Day... a great gift idea, wink wink. Registration is already open! Aside from that, we will be keeping with our traditional events to include: Valentine's Day Drive, OBX Drive, Independence Day Drive, Scavenger Hunt, and more! A few we will be tweaking/enhancing; doing all that we can to deliver fun surprises for your driving enjoyment.

There will also be exciting new merchandise on the way! Lookout for blowout sales and other discounts as we work to close out our current inventory and make way for the new! Beyond that, we are always looking for extra help. Whether you can donate an hour a month or an hour a day, we can always use your time and your support. Please let us know if you'd like to help us spread the joy and wonder for all things **BEY EM VEY!**

In closing and on a personal note, Thank You. Thank you for voting me in (*and for voting*) for another term and for trusting me to steward the Club forward. I will not mince words, I have considered not *running* for another term. I am at times tired as I strive to balance personal, professional and Club commitments. I often question if I am the best choice to lead, our *band of merry BMW aficionados*, or is it more by default? Some have even thrown around the term *president for life* albeit jovially, having seen how other chapters run it does give me pause. I can say with absolute conviction I will not serve indefinitely. After much reflection, I have realized that my vision for our Club has not been fully realized, yet. And so it is with great humility and deep appreciation that I proudly accept the honor to serve as your President for the next two years.

Wohin auch immer die Straße führt  
Shawn Halsey

## Nearby HPDE & Autocross Schedule

### **OUR CHAPTER:**

June 19 – M Performance School

October 7-9 – Dragon Drive

### **TARHEEL CHAPTER HPDES:**

April 22-24 – Full VIR course

June 24-26 – VIR North course

September 16-18 – Full VIR course

### **NATIONAL CAPITOL CHAPTER HPDES AT SUMMIT POINT:**

March 25-27– Jefferson Circuit

June 24-27 – Shenandoah Circuit

Sep 30 – Oct 2 – Main Circuit (HPDE and Club Race)

### **TIDEWATER SPORTS CLUB HAS BOTH AUTOCROSS AND VIR HPDES ALSO SCHEDULED:**

March 20 – Autocross at Pungo Autocross

April 17 – Auto cross at Pungo Autocross

May 1 – Autocross at Virginia MotorSports park

June 19 – Autocross at TBD

July 17 – Autocross at Pungo Autocross

August 21 – Autocross at Pungo Autocross

September 18 – Autocross at Pungo Autocross

October 16 – Autocross at Pungo Autocross

November 20 – Autocross at Pungo Autocross

December 9-10 – HPDE at Virginia MotorSports park





## Veep Corner

So as we are approaching the close of calendar year 2021 I find myself looking back on my year, as many do. I'm reminiscing about my highs and lows and my wins and losses. As well as counting my blessings as it appears I will be closing out the year in a better place than I started it. I hope all of our chapter find themselves doing the same.

This year I am taking advantage of my position and my obligation to write my quarterly column. I will be putting my New Year's resolution in writing, for our Editor in Chief, and anyone else who finds themselves looking to kill a minute or less reading my column. Yikes... In theory this will help me keep myself a little more accountable. We'll see.

My main resolution is to "Do less, but better." I feel like I spread too thin, which causes me to spend too little time on tasks, blow through deadlines, and generally produce a poorer product.

Some exciting news for our chapter, we have recently appointed a new Activities Director! We still have several positions open, anyone looking to be a little more involved let me know!

I wish you safe and happy New Year!

Patrick



Our Tidewater Chapter will host a Tire Rack Street Survival course on **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](http://MotorsportReg.com) to sign up.

For questions - email us at [streetsurvival@twbmwcca.org](mailto:streetsurvival@twbmwcca.org)



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## Der Jargon

By Andrew McCulley



For this quarter's issue of Der Jargon, we're going to explore a classic BMW brand slogan. *Freude am Fahren* first appeared in BMW marketing literature in 1936. The expression translates to "sheer driving pleasure." Those of you who are also Volkswagen enthusiasts may be scratching your heads, recalling their old slogan *Fahrvergnügen*. Doesn't it mean the same thing? Not quite. While *Freude am Fahren* is a German expression, *Fahrvergnügen* is a neologism of the words *fahren* (to drive) and *vergnügen* (enjoyment).

Now that we've explored the dichotomy between the two competitors' brand slogans, let's get back to our history lesson on *Freude am Fahren*. The first use of *Fahren* in a BMW ad was a billboard for BMW cars and motorcycles that read "*Kraftfahren muss Freude bereiten!*". This translates to "driving should be a pleasure!" Fast forward about two decades, and by the 1950s, following World War II and an absence of the word *Fahren* from BMW advertisements, BMW's ad campaign for the Isetta featured a rhythmic expression; "*Freude haben – Kosten sparen – BMW Isetta fahren*" "a pleasure to drive – save money – drive a BMW Isetta."

The company was still missing their own branded slogan and was instead focusing on creating ads specific to each product in the model lineup. After some trial and error with different catchphrases, a 1964 ad for the BMW 1800 concluded "*aus Freude am Fahren*" "for sheer driving pleasure". It stuck, and soon thereafter, BMW started using it in ads for other models, and eventually as the official brand slogan in 1965. Soon thereafter, "*Freude am Fahren*" began appearing in export markets – translated of course. In English markets, the slogan has been translated as "*BMW puts pleasure back into motoring*", "*For the joy of motoring*", and "*For the joy of motoring*."



Of course, the one exception has been the United States market, where BMW advertises their products as "The Ultimate Driving Machine."

Source: <https://www.bmw.com/en/automotive-life/the-history-of-the-bmw-slogan.html>



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

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

## WELCOME NEW MEMBERS

Abraham Anderson  
Janice Anderson  
Daniel Bohner  
Sean Easton  
Frank Fuller

Brendan Rattigan  
Lisa Snipe  
Martin Tansey  
Michael Tansey  
Scott Tompkins

Miguel Vega  
Matthew Vest  
Mac Weaver

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](http://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](http://www.bmwcca.org/join).



HELLO

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# Eisenach and BMW

By Ray Laffoon



I always feel a bit strange when I cross where the border used to be between the former Warsaw Pact and the West. We were traveling on the A-71 enroute to the city of Bach, Luther and EMW when I noticed the sign that pointed to where the border between East and West Germany existed at one time. Back in the time of the Cold War there would have been barbed wire, guard boxes, guns and other indicators of a divide. You would never know today, unless you realize that many of my generation who live there are more comfortable speaking Russian rather than English. Instead of flying across West Germany in a US Air Force B-52, today I am piloting a Z4 on another Z-Adventure for a look at history.

While reading Jackie Jouret's book, *BMW Z cars, Roadsters and Coupes*, I experienced a cognitive moment when she pointed out that the first BMW automobiles were produced in Eisenach. After reading a biography on Martin Luther, my wife mentioned wanting to visit Wartburg Castle which looms above Eisenach. Luther was hidden in Wartburg for 10 months in 1521 after being excommunicated for his 96 Theses. While there, Luther spent much of his time writing and translating part of the Bible into German. After more digging into Eisenach history, we learned that not only was the Luther family from this part of Thuringia, but so was the Bach family. Johann Sebastian Bach was born in Eisenach in 1685. Out came the map with the result being a weekend in a beautiful part of Germany focused on BMW, Bach and Luther! However, for brevity, this article will focus on BMW. Neither Bach nor Luther are known for brevity!



The Automobile Welt Eisenach is located in the city of Eisenach on the site of the old Automobilwerk Eisenach, and is focused on automobile manufacturing in Eisenach. Fahrzeugfabrik Eisenach was founded in 1896 by Heinrich Erhardt, and made bicycles, artillery, and eventually automobiles. The company first built the Wartburg, named after the castle that looms over the city, in 1898 under license from French manufacturer Decauville. The Eisenach factory became the third automobile manufacturer in Germany, the first being Benz and Company, and the second Daimler. In 1903, the company reorganized and produced cars and trucks under the brand name of Dixi. During the First World War, the factory produced trucks and artillery pieces. After the war, car production resumed but economic hardship brought about a merger with Gothaer Waggonfabrick AG. BMW, which started with the production of aircraft engines in 1916, added motorcycles in 1922/1923, purchased Gothaer Waggonfabrick AG in 1928 to gain Fahrzeugfabrik Eisenach (Dixi) as a way to enter automobile manufacturing.

Dixi was building the successful and affordable Austin Seven under license. However, BMW had



other ideas and reengineered the car as the BMW 3/15 PS DA2, which could be enjoyed as a sedan, 2-seater coupe, or convertible. BMW improved quality, kept the car light, and most of all affordable, which made it popular. One version was the BMW 3/15 Wartburg Sport, which won its first event, the Brandenburg Endurance Trial in April 1930. Later Eisenach native Bobby Kohlrausch took the little Wartburg to win numerous events and hill climbs from 1930 to 1931, several in dominating fashion, and established BMW as a builder of fast, nimble automobiles.



During the 1930s, Eisenach was the heart of automobile design, engineering, and production for BMW, producing several cars that are now legendary. The 303, the first BMW with a six-cylinder engine and the tall, twin kidney grills. The museum has a 309 on display, along with a beautiful BMW 328 in bright blue, an example of that legendary car. World War II is discussed by the museum, to include Eisenach being used for motorcycle

production for the German military as well as engine production for the Luftwaffe. Likewise, the use of forced labor in BMW's factories during the war is not ignored or muted.

Germany was divided after the war, and Eisenach was in the Russian sector, which became the German Democratic Republic. The automobile factory was rebuilt, and produced vehicles (prewar designs) as BMWs until 1952, when Bavarian Motor Werks headquartered in Munich, won their trade mark battle against the Eisenach manufacturer. The Eisenach factory then produced prewar-designed BMW cars as EMWs, which was the abbreviation for Eisenachen Motorenwerk, using red instead of blue on the roundel. EMW was absorbed by the East German Industrieverband Fahrzeugbau ("Industrial Association for Vehicle Construction"), abbreviated as IFA. Almost all IFA cars were based on prewar DKW designs and helped to popularize the use of two-cycle engines in cars and motorcycles in East Germany. Several IFA designs were sold with EMW badges.



Eventually, EMW became Wartburg and was able to do more of its own engineering and design work. This included racing cars, fast (relatively) sedans and coupes, and off-road vehicles. I found it interesting to note the quality of the cars from the BMW period was good (for the period); the machine work and materials were of the highest caliber. However, the attention to detail was lacking during the Wartburg (GDR) era. One issue in communist East Germany was demand for cars far exceeded the planned manufacturing capacity. Vehicles were rushed to completion, to the point that after a customer took delivery of a new car (after waiting several years), the first trip was to a mechanic with a machine shop to correct the problems left from



## DETAILING WITH MR. Q FIRST DETAILING TECH SESSION – JANUARY 22ND!!

I would like to utilize this installment of *Detailing with Mr. Q* to talk about our upcoming detailing tech session. I know you are all very excited about the event, and I want to make it as informative and entertaining as possible. The event will take place at Detail Garage Virginia Beach on Saturday, March 12th. The tech session will be a combination of classroom instruction and hands-on detailing. The class is at a significant (75%) discount! In addition, attendees will receive 15% off on all products at Detail Garage!

Specifically, the class will focus on proper prep work and paint correction. You will learn about the different types of polishers, and which one might be best for you. Tips on choosing the right polish and pad combination will be discussed as well. More importantly, you will learn proper techniques for removing paint imperfections and for correcting paint to a swirl-free shine! Perhaps most importantly, you will learn about proper washing techniques to minimize inducing paint imperfections. Now, I know that everyone thinks they're already an expert on proper washing techniques, but my observation is that is far from true! If it were true, nobody's car would ever need paint correction! The fact remains that most paint imperfections are a result of poor washing and drying techniques. The class will aim to help you be mindful of actions that may create swirls and surface scratches.

Overall, it will be a fun day, and I am looking forward to seeing everyone there! We have opened up attendance to the local PCA, so you'll get the chance to meet some new friends!



## Tidewater Chapter BMW Car Club Annual M School

JUNE 19, 2022



## 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](mailto:borrowequip@twbmwcca.org) for your needs.

## CLUB MERCHANDISE

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# The Great Pumpkin Fun Run 2021

*By Clifford Resnick*

So, it all started in a Panera parking lot in the Peanut Capital of the world, the goal... to win and to defend our Championship and trophy. We, my lovely navigator -- my wife, Jilly Sue, and I had a lot of pressure on us as we were the two-time defending champions of the Great Pumpkin fun run.

The pressure not only intensified because all those competing who were gunning for us, but also, we were the lone MINI Cooper driver in a BMW Car Club. The Tidewater chapter has welcomed us in with open arms, but on this annual event we feel the eyes glaring at us and the competitive juices begin to flow. The route, carefully mapped out by Steve Waddell, the master of mysteries and enigmas. You see, the challenge of this drive is not necessarily just the control the vehicle on the twists and turns through the sprawling city of Suffolk, but to have your eyes peeled for random, albeit interesting and intriguing, clues along the route. So, with paper directions in hand and mileage checked at every turn and tenth of a mile, the navigators must not only be the guide to the next turn, but also must be specific as to what landmark or hidden gem we must find, seek out and notate.

One of the classics from years past was "Rain without clouds..." and, as we journeyed around the agricultural metropolis of Suffolk, we came to the conclusion that the answer to this one was the irrigation system in a field at the designated mile marker in Steve's excellent Mapquest directions. So, my wife and I, who live in Downtown Suffolk, were pleasantly surprised in years past to see the exhilarating and breath-taking scenery along the roadways. This year's trek had some non-specific turns and confusing directions. Because this event happens during the haunting month of October, often the clues are about all Hallow's Eve and the happenings that are included; for example, decorations, this year we were asked to count how many ghosts were hanging in a tree in some random neighbors' yard -- the answer only to be revealed at the feast following this harrowing journey. Another interesting question was what did another house's pumpkins spell out, again leaving no detail behind, it spelled out BOO! The fun part of this competition is that not only are points awarded for the answers given, but also the total mileage is considered as a tie-breaker, if the questions do not net an outright victor.

A fun fact, during the drive, is that in the beginning everyone is spaced out as to help the less observant participants an opportunity to cypher the clues, without the pressure of on-looking competitors. Given the spacing that is allotted, there are times throughout the day when the path's cross, and headlights meet tail lights, and a log jam ensues.

My wife and I absolutely love being part of the club and being defending champions, since we have broken ranks with our BMW-loving father, Al, in order to drive our R56 2013, bonnet-striped, WINI the MINI, and take the helm as victors for the past 2 annual trips through Suffolk. This iteration will likely be our last (as we are moving west), and we wanted to defend our title, however we were pleased to know that one of our favorite BMW couples won, while driving Penelope their black X6, driven by Melissa and Eric, accompanied by their son, Beckett. To be honest, we already knew that Shawn wanted the trophy back on the mantle of a BMW driver, not a MINI owner's home -- besides, we ran out of room on our mantle. To whom this may concern, we might have thrown it and we might not have, but I will say this, we had a blast doing it! To those other teams involved, there is always next year. ;)

# Did You Know?



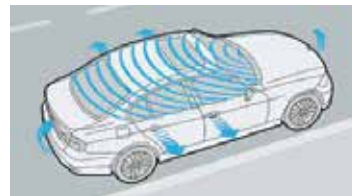
The BMW key beyond being a thing of beauty. It is a marvel of technology. For many years now, our BMW car keys have carried some pretty fantastic invisible features. One of the earliest of invisible features was a coded ignition system with a rotating sequence. These keys have two different access codes; both are required to start the ignition. The first code is unique and dedicated to your specific BMW. It is inherent and built-in to the key, and one of the reasons you must show ownership of the car before ordering a new key. The second code is dynamic, it rotates after each ignition cycle.

In the nanosecond it takes you to turn off your BMW, it communicates with the key and decides on a new random code to be used for the next ignition start. It is for this reason that a new key ordered from the factory won't start the car immediately, and must be programmed.

A second feature you may be aware of (but is technically invisible), is that you can remotely lower the windows on your BMW with the key. Yes it's true. Okay, not every key will do that. The key for the Club's 1971 2002 won't do it... but that car does not have power windows. That said, nearly every BMW mid-90s and newer will support this feature. If you are within range of the vehicle, press and hold the unlock button, the windows will lower and then the moonroof will retract. In addition, you can insert the key into the driver side door lock and rotate to accomplish the same effect. Counter-clockwise to lower the windows, clockwise to lock the car and raise the windows. Some will even retract the mirrors. This goes one step further (on some cars) if you have comfort access. Newer BMWs will support closing the windows by holding your finger on the lock for the comfort access system.

Third feature, though not relevant anymore, goes back to "the old days" before we had comfort access, and BMW key batteries were not replaceable. Some people, (but of course none of you), balked to the dealer that the entire key needed to be replaced. Well, good ol' German thinking, if you drove the car it would actually recharge the battery in the key. Just as the flashlight in the glovebox recharges when the engine is running, so does the battery in the key.

Fourth and final (for this edition) feature of the beautiful BMW key also centers around security, this time for the vehicle alarm system. For those vehicles equipped with the anti-theft alarm system, the system is activated within 30 seconds after pressing the LOCK button. The anti-theft system works in several ways including: scaring the would-be thieves (that's the tiny blinking red dot); coded ignition to deter hot-wiring; ultrasonic sensor to detect glass break; gyro sensor (sorry Apple, BMW used them before you) to detect if the car was being lifted; and an interior motion sensor (also uses the ultrasonic technology). The gyro sensor is designed to alert you if the car is being towed, but heavy downward thrusting on the bumper will set it off as well. The interior motion sensor is there to deter someone from sticking their hand inside an open window (presumably on a hot



*Continued on pg 21*

# 2002 Progress Report

By Shawn Halsey



Today marked great progress for the restoration of the 1971 BMW 2002! After some clever engineering, well built tow-straps and good 'ol American horsepower, the 2002 left (for the final time) what would otherwise be a sultry tomb as the earth slowly absorbed this majestic classic.



From there, the long journey towards restoration progressed without complication. As the average height of society has increased over the past 50 years, we quickly realized we're taller than drivers of the past as we found ourselves bending over the engine bay. Deciding it was as good of a time as any to jack up the vehicle, one thought loomed in our minds. Would she stand up and be stable on the jacks or would she succumb to the rust and crumble? Not only is she resting proudly and comfortably on four jack stands, but she is at a more comfortable servicing height. While one team worked on removing the starter, another team removed all four wheels. The replacement starter was installed while the wheels and braking assemblies were assessed along with removing the driver seat.



Sadly, the replacement starter was inoperative. The replacement replacement starter will most certainly be tested prior to installation. With the driver seat removed we can now exam the driver door to determine why it will not open; suspect the door to be locked and the linkage seized. At this point, much progress had been made as evidenced by the joy, delight and undulations of congratulations among our volunteer group.

The car has a long road ahead; fortunately BMWs and their drivers appreciate the long windy road.





Eisenach and BMW, continued from pg 11



manufacturing. The Eisenach Museum has a complete machine shop on display. Additionally, used cars were highly prized and continued to run due to the ingenuity and skills of mechanics, and the hoarding of old car parts since a factory after market was practically non-existent.

As we know, the Berlin Wall came down and Germany was reunited in 1990. The West German autobahn now had Trabants and Wartburgs sharing the roads with more modern machines from the West. Automotive technology in East Germany was outdated. As a result, Adam Opel AG and Automobilwerk Eisenach (AWE) began building the Opel Vectra in a new factory in Eisenach in 1990.



The old factory was closed, to eventually be partially reopened in 1905 as a fascinating museum dedicated to automobile manufacturing in Eisenach. The museum is not big, but it is a good place to get in touch with BMW's initial foray into automobile manufacturing. BMW continues to build cars in the former East Germany, however not where its historic roots are

located. On this trip, we dropped the top on the Z4 and enjoyed the autumn colors as we drove to explore BMW roots from the 1930s, visit a historically significant castle, and listen to several of JS Bach's compositions played on musical instruments from the time when he wrote them. Finale!



An advertisement for the BMW iX electric car. The image shows the car in a dark, futuristic setting with a pinkish-red glow. The text reads: "INTRODUCING THE iX", "Wednesday, April 6th 2022", "4:00pm - 7:00pm", "Be the first to experience the all new, all electric Sport Activity Vehicle. Join Casey and BMW enthusiasts for light refreshments, prizes up to \$500 and the reveal of the 2022 iX.", "GO ELECTRIC. GO ANYWHERE.", "CASEY BMW", and a QR code.

Answers to quiz: 1.A 2.C 3.H 4.D 5.E 6.C 7.D 8.D 9.A 10.B

# ♥ Valentine's Day Drive



## NATIONAL PART 2

Several have asked me what is next with regards to the crazy antics at National as a follow-up to Part 1, which was featured in the Q2 publication for 2021. Well, they have actually become even more crazy. Didn't think that was possible? Well, neither did I. Needless to say when the National President of BMW CCA twice referred to me as a *jack ass* I was admittedly surprised.

Permit me to rewind and set the stage. 14 January 2020 emails abound at the National level regarding content for *BimmerLife*. Mind you, the content *deadline* for this continued to change and communication to the Chapters regarding the specifics was scant at best. I penned an article to you a year ago regarding potential changes to our newsletter requirements as well as changes to our monthly dues. Our esteemed proofer and fact checker diligently investigated to ensure we did not publish false information. Brad even called into National to confirm a date at which point he was told; oh that's not happening now. Never was that information relayed to the Chapter leadership.

Please understand, this is not a power struggle in the sense of a big fish in a little pond trying to jump into a bigger pond. It is far more simple than that. It is me trying to help steward our Chapter toward a great future. In order to deliver on great events and activities for you, our membership we have to have a game plan, as well as rules and regulations. Many of those rules and regulations are set by National. When National changes the rules it forces us to adapt. Adapt and overcome we do alas, when we are not informed about changes that impact us we stumble and do not know why.

Enter this President who likes to ask questions. I have always been an inquisitive person. Not to be difficult or challenging, but to better understand. I will attempt to separate my thought process from the often *robotic* nature I have in the interest of introducing levity at this incredulous situation. Tidewater is largely a military town. While not all of us have served, a good many of us have served either directly in the armed forces or in supportive manner. Let's face it, this is a car club. We do not deal with national secrets. We do not possess the codes for the football. We do not interact with SCI. There is no reason for anything less than complete and utter transparency. While I am not a conspiracy theorist at all, I have to wonder why I am continually shut down when I ask basic questions, for instance the financials of a newsletter publication.

Now we go back to November's conference. Many of us asked about the specific financials regarding *BimmerLife*. At each query we were met with brush off answers. A complete lack of clarity or transparency. The only common answer was that it will indeed be produced at a significant savings as a result of bulk purchasing. While this sounds great in theory, our confusion stemmed from how reducing *ROUNDEL* from twelve editions to ten **and** adding *BimmerLife* twice annually solves the ongoing financial drain. Mind you, I understand that as not one solution will solve all problems, this change may prove more beneficial to certain Chapters than others. National has a responsibility to all Chapters. My responsibility begins and ends with Tidewater.

We too were experiencing significant drain resulting from the publication of *Das Kummet*. As such, I tasked Editor Chris Boyles with stopping the hemorrhaging, and he did. A great deal of thought, effort, and care from his part went into reversing the course. Expanding upon what ailed us, I can appreciate that other Chapters too struggled with maintaining their newsletter requirement. FYI it was that we had to publish a newsletter no less than four times annually. Beyond being able to appreciate other Chapters' situations, I can back-up my understandings of their situation as I spoke with other Chapters' leadership. Not thinking I was the grand poppas for all things BMW CCA, I sought help from those who have done this far longer. Interestingly enough, their current predicament and proposed solutions were not dissimilar from ours. That however, was for us. But what of other, smaller chapters? Their struggle was more apparent.

*Continued on pg 23*

# HOLIDAY BIMMER B'FAST

The Rustic Spoon was the venue for our last Bimmer B'fast of the year on Saturday, Dec. 18th. Great food and good friends ( some new) were in abundance. Thanks to Linda and Bill Matthews, the spirit of the season permeated our grouping of Tidewater BMW owners, drivers and navigators. Each table had splendid centerpieces, crafted holiday place mats and raffle tickets.



*Winners of the raffle got the table decorations to take home.*



*Linda and Al calling out ticket numbers*



*Because of the postponement of the Outer Banks II drive, Linda brought everything she had prepared for the drive, (a lot), to the breakfast Thank you so much, Linda. Goody bags with Outer Banks info, maps and lighthouse tree ornaments.*

*Happy Holidays to All!*

Did You Know?, continued from pg 15

day). Enter the key... let's say on a warm day you run into the store and leave your dog in the car (with or without the windows down; we'll trust your judgment and sensibility to prevent PETA from being called). Even if someone does not stick their hand in your car, your dog's movement will set off the alarm. The "fix" is to press the LOCK button on your key a second time within two seconds. This will engage the BMW's anti-theft alarm system, but disable the motion and gyro sensors.



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Banquet  
Celebrating  
the 51<sup>st</sup>  
Anniversary  
of the BMW  
CCA  
Tidewater  
chapter  
April 30<sup>th</sup>  
At the  
Greenbrier  
Country Club  
Details to follow

## BMW TRIVIA QUIZ

1. On what day is our first Detailing Tech Session?
  - a. March 12
  - b. January 23
  - c. February 1
  - d. March 5
  - e. January 46
2. When is our next visit to the M Performance School?
  - a. June 10
  - b. March 5
  - c. June 19
  - d. July 15
  - e. October 11
3. What position within the club is currently available?
  - a. President
  - b. Activities Director
  - c. Vice President
  - d. Membership Chair
  - e. A and B
  - f. B and D
  - g. All the above
  - h. None of the above
4. It is rumored that Steve Jobs conceptualized the iPhone based on his distaste for the car phone in which personal vehicle of his?
  - a. 850CSi
  - b. 750iL
  - c. M6
  - d. Z8
  - e. M1
  - f. X5
5. BMW began producing automobiles in South Africa in 1968, by way of an ownership stake in Praetor Monteorders, which eventually resulted in a complete acquisition by what year?
  - a. 1970
  - b. 1979
  - c. 1985
  - d. 1986
  - e. 1975
  - f. 1992
6. Who manufactures BMWs OEM line of engine oil, branded TwinPower Turbo?
  - a. Mobil
  - b. BMW
  - c. Castrol
  - d. Liqui Moly
  - e. Total
  - f. Valvoline
  - g. Shell
7. In what year did BMW develop its first engine, the BMW IIIa aircraft engine?
  - a. 1912
  - b. 1911
  - c. 1822
  - d. 1917
  - e. 1916
  - f. 1918
  - g. b and c
8. As a concept vehicle, BMW created a Vantablack X6. Known as the most light-absorbing coating applied to a vehicle with a total hemispherical reflectiveness below 1.5%, Vantablack has many applications in telescopes, infrared cameras, aerospace, defense, and art. What does VANTA stand for in Vantablack?
  - a. Volumetric Applied Nanotechnical Awning
  - b. Vertically Applied Nanotube Arrays
  - c. Vertically At-Random Nanoscopic Arrays
  - d. Vertically Aligned Nanotube Arrays
  - e. Volumetric At-Random Nanotube Awning
9. Who is the current secretary of the Tidewater Chapter?
  - a. Al Resnick
  - b. Hal Zesnick
  - c. Erik Peppenhorst
  - d. Patrick Morrissey
10. The 1991 – 2003 Bentley Continental R utilized the seats from which BMW?
  - a. E46
  - b. E31
  - c. E32
  - d. E36
  - e. E38

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!



February 8, 2020 Valentine's Drive, Williamsburg, VA

*National Part 2, continued from pg 19*

Several Chapters simply lacked the resources and man power to publish and mail a quarterly newsletter. Some chapters simply decided to refrain from mailing a newsletter due to cost requirements, while others like our Chapter exceeded the minimum requirement. As a matter of fact, so positive has our success been that I was approached on the first day of the conference with an idea. To our North and West our fellow Virginia Chapter, Blue Ridge, has been struggling. I met then VP at my first National conference when I too was a VP. We got along well and knew we'd be soon ascending to the *big chair*. Despite our positive connection and semi regular communication over the years, our strategies diverted and one provided more beneficial than the other. Subsequently, I was informed that the Blue Ridge Chapter had not had a single event in over a year.

My heart dropped almost as fast as my brain began working to solve and plan for what he next asked me to think about; absorbing their Chapter into ours. My fingers typed email after email and note after note into my iPad Pro faster than I could even process. The ideas and possibilities were endless. We had the potential to overnight double our size and, more excitingly unit the majority of Virginia as one. Cool. That was my thought. That and wow, we're already reasonably ready for this. We already implement localized officers for the various sections of Tidewater. I soon met the attending representative from Blue Ridge and after asking his thoughts I explained to him my thought for integration and, my fervor for making our first unified event be the annual banquet. I thought how appropriate. Well, for those of you attended our annual banquet, you know what happened; or rather what didn't.

Worry not, the end of this is in sight. Tensions did not develop resulting from the eagerness of helping our fellow Chapter followed by, what do the kids call it ghosting? I am well aware of the work that would be required to absorb another Chapter into ours and, grow that Chapter and engage members across a far greater distance. Ask any of our Board members, I ask for a great deal from them. I did not take the

National Part 2, continued from pg 23

prospect of asking more of them lightly. I also informed that Board that due to the increase work load, this would have to be an unanimous decision to proceed forward. This is a group effort and not the Shawn show.

And now I can round out the story for you. I thank you for reading this far and enduring this craziness. I had been gently asking questions all last year with no answers forth coming. I respectfully asked questions at National while I was ridiculed and talked over repeatedly. I emailed to several members of the National Board of Directors prior to the publishing of *BimmerLife* seeking clarification on several points. Not only did my questions go unanswered, well I offer unaltered excerpt from an email directed at me, though CC'd to six others.

Shawn,

I've read with great interest your comments throughout this tread and I must say, you are not a team player; in fact you're a jack ass. You didn't like my not letting you into the boards sensitive session, a place you don't belong and have treated your RVP with great disrespect and frankly you owe him an apology. While I appreciate your dismay over things you both disagree with and possibly don't understand I am dismayed by your lack of cooperation as a tit for tat. You were made well aware of what this lifestyle publication is about, yes it's only twice a year (now) and you find that unproductive; that's not your call. I'm sure when you run us out you'll have ideas and maybe even good ones. These will be useless without support, please google that word as it seems to be lost on you. This board has accomplished much and needs the help of chapter leadership to keep our club growing. That by the way is your job. I'm sure you have great ideas, that doesn't mean they are correct or will work. Your flinging insults and trying to crash the board is truly counterproductive and generates snarky responses from me, which are deserved. That said, if you're interested in helping this club you could volunteer for a business plan committee so you may better understand a NFP; that would be helpful or you can continue to be a jack ass, your choice. We are, like you trying to develop strategies to sustain our future and would appreciate your input, but know this, not all input works. Sometimes our ideas fail but we are trying.

Regards,

As you may imagine, those remarks did not sit well with me. I considered many avenues of response including, contacting my attorney. Fortunately many came to my defense and the situation was largely deescalated. Neither then nor now have I had the desire volunteer in or perpetuate a hostile situation. As I debated my options I relied on our Board of volunteers who helped me to remain focused and chart forward. Unfortunately, it also does not solve anything. At our local level we will continue to host events and enjoy the wonderful camaraderie with you all. At the National level, that is a strained relationship with limited communication and many secrets. Alas, this is not the time to *joust at windmills*.

I thank you for reading this far. I thank you for enduring through this. I appreciate each and everyone of you that partake in our events. In these perilous times with COVID-19 my heart goes to each and everyone of you. I hope that you and your families are well. You are in my thoughts and prayers. I look forward to the passing of the social distancing and the day when we can get together again. I eagerly await your stories of how you endured these times and, how you survived without our regular monthly breakfasts. I expect you all to have perfectly detailed BMWs for the next time we meet on the road. Mostly, I look forward to seeing you again be it as your President or as just a fellow enthusiast.

All my best. Shawn