

# das Krummet

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



Q2 | 23



## UPCOMING EVENTS

- 04 **15** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Simple Eats  
3152 Shore Drive, Virginia Beach, VA 23451
- 05 **20** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Mary's Kitchen  
616 Virginia Beach Blvd. Virginia Beach, VA 23451
- 06 **10** **A TASTE OF SMITHFIELD**  
????????  
2400 Holland Road Suffolk, VA 23434
- 06 **17** **ANNUAL OBX DRIVE**  
Border Station  
100 Caratoke Hwy Moyock, NC 27958
- 08 **26** **TIDEWATER BMW CCA STREET SURVIVAL DAY 1**  
NCCAR 310 Technology Drive  
Garysburg, NC 27831
- 08 **27** **TIDEWATER BMW CCA STREET SURVIVAL DAY 2**  
NCCAR 310 Technology Drive  
Garysburg, NC 27831
- 10 **6-9** **DRAGON DRIVE**  
Suffolk Shell/Pilot Gas Station



## MEMBERSHIP

\*\*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@twbmcca.org](mailto:events@twbmcca.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](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. 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/>

Subscribe to our email lists: <http://www.twbmwcca.org/lists/>

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## President's Corner

In a way, this year seems as though it is going more slowly - not complaining as there is much to do! We recently held our first ever Taste of OBX event - a tremendous success. All thanks to our OBX Rep, Linda Matthews. We are looking to explore that style of event in other locations and with other venues. Things are heating up for both our Street Survival event as well as our Dragon Drive! We can always use more volunteers with Street Survival and, you can make a real and meaningful difference in the life of a young driver. Please consider signing up for that. If you are unfamiliar with that program, email [streetsurvival@twbmwcca.org](mailto:streetsurvival@twbmwcca.org) for more information! Our annual Dragon Drive has never disappointed and this year is sure to impress in a new way!

Truthfully, with the holiday season at the end of last year, work on the 2002 restoration slowed. Despite that, our determination only grew. Work will be resuming soon and we are eager for the next steps. Admittedly, there is still a great deal of skepticism from the non-believers. Though I will not be so arrogant as to think it is not perhaps a total loss....I genuinely do not believe that to be the case. While the correct words may escape me at the moment, I do think that the damage to the rear subframe area is indeed *manageable*. I say manageable as in I believe that it can be brought up to code with a replacement. Not a full body replacement but rather that particular component. We have contacted a few people with more experience in welding and, I am optimistic that here soon we will be rocking and rolling!

If *discretion is the better part of valor*, I am choosing to rewrite a portion of my article in favor of something less disruptive. My long held belief, regarding my duties and responsibilities, serving as your President has been to not only lead our Chapter into a positive direction but also to answer your questions. While it is true there are aspects of operations at the National level that I do not agree with, I would be ineffectual in my duties as President if I allowed my personal feelings to influence the execution of my responsibilities. With that said, I will keep it short and sweet.

My ultimate frustration is this. For whatever our reasoning and motivation is that we join the car club (and I am very glad that you do) we all pay our membership dues, now \$58/year. No longer applicable to me, but a great many of you are

partnered with that someone special. Accordingly, you happily spend that extra \$10 for the associate membership which, does not benefit the Chapter. At all. Instead the money goes to...well, I have no idea where that money goes. I do not know if it is bonus money for someone or if it is to plant \$800 trees on National's property, or flights for the National employees to jet across the country. Many of our local members graciously and generously opted to purchase a full membership for their significant other, \$58/year. Of that, we receive only \$8. And there is part of my beef. To support your local chapter which endeavors to provide a great benefit and resource to you, you have to pay even more and I cannot definitively explain where the money goes. I am beyond elated to inform you that we have a balanced budget. Credit for that, goes to the ENTIRE board of directors. My point of all this is simple. We balance our budget because, we must. In addition, we strive to put on fantastic events at a minimum of cost to our membership. The chief difficulty in that is the annual banquet. And in this world of ever increasing costs, for National to lower our rebates (allocation as they tried to call them in a more friendly tone) that becomes an increasingly difficult task.

Accordingly, I do apologize that we have not yet had our banquet. We will. We will face the challenges head on and we will conquer them. Not only because we embody the awesomeness that is BMW, but because we are comprised of the great people of Hampton Roads who are resilient and resourceful. Okay, stepping away from the pulpit now but, if you wish to directly support our chapter please visit our online store and feel free to make a purchase. **ALL PROCEEDS GO DIRECTLY TO OUR CHAPTER.**

Wohin auch immer die Straße führt  
Shawn Halsey

# WELCOME NEW MEMBERS

Gilbert Abare  
Matthew Adams  
Stefan Beavers  
William Condon  
Andrew Dunn

Teresa Dunn  
Gabriella Hargrove  
Meetal Patel  
David Persaud  
William Plumb

Roopchan Ramdon  
Richard Sanford  
Barbara Whitehead  
Ted Williams

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).



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# A Lap (or Two) Around Monaco

By Ray Laffoon

The Principality of Monaco brings up many different thoughts. Most people think about the super-rich, the glitter, the expensive yachts, the casino, the extravagant lifestyles exhibited in this country elegantly perched on a mountainside above the glittering Mediterranean Sea. And then there was the reason I was visiting Monaco early in September, the dream of walking the Grand Prix course known as “the crown jewel” of the Grand Prix circuit. Surrounded by strong neighbors, how did Monaco come to be, survive, and prosper.



The existence of Monaco is linked to the Grimaldi family, beginning with its capture by the exiled Grimaldi family from Genoa in 1297. Over the next several centuries, sovereignty moved around from France, Spain, and Sardinia with the Grimaldi family expanding across Provence and the French Mediterranean coast, with a hotel in Paris thrown in to better influence the French. In 1793, during the French Revolution, the Grimaldis were deposed and Monaco became part of France. In 1814, Monaco was returned to the Grimaldi family as a Sardinian protectorate. Monaco was granted independence in 1860. The casino was opened in 1863 and became a primary source of income for the Principality. Of note, there is no tax on income in this small nation, and it is illegal for residents to gamble in the casino. After the Second World War, a modern constitution and other significant changes were made in



Monaco under Prince Ranier III, who later married American actress Grace Kelly. Their son, Prince Albert is the current ruler of this constitutional monarchy. At 2.1 km<sup>2</sup> (0.81 sq mi), Monaco is the second-smallest sovereign state in the world. The roads are tight and curvy. As for demographics, 30% of the population are millionaires, and more professional race drivers, especially Grand Prix drivers, live there than anywhere else in the world.

The first Monaco Grand Prix was organized by Antony Noghès and the Automobile Club of Monaco in 1929. William Grover-Williams won the first Monaco Grand Prix on 14 April 1929 in one of my favorite cars, a Bugatti Type 35B. Of note, Rudolf Caracciola drove a Mercedes SSK but finished second. René Dreyfus won in 1930 in a Bugatti 35B, while Monaco native Louis Chiron finally won in 1931 in another Bugatti. The Monaco Grand Prix occurred every year during the 1930s until 1939 when the Second World War ended racing in Europe. The Monaco Grand Prix did not resume as a Formula One World Championship event until 1955. Juan Manuel Fangio became its first two-time winner. Ayton Senna holds the record for six wins.





The race course essentially remained the same tight, twisting street circuit throughout its history. Alberto Ascari and Paul Hawkins (maybe James Garner in a famous movie scene) having to tread water in the harbor brought about a few adjustments for safety. The tunnel has changed and the swimming pool near the harbor added a few variances that are now accepted. Changing from city streets to a race course is a herculean task that that Monaco goes through every year.

This past September, my wife and I had the opportunity to stay in a hotel that is by the harbor on the race course at the chicane before Tabac. I walk out of the hotel main entrance and I am on the course. Not far away, across a flat area that becomes the Pits during the race is the start finish line. It is clearly marked on the street surface even with all the traffic. Then my wife and I walked to St Devote, turn 1. At this turn there is a life size sculpture of William Grover-Williams and his race winning Bugatti beside the roundabout that is removed for the race. The beautiful chapel of St Devote is also there, lending its name to the famous corner where many an accident has occurred. Then up the hill toward Casino Square. One thing that the television cameras do not capture is the steepness of the climb from St Devote up toward Casino Square. The views of the harbor and surrounding coast are beautiful here, something you do not notice during the race. At the top of the hill, we saw the Monaco Gendarme doing traffic enforcement with a hand-held lidar gun. They were also checking seat belts and registration. No one could actually go fast to include the numerous scooters and motorcycles working through the traffic.

The road way through Casino Square is tight, even when driving slowly at a walking pace. By contrast, I am amazed at how quickly a Formula 1 car passes through this tight slightly curving area. Leaving Casino Square the course drops rapidly toward the Mirabeau Hotel and turns right toward the Loews Hairpin (aka Fairmont Hairpin or the Grand Hotel Hairpin), one of the most famous but slowest turns in Formula 1. The drivers exit the hairpin going downhill between buildings



making a sharp right, under an overpass (with a Formula 1 car sculpture), make a right, and enter the famous tunnel. The tunnel is lit, but not very well. I was surprised to discover the entrances to parking garages and loading docks for the hotels overhead are located in the tunnel. Also, there is no way Herbie could have driven on the roof of this tunnel in "Herbie goes to Monte Carlo." Ask your parents if you have no idea what I am talking about.

*Continued on pg 13*



## DETAILING WITH MR. Q

Right, now now the detailing industry has received some rather strident innovations over the past few years. I'm sure even the most novice vehicle owner is familiar with wax, from old school paste wax to more glamorous carnaubas. These products are best used on cars that don't receive a lot of use, or by owners who enjoy periodically applying new products to their cars. At a

minimum, to maintain protection, waxes need to be reapplied every 6 months on a vehicle that receives regular use.

Coatings have surged in popularity over the past two decades. The most popular coatings would be ceramic, glass, and graphene. I won't get into the nuanced differences between them, as this is intended to be an enjoyable read, but not encyclopedic. For the interests of the average car enthusiasts, the differences are largely down to ease of application, longevity, durability, hydrophobicity, and cost.

Glass coatings are easiest to apply, provide added hardness (protection from surface scratches), but are most vulnerable to elemental decay. By comparison, ceramic coatings are more hydrophobic and longer lasting, but more complicated to apply. Graphene coatings are the newest offering, sporting the greatest hardness, durability, and heat resistance, but at a higher cost. From my own experience, they're all largely indistinguishable, and like most things in detailing, it all comes down to the quality of prep and application. Figure these coatings last a minimum of one year to a maximum of 6-7 years.

If you're concerned about protecting your car from scratches, rock chips, and road rash, paint protection film (PPF) offers the best of everything; you seal in your perfect paint with a thin layer of film, many of which contain ceramic coatings for hydrophobicity. This will protect your car from most rock chips, and can last from 10 years to eternity depending on how the car is stored and maintained. Applying PPF is highly skilled and best left to an experienced installer. You can apply it to as many or as few panels as you'd like, with most installers offering different packages - from partial front, to full front, to a track package (full front plus rockers, partial roof), to full car. Budget a minimum of \$1,500 for partial front to \$5,000 plus for full car.

## 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

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

Contact [merchandise@twbmwcca.org](mailto:merchandise@twbmwcca.org) for availability and questions about the following merchandise:

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

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Contact Melissa Pepperhorst at [merchandise@twbmwcca.org](mailto:merchandise@twbmwcca.org)



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# Taste of the Outer Banks

Usually, it is fun, sun, and beach at the Outer Banks. But on March 25th, we had a different kind of experience going on for the members with this year's OBX Drive. It was called *Taste of the Outer Banks*. The venue was Buffalo City Distillery, just before the bridge in Point Harbor. A group of about 20 members showed up to take part in a tour of this new enterprise. Buffalo City Distillery is a continuation of the old-time practice of making good quality drinking whiskeys, or moonshine as it was known in the 'old days' of prohibition, its makers eponymously referred to as "moonshiners." A great tour was presented by Alex Perry, one of the new generation owners reviving the old skills of brewing at the time. A beautiful, shiny new facility with brewing equipment that is top of the line direct from Europe (and completely legal now).

The local moonshiners got their start when the Buffalo Timber company purchased timber lands in Dare County near the old time village of East Lake. The little town that sprung up was called Buffalo City. Before too long, however, the tree business was failing as the forest of trees was dwindling. The villagers needed a new means of surviving those hard times and turned to the illegal business of brewing high quality "East Lake Whiskey." They grew their own fields of grain and started brewing high quality whiskeys. They became experts at their craft, even becoming major suppliers of whiskey to the "speakeasys" of New York and New Jersey.

Just as in those days, the new generation of distillers are growing their own grain and bringing the skills from their ancestors back to make truly wonderful tasting whiskeys once again. I am not much of a drinker, but even I can attest to their skills, after sampling many of the products. They were pleasing and tasteful, a mastered art to be savored.

After the tour, there was live music played by a local artist and delicious seafood available from Steamer's Seafood Restaurant Food Truck. The day wound down with some delicious deserts to conclude the afternoon tastings. It was a great event and all who attended really enjoyed the experience, including me. It was quite and enjoyable time for all and I'm sure we will be doing it again. If you didn't make the first tasting, make sure you put it on the top of your list of "to-dos" to attend the second one!

Prost to everyone!

Your Outer Banks host, Linda Coggins

The tunnel exit is where the race piloti di auto da corsa go fast until they reach the new chicane which is located across from the entrance to my hotel. Here the road is literally on the very edge of the harbor just a few meters from the yachts. Tabac corner sweeps left and then to the jink around the swimming pool, and on to the famous turn at La Rascasse, which is a well-known restaurant and bar. The turns here are tight. I also found there is a life size sculpture of Juan Manuel Fangio with his Mercedes Benz. At this point, it's to the start finish line for another lap or into the pits for service or repair. The course is only 3 kilometers long, but a very intense place to drive, even at a pedestrian pace.



One interesting place to visit is directly under the pits. The pits are the roof to the La Collection Automobiles de S.A.S. le Prince de Monaco, the personal automobile collection that Prince Rainier III assembled over 30 years. Not surprisingly it is amazing, with horse drawn carriages bearing the Grimaldi coat of arms to more

modern racing machinery from the world of Formula 1 and the World Rally Championship. There is also a restoration facility that you can see through a window. BMWs to note include an Isetta and a BMW M1 Procar. One car that impressed me is Prince Rainier's 1963 Ferrari 250 GT Cabriolet Pinin Farina. I thought it was exceptional because the restorers left a door ding in the fender that the Prince never repaired, adding a bit of real life character to an otherwise perfect car. This car collection is definitely worth the time to visit.

Monaco had a few other surprises. I thought my MINI Cooper S Countryman ALL4 would be out of place. I was surprised to discover the many examples of my car driving around the Principality. The MINI Cooper S Countryman ALL4 seemed to be the go-to car. The rental car of choice was the Bentley GT convertible. They were everywhere and evidently full of tourists. The route along the harbor, across the finish line and back seems to be where people go while cruising on Friday nights. There were many BMW M3s and Ford Mustangs with the occasional Renault Clio or VW Golf.

I enjoyed the visit to Monaco. In addition to walking the race course and visiting the car collection, we made it to the world-famous oceanographic museum and the Cathedral of Our Lady of the Immaculate Conception (also known as Saint Nicholas Cathedral) where many of the Grimaldis are buried. While there, we stopped to see the palace overlooking the harbor and ocean. Sunday morning came, and the valet brought our MINI to us. The roads were empty, the sun was shining, and so I drove the Grand Prix course with which I was now very familiar. I made sure that I stayed under the 30 kilometer per hour speed limit! Leaving Monaco, our next stop was down the coast in Antibes, France, but first we must drive one of the most famous and classic rally stages in rally racing.

## BMW TRIVIA QUIZ

1. Which BMW model was named "Car of the Year" in Europe in 1999, and what was the name of the engine technology that powered this model?
  - a. BMW Z3, Valvetronic
  - b. BMW 750iL, ActiveHybrid
  - c. BMW 3 Series Compact, VANOS
  - d. BMW X5, xDrive
  - e. BMW 7 Series E65, iDrive
  - f. BMW 3 Series E46, M54
  - g. BMW i8, eDrive
  - h. BMW 320d E46, Common Rail
  
2. What was the name of the BMW model that was produced exclusively for the South African market, and what was the name of the high-performance version of this model?
  - a. BMW 745i, Alpina B7 Turbo
  - b. BMW 333i, Alpina C3 2.7
  - c. BMW 535iS, Alpina B6 3.5
  - d. BMW 728iS, Alpina B10 3.5
  - e. BMW 325iS, Alpina C1 2.5
  
3. What is the name of the BMW concept car that was designed by Marcello Gandini, and what was its distinctive feature?
  - a. BMW Turbo, gullwing doors
  - b. BMW Nazca C2, pop-up headlights
  - c. BMW Spicup, targa top
  - d. BMW GINA, flexible bodywork
  - e. BMW 328 Hommage, double-bubble roof
  
4. What was the name of the first BMW car to feature the "Hofmeister kink" design element, and who was the designer responsible for this feature?
  - a. BMW 507, Wilhelm Hofmeister
  - b. BMW 503, Albrecht von Goertz
  - c. BMW 3200 CS, Michelotti
  - d. BMW 1500, Giugiaro
  - e. BMW 700, Schmiedel
  
5. In what year did BMW win the 24 Hours of Le Mans race with the BMW V12 LMR, and who were the three drivers who piloted the winning car?
  - a. 1994, JJ Lehto, Yannick Dalmas, Steve Soper
  - b. 1998, Tom Kristensen, JJ Lehto, Jörg Müller
  - c. 2000, Joachim Winkelhock, Pierluigi Martini, Yannick Dalmas
  - d. 2003, Frank Biela, Marco Werner, Philipp Peter
  - e. 2008, Pedro Lamy, Stéphane Sarrazin, Alexander Wurz
  
6. What is the name of the BMW motorcycle that holds the world record for the fastest land-speed record for a motorcycle in the 1000cc class, and what is the top speed that was achieved?
  - a. BMW S1000RR, 188.2 mph
  - b. BMW R1200GS, 137.8 mph
  - c. BMW K1300S, 174.9 mph
  - d. BMW HP4 Race, 209.7 mph
  - e. BMW K1600GT, 152.6 mph
  
7. What was the first BMW car model to feature a turbocharged engine, and in what year was it introduced?
  - a. BMW 745i, 1980
  - b. BMW 2002 Turbo, 1973
  - c. BMW M1, 1978
  - d. BMW 3 Series (E21) 320i Turbo, 1975
  - e. BMW 801, 1939
  
8. What is the name of the BMW concept car that was unveiled at the 2011 Frankfurt Motor Show, and what is its most distinctive feature?
  - a. BMW Vision EfficientDynamics, gullwing doors
  - b. BMW Gran Lusso Coupé, floating roofline
  - c. BMW GINA Light Visionary Model, shape-shifting body
  - d. BMW Concept Active Tourer, panoramic sunroof
  - e. BMW Zagato Roadster, double-bubble roof
  
9. Which BMW CCA program offers members the opportunity to drive their BMWs on some of the best racetracks in the United States, with professional driving instruction and support?
  - a. BMW CCA Car Control Schools
  - b. BMW CCA Street Survival Schools
  - c. BMW CCA High-Performance Driver Education (HPDE) events
  
10. Which of the following is NOT a benefit of BMW CCA membership?
  - a. Access to exclusive discounts on BMW parts and services
  - b. Subscription to BMW CCA's monthly magazine, Roundel
  - c. Opportunity to participate in BMW CCA High-Performance Driver Education (HPDE) events
  - d. Eligibility to participate in the BMW CCA Membership Rewards Program
  - e. Access to the BMW CCA Foundation Museum and Archive
  - f. Access to exclusive BMW CCA merchandise and apparel
  - g. Access to BMW CCA regional and local chapter events & gatherings
  - h. Eligibility to vote and run for BMW CCA national and local chapter leadership positions
  - i. Access to exclusive insurance programs for BMW owners
  - j. Eligibility to receive scholarships and grants for BMW-related education and training
  - k. Access to BMW CCA-affiliated credit cards & financial services
  - l. Opportunity to participate in BMW CCA-sponsored motorsports events and racing series
  - m. Access to the BMW CCA Technical Service Advisor program for expert advice on BMW maintenance and repair
  - n. Eligibility to receive complimentary car washes and detailing services at BMW dealerships.

Answers to quiz on page 9

# CLASSIFIEDS

## CARS

### 2008 E92 M3

2008 BMW e92 M3. 47,000 miles, only non stock items on the car are pedals, color matching reflectors and front grilles. Car is black on black, 6 speed manual, tires have about 200 miles on them. Considering selling because the past few years I put about 100-200 miles a year on the car.

Price: **\$35,000**

(757) 718-3116 Virginia Beach

### 2010 BMW 128i

137k miles, H&R lowering springs, Bilstein shocks, BMW performance exhaust. Heated, power seats. Blue/tan. New Continental tires. Maintained by Racewerks since 50k miles.

Price: **\$10,000**

(757) 635-0892 Virginia Beach

## PARTS

### WHEELS FOR SALE

Set of 4 OEM BBS wheels for a 2009 BMW E60 535i sport package. Freshly repainted, no curb damage. Staggered fitment Front 8x18, Rear 9x18. Original tire size F: 245/40R18 R: 275/35R18 not included.

Price: **\$450.00**

804-479-0920 Moseley

## FREE

### ROUNDEL MAGAZINES

Set of Roundel magazines from Feb 2005 thru Dec 2021. (All issues except May 2006 and Sept 2019.)

All in good condition from pet-free, smoke free home. Local pick-up only. Free to any BMW CCA member.

Price: **FREE**

804-836-5348 Williamsburg



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## A Look in the Rear View Mirror

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



April 11, 2021 Williamsburg & James City County, VA

## Der Jargon

By Andrew McCulley

One unique driving technique in Germany is known as Reißverschlussystem. Also known as the *zipper merge*, Reißverschlussystem is employed when two lanes merge into one. Instead of oncoming traffic yielding to the lane they're trying to merge with, the merger remains in their lane until reaching a "merge point." At this point, drivers will take turns merging. The back-and-forth method of merging is reminiscent of a zipper being closed.

The idea behind the zipper merge is about as Wagnerian as it gets - that is to minimize congestion, maximize efficiency, and increase safety. The first two points are obvious - by maintaining the maximum capacity of each respective lane, traffic flow is smoother and more efficient.

While drivers in America are often adversarial about the whole merging process, Reißverschlussystem requires cooperation between drivers, which ultimately reduces the likelihood for accidents, and thus the prevalence of congestion. The "early merge" approach common in America results in wide speed differentials between cars - with a car often accelerating to merge, then quickly decelerating. This is inefficient, and most importantly, unsafe.

Would you like to see a system like Reißverschlussystem become commonplace in America? Do you think it would improve traffic flow and reduce the likelihood of road hazards? Perhaps a good topic of discussion at the next Bimmer Breakfast!