

# das Krummet

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



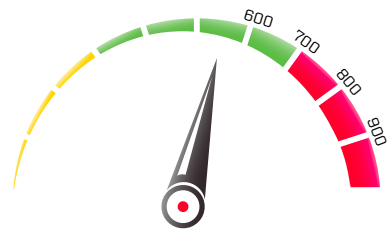
Q4 | 22



## UPCOMING EVENTS

- 11 06** **OBX II DRIVE**  
NC Border Station 100 Caratoke Hwy (NC 168)  
Moyock, NC 27958
- 11 19** **SOUTHSIDE BMW BREAKFAST**  
09:00 AM: Simple Eats  
3152 Shore Drive, Virginia Beach, VA 23451
- 11 26** **PENINSULA BMW BREAKFAST**  
11:00 AM: 185  
185 Little Florida Road, Poquoson, VA 23662
- 12 18** **HOLIDAY PARTY**  
5:00 – 8:00 PM: Thin Brew Line  
1375 Oceana Blvd, Virginia Beach, VA 23454

\*\*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)



## MEMBERSHIP

## KEY PEOPLE

### **PRESIDENT**

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

### **VICE PRESIDENT**

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

### **SECRETARY**

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

### **TREASURER**

OPEN  
treasurer@twbmwcca.org

### **ACTIVITIES DIRECTOR**

OPEN  
events@twbmwcca.org

### **MEMBERSHIP CHAIRPERSON**

Amy Finney  
membership@twbmwcca.org

### **SOCIAL MEDIA CHAIRPERSON**

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

### **WEBMEISTER**

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

### **NEWSLETTER EDITOR**

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

### **CHAPTER AMBASSADOR BMW CCA FOUNDATION**

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

### **BMW CLASSICS CHAIRPERSON**

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

### **FOODBANK CHAIRPERSON**

Avril Purvis

### **STREET SURVIVAL COORDINATOR**

Anke Hacker  
streetsurvival@twbmwcca.org

### **PENINSULA REP**

OPEN: peninsula@twbmwcca.org

### **OUTER BANKS N.C. REP**

Linda Matthews  
obx@twbmwcca.org

### **EASTERN SHORE REP**

OPEN

### **CLUB MERCHANDISE**

Melissa Peppenhorst  
merchandise@twbmwcca.org

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### **MEMBERSHIP**

Tidewater Chapter: 556 as of July, 2022

### **ADDRESS CHANGES**

Address changes can be made on the BMWCCA National website ([www.bmwcca.org](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:

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Facebook Group:

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

Instagram:

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

Subscribe to our email lists:

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# President's Corner

As we enter the home stretch of the year, I fondly offer my best wishes and seasons greetings for whichever holiday(s) you may celebrate. As we close out another year, I find myself reflecting on all that we have accomplished; and all that we have yet to do. I don't mind admitting, there has been less community support for the 2002 than I expected. While the restoration team remains steadfast in their devotion, the majority of people I have encountered respond with "oh that's nice" when they learn of our goal. Perhaps they do not possess the vision. Possibly a lack of faith. Either way, the outpouring of support I was hoping for has not been present. Nevertheless - we are pushing forward. The 2002 has new tires, has been moved and is currently on a lift to have the transmission examined and the body inspected. The road ahead remains long, but she is sitting proud. You can read more about that on our website.

Our membership growth has been what we hoped for. Though people are getting out and about more and more, joining the BEY EM VEY doesn't appear to be a high priority. Interestingly though, turnout for our events remains high. We recently completed our annual Dragon Drive with 19 attendees, including two from Georgia!

Looking back further this year, we enjoyed the company of our PCA counterparts at our annual BBQ - having not seen them since 2019, it was nice to rekindle the friendly banter. Also this year we hosted our Tire Rack Street Survival school. In fact, two schools this year, a first! In addition, we've continued with our regular breakfasts, periodic drives, and joyful conversation among friends.

I say this not for our members, but for those who stumble upon this article. Those who wonder, why join? Those with a penchant for driving events, car talk, and mimosas among other things. We are a unique and diverse group of people with honorable intentions who come together regularly in support of our common love, and in celebration of our similarities as well as our differences. I say confidently, that we offer an activity you will enjoy! Come out to an event, give us a try!

Wohin auch immer die Straße führt  
Shawn Halsey

# The Power of M: Celebrating 50 Years

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

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



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# WELCOME NEW MEMBERS

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Keely Boase  
Robert Boase  
Alexis Caswell  
Dawn Cullins

Stacey Finley  
Rusty Friddell  
Clifford Goodwin  
Mark Johnston  
Michael Monteith  
Ben Motter

Timothy Nunn  
Mark Russell  
Bill Shelton  
David Tooley  
Christopher Totorica  
Gregory 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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# One Way the French do Car Museums

By Ray Laffoon

Many Americans think of the pioneering efforts of Henry Ford and his Model T when considering the origins of the automobile. Perhaps others will think of the efforts of Karl Benz, Gottlieb Daimler, and perhaps Wilhelm Maybach as they developed the four-cycle internal combustion engine of Nicolaus Otto for use in a variety of vehicles to include boats, dirigibles (Zeppelins), motorcycles and motor cars. In 1889, four years after Karl Benz patented his motor car, Panhard et Levassor in France was the first company formed to exclusively build cars. 2 years later, bicycle manufacturer, Peugeot, entered the car market. By 1903, over 48 percent of worldwide automobile production was in France. Perhaps this is because Andre' and Édouard Michelin introduced pneumatic tires to the automotive world and the rest is history.



Why are we looking at French cars? My wife and I spent a weekend that began in the beautiful Alsatian city of Colmar, with its historic buildings, waterways, and wonderful food. Artist and sculpture August Bartholdi, who is best known for the Statue of Liberty, was born in Colmar in 1834. The city of Mulhouse is 30 minutes away with its industry, the French National Railway Museum, the National Museum of Electrical Industry, the Textile Print Museum, and the Museum of Wallpaper. I did not want to see wallpaper (as artistic as it may be), but instead, we went to see the French National Automobile Museum (Schlumpf Collection) with over 400 of the world's rarest, magnificent, and most valuable cars to include around 100 Bugatti automobiles, the largest and most comprehensive collection of Bugatti motor vehicles in the world.

This amazing collection is a result of the passion of Fritz Schlumpf. Fritz, and his older brother, Hans, ran a holding company that invested over time and eventually controlled almost all of the woolen mills as well as other business investments around Mulhouse and the Malmerspach valley. In 1957, the Schlumpf brothers company acquired several woolen mills to include the woolen mill that now houses their amazing collection. Fritz was passionate about cars, especially Bugatti. Fritz Schlumpf acquired a Bugatti 35B in 1928 that he raced at hill climbs around Europe. He slowly acquired cars through

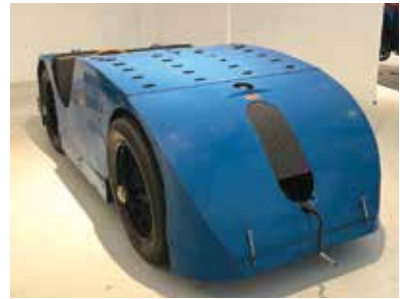




the years, but began searching in earnest for intriguing cars around 1960. Of note, he acquired a collection of 30 Bugatti automobiles from American John W. Shakespeare in 1963 for \$85,000. They required some work, but for this Fritz Schlumpf acquired specialists to restore the cars, and emptied the woolen mill to use as a place to house a workshop for restoration and a place to display the collection.

Unexpectedly, in 1976, the Schlumpf Group ended operations, and over 2000 employees were out of work. The contents of the warehouse in Mulhouse were publicly disclosed when the trade unions occupied the building for about two years. Thankfully the trade union members realized the value of what they had found and made an effort to preserve and care for the collection that was eventually declared a national treasure by the French government. The state became involved due to tax issues for the Schlumpf Group; eventually the collection became part of the French National Museums, opening its doors to the public in 1982. Fortunately, the workshops, research libraries, and collection continue to grow.

The struggle for the visitor is how best to grasp and understand this vast collection. First, there are the early cars, when being a car as we know it had yet to be defined. Early examples on exhibit include the Benz Victoria from around 1893 which resembles an open horse drawn carriage without the “horse drawn” part. The 1898 De Dion-Bouton tricycle was another approach. Examples of cars from Renault, Peugeot, Mathis, and many other manufacturers helped define the car as we now know it.



Then there are the everyday cars. Not surprisingly, French cars dominate the collection; but there are surprises, such as the 1937 Mercedes Benz 170 designed by Dr Ferdinand Porsche in parallel with the car that became the Volkswagen. The Tatra from the Czech Republic was designed by Hans Ludwinka. He used many design elements that were similar to those developed by Porsche. The Citroen Berline Type 11, the famed Traction Avant, pioneered front wheel drive during its long life. And yes, the museum has a Trabant among the Renaults, Peugeots, Simcas, Fords and Citroens.



Then there are the dream cars, the epitome of luxury. Probably the best-known cars in the collection are two examples of the Bugatti Royale Type 41, one being Ettore Bugatti's own Coupe' Napoléon. Designed for royalty and the very wealthy, the Bugatti Royales are rare since only 6 were built. They are expensive, since they cost more than 5 or 6 Rolls Royce automobiles. They were fast (for the time) and handled well despite their size and weight. I am

amazed at the detailed engineering and exquisite craftsmanship that went into these cars, in a day before computers when drafting the designs and the exquisite casting, forging, and machine work were done with skill and attention to detail. Of note, there is a Royale not built by Bugatti that was

*Continued on pg 13*



## DETAILING WITH MR. Q

In this quarter's installment of Detailing with Q Branch, we will talk about preparing your car for the upcoming winter. It's a season I totally dread, but it's just a requisite part of living in the Mid-Atlantic region. Though the winters in Tidewater are relatively mild, we do tend to get snow at least once a year, and the roads are brined periodically whenever there's a chance for freezing rain. As such, undercarriage protection and cleaning are as important as ever during the next three months.

Rust proofing has advanced significantly over the past few decades, and new BMWs are equipped with a 12-year rust protection warranty. Though this warranty protects you in the event of structural damage resulting from rust, many of us enthusiasts not only care about the structural condition of the chassis and mechanical components, but we also want to keep our beautiful undercarriages free of any surface rust.

The most critical task is regular cleaning. Q Branch recommends a pressure washer attachment specifically designed for undercarriage cleaning. It's essentially a wand extension attached to a rolling multi-jet nozzle. Whenever you wash your car, begin (or finish) with a quick undercarriage rinse, and complete a more rigorous cleaning twice a year (on jack stands, wheels off, spray everything down with degreaser type of deal).

For added protection beyond what the factory installs, it's generally not needed on modern BMWs living in our climate. In the event you do want some additional salt armor, Q Branch recommends Krylon Rust Protector. It goes on clear and dries without any residuum. The only caveat is that it's only advisable to apply to perfectly clean or new components. You may be wondering about rubberized coatings, and whether they'd be right for your vehicle. These may be a good option on new cars that have no rust, and that haven't been exposed to the elements. Once a car has been exposed, a rubberized coating can expedite the aging and rusting process, as corrosive contaminants and moisture become trapped behind the coating.

For older cars, oil-based coatings are likely more appropriate and safer. Back in the day, it was common practice in the Northeast and Midwest to coat the entire undercarriage in ATF (which is effectively just hydraulic fluid dyed red). These coatings are absorbed by porous surfaces (including rust), and repel water, salt, and brine. However, these coatings are not without downsides – notably that they attract dust and dirt – if you have a concours condition E30, these likely won't be an appealing option – but then, you likely wouldn't drive such a specimen in wintery weather, would you? The other notable downside is that oil-based coatings are not permanent, and likely require annual replenishment.

While there is no one-size-fits-all solution to rust proofing, hopefully this article will help guide you to which type of product is most appropriate for your vehicle. As a summary, if you live in a mild climate and own a brand-new car, you likely don't need to do anything at all, but if you insist, applying Krylon Rust Protector when the car is new will help keep your undercarriage looking pristine. If you have a brand-new car in a harsh climate, a rubberized undercoating may be a worthwhile investment, provided you are more concerned with protection than aesthetics, as they will change the appearance of the undercarriage. If you have an older vehicle, or one that has already started to rust, applying an oil-based coating would be sensible to prevent further degradation.

## 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>

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# Did You Know?

Traction. People often refer to an automobile's traction control system with reclusive anonymity. The truth of it is that no two traction control systems are identical. Just as every automobile manufacturer has a different design philosophy, every traction control system is engineered with different abilities. While the end-goal may be similar, the efficacy of the different systems is as blatant as night and day.

BMW's first system was called All Season Control. Perhaps simply named, ASC did just that; provided stability in all seasons. Capitalizing on speed sensors at each wheel, the system would reduce power to the drive wheels when wheel spin or slip was detected. ASC evolved to ASC+T, All Season Control plus Traction. This added the benefit of the system being able to apply the brakes to an individual wheel that was *out of control*. Think of a scenario in which of your four points of contact with the road (aka. tires) one or two of them encounter black ice. Perhaps the right wheels are on ice whereas the left are maintaining regular contact with the pavement. ASC+T will limit the power to the wheels on ice, and even gently apply the brakes so as to reduce spin, while maintaining power and control in the wheels with traction. Keep in mind, all of this happens within fractions of a millisecond. The result; you continue on course happy and safe.

The next advancement in the evolution of BMW traction is called Dynamic Stability Control. This system introduced several life saving enhancements in the field of safety, which are a favorite among Traction Control System enthusiasts worldwide (yes that's a joke), and remain ahead of their time thirty years later. This system accounted for several additional factors including steering wheel input, lateral acceleration, pitch, yaw, rotation, and brake force. The end result of this is that your BMW understands your desired direction of travel; after all, we do not steer left when we intend to go right. After the car discerns your intended direction of travel it will analyze in real time your actual direction of travel. For instance are you turning the wheels sharply to the left but the car is traveling relatively straight, under steer? Or are you placing minimal input on the steering system and having great out output in your lateral direction of travel, over steer? In either case, those are not driving conditions we want, on a typical day, in traffic, with local law enforcement watching. In the absence of those driving hazards we may well wish to drift our beautiful and freshly waxed BMWs, an impossibility with the system enabled. Simply press and hold, and the life-saving Dynamic Stability Control will be rendered inert.



This phenomenal system continues to receive upgrades and enhancements, further allowing it protect the occupants of a BMW. Corner Brake Control (CBC) understands when braking in a turn and will modulate the amount of brake force applied to each wheel, thereby preventing a



loss of control situation. If you're asking what or why, picture this: Take your finger and draw a small(ish) circle in the air. Now draw a slightly larger circle around that smaller circle. Those two circles represent your front wheels as you enter a turn. All things being equal, the tire on the inner circle has less distance to travel than the outer circle. Add in a braking component, and your car could pull you in the direction you do not wish it to.

While other automobile brands have their versions of traction control, please recall they are not all created equal. For instance they do not all possess the ability to brake individual wheels. Add in the advantage of xDrive and your BMW is a veritable fortress on the open road. Drive with confidence down the road (but not arrogance, please) knowing that your BMW's traction system is looking out for you. You'll know it's working when the yellow light flashes on your dash. The indicator light will blink to denote it is actively intervening to keep you safe, and then extinguish again once all is well. Please drive responsibly.

.....

*Car Museum, continued from pg 9*

constructed by the museum from spare original parts acquired by the collection. This car was on display at the Retro Classics car show in Stuttgart earlier in the year.



In addition to the Bugatti Royales, the collection boasts eight Hispano-Suiza automobiles, an amazing collection of Rolls Royce automobiles that transcend several decades, and several Bentley automobiles. The Italian manufacturer Isotta-Fraschini is represented as are the French car makers, Delahaye and Voison. This part of the museum is awesome by itself, but there is more.

There are dream cars of a sporting nature to include examples of the Bugatti Type 55 and Type 57 roadsters and coupes, all very beautiful. There is a Mercedes Benz 300 SL coupe with its gull wing doors, and a beautiful 1923 Audi Type E 21/78 Torpedo that was restored with the assistance of Audi. Ferrari road cars are in proliferation, and I must confess spending time admiring the classic Alfa Romeo 8C and Type 12 C. One of my favorite cars on display is the 1934 Standard Swallow SS1. Today Standard Swallow is known as Jaguar.

This is when my wife walked off, found a chair, and started to check email while I found myself wandering in the Competition cars. Classic grand prix cars from the 1930s and 1950s from manufacturers like Maserati, Gordini, Alfa Romeo, Ferrari, Simca and Mercedes Benz were lined up on display. Then there are modern Formula 1 cars from Williams, Renault, Jordan, Benetton, McLaren and Mercedes Benz. Lemans cars such as an Audi R8R from 1999, a Porsche 908 and a 1978 Renault Alpine A442 occupied one corner. Three rally cars are on display to include a rare Ford RS200 from the Group B era.

My favorite is the hall dedicated to Bugatti racing machines. Bugatti built competition cars from the beginning to advance engines, brakes, metallurgy and other technologies. One of only four Bugatti Type 32 cars is on display. Nicknamed the "tank", it was built in 1923 as an experiment in aerodynamics. The particular example on display participated in the 1923 Grand Prix of Tours.

*Continued on pg 15*

## BMW TRIVIA QUIZ

- 2002s were available in two shades of orange. Bright orange was called Inka. Please state the second option.
  - Arizona Orange
  - Tangerine
  - Dark Orange
  - Colorado Orange
  - Cunard Orange
- What was the first BMW model offered as a diesel in the US?
  - 524td
  - 525td
  - 523td
  - 534td
  - 323td
  - 505td
  - 506td
  - BMW Turbodiesel
- What is the engine displacement of a 2008 M6 Convertible?
  - 5.4L
  - 6.2L
  - 6.3L
  - 5.5L
  - 6.0L
  - 5.3L
  - 5.0L
  - 5.1L
- Why can't wheels be swapped from other BMWs to the E39?
  - Different bolt pattern
  - Different hub bore
  - Different wheel offsets
  - Different stud threading
  - Different required backspacing
- What is the standard bolt pattern across BMW models?
  - 6 x 139.7
  - 5 x 120
  - 5 x 100
  - 4 x 100
  - 5 x 112
  - 5 x 130
- What is the standard BMW hub bore size?
  - 74.2mm
  - 73.1mm
  - 72.6mm
  - 72.5mm
  - 72nm
  - 71mm
  - 78.3mm
  - 72.6mm
  - 74.2nm
- What is the city range of the 2022 M760i sedan?
  - 1 mile
  - 156 miles
  - 250 miles
  - 321 miles
  - 412 miles
  - 267 miles
  - 267.8 miles
- Which BMW model was the last to offer a naturally aspirated engine? (choose all that apply)
  - Z4M Coupe
  - M760i
  - Alpina B7
  - 530i
  - F10
  - 330i
- North American market BMWs are assembled in which countries (choose all that apply)
  - Germany
  - China
  - Austria
  - Germany
  - United States
  - South America
  - South Africa
  - Mexico
- In which city was the BMW CCA founded?
  - Munich
  - Chicago
  - Paris (Texas)
  - Baltimore
  - Arlington
  - Boston
  - NYC
  - Charlotte

Answers to quiz on page 9



The room is overwhelmed by the beautiful and amazing Bugatti Type 35, and its many variants to include the Type 51, 55, and 57s. All evolved from the Type 35 which revolutionized the racing world with its introduction in 1924. In many respects, this car is the genesis of the modern racing car with its light and nimble handling, advanced technology, and durability. Bugatti

dominated racing from 1924 to the advent of the German Silver Arrows in the 1930s. Even then, these Bugatti race cars remained competitive at Lemans (won in 1937), hill climbs, and other racing events. The experience of standing in a room full of these cars is nothing short of awesome!

Despite having no BMWs, France's National Automobile Museum (Schlumpf Collection) is definitely a must see for any car enthusiast. Behind the scenes is an amazing library and the restoration shops are among the best in the world. I feel like I could spend days visiting and still not see everything. The collection of Bugatti automobiles is amazing and make the trip worth the effort. There is one modern Bugatti on display, a Bugatti Veyron from the factory in nearby Molsheim, France, home of the marque since it was founded in 1909, just a short drive away. Vive L' Auto!



# THE ULTIMATE CAR MUSEUM

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

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

## 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.

Our first *Taste of the Eastern Shore* event, hosted by the Cape Charles Distillery. This was a great event for foodies, which paired distilled beverages with a variety of tapas plates



*Taste of the Eastern Shore - July, 2022*

## Der Jargon

*By Andrew McCulley*

In this installment of Der Jargon, we're going to discuss transmissions. Now, you may have your preferences for manual vs DCT vs automatic, but I think we can all agree that anything, ANYTHING is better than a CVT! Joking aside, we're not going to be determining a victor in the transmission debate, but rather, discussing relevant German terms.

Beginning with the basics, Getriebe is the German word for transmission. We can biforcate this word into schalgetriebe (manual transmission) and automatikgetriebe (automatic transmission). If you love compound words, read on! We're about to explore the various dual clutch transmission options from the German car marques!

Dual clutch transmissions have the best names. By now, you're likely well familiar with the various acronyms, but do you know what they stand for? BMW recently phased out the DCT in favor of the ZF 8 speed automatic for M cars, but it was a beloved transmission by enthusiasts, and it has a cool name, so we can't ignore it! DCT stands for dual clutch transmission, or in German, doppelkupplungsgetriebe. Porsche phrases their dual clutch with the acronym PDK, which stands for Porsche doppelkupplungsgetriebe. Folksvagen refers to their dual clutch transmission as DSG (direct-shift gearbox), or, in German, Direktschaltgetriebe. Clearly the Germans make great use of their creativity when deriving these names.



Hopefully now you're better familiar with some of the acronyms you'll hear thrown around at any car meet! For now, I wish you all Frohe Weihnachten, Frohes Chanukka, und ein Gutes Neues Jahr!