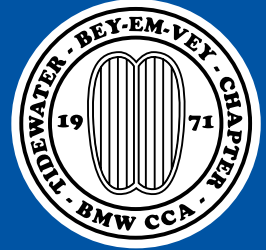


das Kummeret

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



July • August 2016



Bimmers Over Britain!

COMING EVENTS (details inside)

July 9: 10:00 AM, Saturday - ANNUAL INDEPENDENCE DAY DRIVE & DINE

July 16: 9:00 AM - MONTHLY BIMMER BREAKFAST, Pop's Diner Greenbrier

July 30: 11:00 AM, Saturday - BACKYARD BBQ WITH PORSCHE CLUB -
@ Secretary Ron Boustedt's home

August 13: 10 AM Saturday, TECH SESSION @ Import Autowerks

August 20: 9:00 AM - MONTHLY BIMMER BREAKFAST, Pop's Diner Greenbrier

September 10: 4 PM, Saturday, CLUB DRIVE AND QUARTERLY DINNER, Southside

RSVP for all events and add'l info: activitiescommittee@tidewaterbmwcca.org

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MEMBERSHIP

Tidewater Chapter: 719 as of June 2016
National: 70,426 as of January 2015

ADDRESS CHANGES

Address changes can be made on the BMWCCA National website (www.bmwcca.org) by hitting 'Login' and following instructions on site. From there, click on the 'Manage Account' link on the top of the page; then click on the 'Change Addresses' link.

Or write to:

ROUNDEL BMW CCA
640 South Main Street - Suite 201
Greenville, SC 29601

All changes done through the National office will update both your National and Tidewater Chapter address information. If you are a member of our Yahoo Group, DasKummet@yahoogroups.com, please also remember to update your profile.

NEWSLETTER and PHOTO CONTRIBUTIONS:

Your articles and photos are very welcomed by us. To be included in an issue the materials must be received by the 10th of the month preceding the date of next issue. To spice up the newsletter we always need photos of chapter events. We may also use them on the chapter website. Send your contributions to Editor@tidewaterbmwcca.org. Thanks!

Visit our Chapter web pages at:

www.tidewaterbmwcca.org
on Facebook at: <http://www.facebook.com/groups/140702964729/>

To subscribe to our email lists: <http://www.tidewaterbmwcca.org/lists/>

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President's Corner

On Making *Das Kummer*, Our Chapter Newsletter, HAPPEN!

Every other month all Chapter members are fortunate to be provided the opportunity to read this column along with many other articles in our chapter newsletter, *Das Kummer* (more so the other articles). Mark Jumper, our dedicated editor of *Das Kummer*, collects, filters, edits, and organizes the candidate contents, and along with the assistance of many, this newsletter magically arrives in our mailboxes.

The process however begins with folks just like you and me who have an affinity for BMW and possess information that should be shared with others. Fortunately for us, many of our members have invested their time to share just such information. I say thank you to these members, and please continue to share. If you have never contributed to the newsletter, I say please consider doing so, and will provide a few ideas of what may or could be contributed.

Have you had an experience at an event, any BMW event or an event involving a BMW? Do you have some pictures, of you and your car at the track, on the road, or in the driveway? Have you ever thought about an editorial, or maybe expressing what you like or dislike (about the newsletter or the the Club). Do you have suggestions, advice, or a car-related article of your own making or someone else's (we will give him/her credit)?

We WANT to hear from you. If you need help with a contribution, Mark and the board can provide assistance. And if you do contribute, please submit it in a timely manner to allow Mark sufficient time for edits (contact us for schedule), since he does have a full time job also.

It all starts with you, and the result is what we consider a quality and informative print which is our best way to communicate our calendar of events, provide good reads from a collection of great articles, and help you find a variety of quality vendors, who like us also enjoy their BMWs!

See you on the Road –

Darin Kwasniewski, President

Our Chosen Charity For 2016:

Foodbank of Southeastern Virginia



You can support this effort by bringing canned goods or money to any chapter event. However, money provides more meals than canned goods. Chris Triplett leads the committee. For more information or to volunteer, please contact Chris Triplett, foodbank@tidewaterbmwcca.org

Join Us On Facebook!

Join us on Facebook to stay up to date with all your club's activities!

To become part of our Facebook group, you must have a Facebook account. After you sign on to Facebook at www.facebook.com, enter "Tidewater BMW CCA Activities Page" in the search block. You should be shown our activities page along with a link labeled. "Join Group". Click on join group, a box will appear that will ask you if you want to join this group, click the "Join" button. You are then taken to our club activities page, where you can see and post activities and pictures.

The Cultures of Bimmer World – Part 2

by Ray Laffoon

I've enjoyed watching episodes of *Long Way Down* this past week where Ewan McGregor and Charley Boorman ride BMW motorcycles from the north coast of Scotland to Cape Town, South Africa. Their adventures personify the lure and spirit of the adventure motorcycle. The adventure motorcycles are perhaps the best known BMW motorcycles today. The R1200GS [1] is the modern iteration of motorcycles dating back to the endurance races of the 1930s.



(For the record, BMW automobiles are Bimmers, while the motorcycles are Beamers—or Beemers, your choice.)

Officially the first *Gelandsport* was the R80G/S introduced in 1980. Since then, these Beamers were raced in enduro events around the world to include winning the most difficult race of them all, the Dakar [2], earning a reputation for toughness, grace under pressure and pure riding pleasure. I have read motorcycle review after review where a BMW R1150GS or R1200GS was used as the chase bike to carry gear for sport touring comparison tests with



the rider adding a note that the best sport tourer was not those in the test but the BMW chase bike. The adventure culture will see its riders out in all weather

conditions going where the road or trail or stream or rock garden leads!

Some would say the touring culture is a sub-culture of the adventure culture. Others would say it has its own identity. The touring and sport touring motorcycles, such as the BMW K1300GTL [3], form the motorcycle touring culture. Big, strong, and fast, these motorcycles are known for their ability to quickly gobble up vast distances while keeping their rider and passenger comfortable in all kinds of weather and on all kinds of roads.



I remember riding a K1200GT while “two up” on the A99 around Munich at more than 200 KPH (120+ MPH). The best part is that my wife, riding in back, did not realize how fast we were moving! This occurred after a day of riding this bike in the rain on farm roads and across winding Alpine roads in Bavaria and Austria.

I have experienced walking out to motorcycle parking on a very cold day and finding my Ducati surrounded by BMWs with no other bikes in sight. These BMW owners are devoted to their motorcycles, lovingly maintaining and riding them in all conditions. Yes, I have seen BMW touring riders out in the snow!

Achtung! These BMWs are popular and nimble mounts for the men and women in blue (law enforcement), not just in the United States, but around the world. And yes they are armed with radios, laser, and radar!

Continued on pg 8

Activities Committee

We are glad that you are supporting our events - THANK YOU! It is still VERY important to RSVP (as early as possible) of your participation to any upcoming activities. These numbers are needed to allow our hosting restaurants to be prepared for us. Inaccurate totals make for unhappy restaurant managers and cause them to be reluctant to allow our group to book in the future.

YOU can help great events happen for our chapter! Committee members are listed below and they value your ideas and input. Maybe you can help support an event--we can always use someone to help with registration, photos, newsletter article, etc. Or maybe you'd like to join the committee! For that, contact President Darin Kwasniewski at president@tidewaterbmwcca.org.

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...AND KEEP COMING TO THOSE EVENTS!!

Advertisements

Non-commercial classified ads are free to chapter members. Ads will run in three published issues and then may only be continued in subsequent issues only by contacting the Newsletter Editor. Ads submitted are limited to 200 words per ad including name, address, phone number and email address if available. Items offered for sale must be the personal property of the submitting member or family and not of a business.

Commercial ads are available to members and non-members. Such ads must be accompanied by payment in full. Rates shown below are per year (approximately 6 issues). All ads must be submitted in a usable digital format or as camera ready. "Das Kummert" reserves the right to edit or reject any ad submitted.

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- Coil Spring Compressors
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- **NEW!!** SRS Air Bag Scanner
- Helmets for Driving Events

Contact Bob Parsons at 587-7423 or
borrowequipment@tidewaterbmwcca.org for your needs

Club MERCHANDISE

We have made arrangements through Lands End for club members to order a wide variety of chapter logo items. Access by going to: http://ces.landsend.com/Tidewater_BMWCCA. Contact merch@tidewaterbmwcca.org for any questions regarding Lands End or the following merchandise:

BMW CCA Map Grille Badges: \$20

Chapter Logo Decals/License Plate Frames: FREE at club events

BMW CCA Decals & lapel pins: FREE at club events'

NAME TAGS: You can order a Chapter name tag complete with logo, from: Kay Cee Engraving, 254 Hemlock Loop, Mineral, VA 23117
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Then there are the sport riders, with its racing and go-fast culture. Just as racing and speed define our cars, BMW uses competition to hone its motorcycles. The S1000RR [4] is a technological *tour de force* with some impressive capabilities. The sportbike world took notice when this motorcycle was introduced because it set a new standard for performance and technology.



My personal claim to fame with the S1000RR occurred while riding a friend's S1000RR on an almost-empty German autobahn one Sunday morning. My friend wanted me to experience the speed, and I must confess so did I. I pulled onto the autobahn, checked the traffic and rather quickly accelerated into the triple digits. The bike was still accelerating as I passed 250 KPH (155 MPH) on the speedometer. My focus shifted more to the road and less to the instruments as my speed built. Unfortunately the bike could go faster than I felt able to handle, so I slowed down to a more mundane 160 KPH (100 MPH) so that my friend could eventually catch up on my rented Triumph Tiger Adventure. That S1000RR was amazing; I could will it wherever I wanted and it would immediately respond.

It's interesting to see the professional road racing community embrace this motorcycle for classic events like the Isle of Mann TT, where it is raced by Michael Dunlop, the son of legendary road racer Joey Dunlop and a truly gifted rider in his own right. Every owner I know frets about the technology but loves the capability of these bikes. My German friend loves them so much that he has one for the street and another for the track.

Getting back to Bimmers, what about those folk who buy without being fully aware of what they're getting? Maybe they buy a Bimmer for its reputation; its status; its luxury; its handling; its European feel and aura; or maybe even because it's made in the USA! But once they have it and drive it, it slowly dawns on them that they got more—and better—than they expected! You could call these folk the "Dawners": it's dawning on them that they have something totally special. Many of them may then begin to explore and experience more of our Bimmer-world fellowship; and many may

come back for another Bimmer . . . and another!

The BMW world also has members who are between BMWs or desiring BMWs. This "in between" culture loves the cars but no longer has one due to an accident, change of finances or other reason. Their desire is to someday return to BMW ownership, and they certainly enjoy the fellowship in the BMW CCA. Besides I can't think of a better place to find a good, well-loved and cared-for older BMW than from fellow club members.

Obviously many BMW owners cross into multiple cultures with the desire to enjoy what these marvelous machines have to offer. I finally made one of our Chapter drives this past weekend. To me it seemed like a family reunion as we discussed the history and latest events related to our beloved BMWs. The only way I can describe the experience of BMW ownership is that of family. There seems to be a comradeship and friendship within our group that exists behind the Roundel, regardless of whether you ride on two wheels or four [5]. As I've shared in these two articles, we in the BMW world enjoy the best of many cultures! Regardless of which BMW you drive, I look forward to seeing you out there on the highway or the racetrack.



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Fun on the Eastern Shore Drive: 14 May

by Al Schneider

There we were on a beautiful Saturday May morning, temperature hovering at a pleasant 76, and all set to start the Tidewater Chapter's Eastern Shore Drive. We met at the Starbucks Cafe on Northampton Boulevard in Virginia Beach. Each member brought an Ultimate Driving Machine: we had an M235 [1], two M3's [2], two 135i's, a 328i, and an X5.

The docs were signed, the Family Radio System (FRS) buttons were set to 7, and we started with Darin's pre-drive briefing [3]. We could only imagine the upcoming sharp turns and blind curves that we were about to subject our vehicles to; not to mention the sudden mashing of throttles for quick bursts of engine RPMs - MMMMMMMMMMMM. Nothing new for these vehicles—else they would not be called Ultimate Driving Machines!

And then we were off!

First stop: Turner's Sculptures [4] for a quick look at the handiwork of Dr. Turner. We couldn't help but ooh and ah at what we saw [5].

Then it was off for the final drive to the Island House Restaurant. So much road to conquer, and so little time—a great place to be for Bimmers!

We arrived at Island House [6] safe and with everyone accounted for. Between debriefing the drive, wholesome-to-goodness car talk, and great food in a great setting [7], it was everything we could want.

A great time was had by all, from young to old—it just doesn't get any better than this! Come on out on the next Chapter event!



YOUR Steps to Driving Events: On to Steps 2 and 3!

By Ron Boustedt

Last time we talked about **Step 1 – Decide**. So let's move on now to . . .



Remember the APEX.

Step 2, Prepare. In addition to the club events I talked about above, there are also for-profit driving schools, and event coordinators. Chin Motorsports, NASA, Apex Track Events, Rezoom, TrackDaze, are just a few and host events at all three of the tracks I listed. All of them have beginner driving programs and some, like NASA, also have a DE Intro offering. Keep in mind that some of these events fill up pretty quick, so give yourself some time. Pick a track, pick a weekend, and sign up. Another good tool is Motorsportreg.com. Many event coordinators (particularly the clubs) are using this tool to coordinate their events. Create an account (it's free) and you can search events and even be notified when certain events open up.

Once you have an event locked in you'll need to make sure you and the car are ready to go. For you, you'll need a helmet [1]. Each respective event coordinator has their requirements, but for the most part you will need a Snell SA2010, or SA2015. These can be open or closed face, but they can't be a motorcycle helmet. Kind of a bummer, but apparently they're different in some way. Lucky for you the club

is buying some helmets as loaners. If you need a helmet just shoot one of us an email and we'll try and hook you up. I've even been known to loan out one of my spares (I go through a helmet about every 2 years, and keep the old ones 'just in case'). Of course you can always buy your own and my buddy Mark at OG Racing can help you out. Tell him you're with the club and he'll probably knock a few % off.

For your car you'll need a tech inspection [2]. Most of our local shops will do this for free, and I regularly use RaceWerks in VA Beach. I'm pretty sure Mike at Sports and Imports in Chesapeake will also hook you up. A lot of these folks that work at these shops actually go to these events. RaceWerks is at every 1st Settlers PCA event, so they understand what to look for and can let you know what to expect from your car.



Annual inspection on steroids

Step 3, Execute. You've decided to do this "DE" thing, you've signed up, teched your car, made hotel arrangements, driven out to the track, and now you're in the paddock ready to go. If you really dove in you spoke to all your friends, watched a bunch of video on YouTube, and purchased a set of driving gloves. In any case you're likely nervous, I sure was. Two things will help: 1) Relax, and 2) Relax! You're not the only one

there for your first day. With 99.999% probability I can guarantee two things: 1) You won't be the fastest, and 2) You won't be the slowest.

If you go in with open ears, open mind, and a goal of learning, you'll be perfectly fine. I like the analogy of a tool box. Your job is to bring the toolbox and open it. Your instructor will work with you to add tools. It is PERFECTLY normal to be in information overload the entire weekend. Enjoy it, embrace it. Remember back when you first learned how to ride a bike? When you first peddled away by yourself you were liberated! This is our goal. Don't get me wrong, there will be ups and downs, but it's all about learning. I still remember being so irritated with myself for forgetting on which side of the track I should be on going in to turn 10, or braking too early for turn 1.

Continued on pg 18

DRIVE & DINE REPORT

(Minus *Let's Talk Wine*)

by Marc Garcia

It was a day like any other, the M was down for repairs, which seems to be her favorite passtime, so I was in the odd position of navigator.

We met at Let's Talk Wine, which sadly closed its doors only days before the meet. I wanted to share that quaint shop with everyone.

We had a pleasant talk while we waited for everyone to join us. We got to see a beautiful blue 2 series and a wonderful example of a shoe. The lead car was revealed, and after just one minor hiccup (unfortunately handing out my personal route sheet), we were off.

Our joyous band of misfits was led by a strangely fun naturally aspirated boxer in Toyota clothes; the Scion

FRS. We pulled out in true BMW fashion, completely reserved and respectable, with some tire spin and some quick throttle blips.

We wound our way through the countryside to our lunch destination, concluding our adventure at Peter Chang's for a delicious meal.

We only lost one couple to the pull of the farmers market . . . Love you guys anyway.

All in all it was a great event with a wonderful group of people. Thanks for enjoying the day with your BMW family.



Porsche/Bimmer Barbecue— A Great Recipe for Fun!

The Tidewater chapters of both BMW and Porsche are invited to come enjoy some hot summertime eats, and some VERY cool cars. BMW CCA secretary Ron Boustedt will host the event at his house in Deep Creek (3585 Kentucky Trail, Chesapeake) on Saturday July 30th. Please set aside the date, it'll be an event to remember. Ron is working on getting his buddy Savvas Sakkadas to bring his 2016 Porsche GT3 RS (in Lava Orange) AND his buddy Ken Van De Water's brand spanking new unicorn, an M4 GTS (assuming it's delivered on time). We'll have a bunch of M3's, maybe another M4 or two, possibly a few Porsche GT4's, and at least one or two race cars. When you mix all that horsepower with a summertime BBQ—with a pool, lake, archery range, racing garage, and really fun folk thrown in—only good things can happen. Hope to see you there!!

Please RSVP by July 26 for accurate headcount: activitiescommittee@tidewaterbmwcca.org or Al @ 447-8159



Boustedt Picnic Bait

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2. Have the opportunity to look at the parts under the hood and ask technical questions of its specific function.
3. Have the opportunity for a BMW mechanic to assess the current mechanical condition of your BMW.
4. ABOVE ALL, enjoy the company of the Chapter's fellow Bimmerheads at




RSVP activitiescommittee@tidewaterbmwcca.org or Al Schneider @ 447-8159




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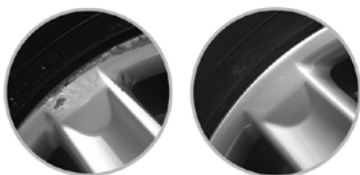
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Hyperfest Race Review *(with a little Physics 101)*

by Ron Boustedt

[Photos courtesy Finish Line Productions]

For me college physics was a double edged sword; I learned why an apple falls to the ground, but I also learned that there was no way the road runner could stand midair after running off a cliff. Combine that with finding out about Santa Clause and it's a wonder I'm able to leave the house. . . But I digress. The reason I bring up physics is because I was able to really see it in action at the NASA Hyperfest race event, May 20-22 at Virginia International Raceway (VIR). Here's how it played out . . .

On Saturday, during qualifying, I noticed that my car was starting to become a little loose (oversteer) in places on the track where it shouldn't (feeling the car starting to spin at 110 mph going up the climbing esses is . . . well, unnerving). No big deal, qualifying was over so I pulled in, jacked up the rear end and looked for something, anything that might be loose or broken. I banged on control arms, wiggled tires, checked tire pressures, shook the rear diff, and everything seemed fine. I talked to a few buddies, and we decided it was probably some oil on the track, or better yet I'm losing my mind (not a far stretch).

Now it was time for the race. I was running with our friends Vernon McClure and Ted Ambrose in the Super Touring 3 (ST3) class. A REALLY fast group, leaders are running 2:02 times on VIR's full track. Even with my loose last lap, I was able to qualify #6 of 10 with a 2:06—I was mid pack. I'd "tried" to put the oversteer problem out of my head, but was still worried.

Well, next time around, as we all hammered into turn 1, my fears materialized before my eyes: MAX oversteer! I tried to stay on pace, but it was just not going to happen. I limped in #9 of 10, but at least I finished without causing too much of a mess.



Now back to our physics lesson. We again jacked the car up, this time pulling the rear tires. My friends Jonathan Noriega and Kailynn Berman from Race Werks were there so I called them over and quick as

a shot, Jonathan was under the rear of the car shaking, banging and wiggling things. A small crowd of other mechanics has also gathered and I heard "Check the control arms," "Look at the subframe," and "What about this/that?" Then I started thinking, hmm, I wonder if something in the front could be affecting the rear (Actually at the last Chump race John Kopp of Race Werks had quickly identified a flat front tire when I told him the car was oversteering (just like it was oversteering this time, and yes I did check that).)? So we popped off the front tires, and lo and behold, the driver side sway bar link was broken. YEAAA!! (Yes, sometimes you can be happy to find something broken).



Quick side lesson: The job of the sway bars (there are two on an e36, front and rear), or more technically "anti-sway" bars, is to transfer some of the lateral (side to side) force from the outside wheel to the inside wheel. This has the effect of leveling the car and increasing lateral balance. In this case of the sway bar link being broken, leaving the front essentially disconnected, the front of my car became what we call "full soft," and actually had more traction than the rear (which was still stiff since the rear sway was still connected). With more traction on the front and less in the rear the car wanted to oversteer, BINGO!

Within minutes Jonathan had tracked down a replacement link (thanks Zack!) and had it installed. Sunday I decided to run with Michael Shammas, and Michael Helpinstill in the German Touring Series 3 (GTS3) class. Thanks to Jonathan and Zack the car did great and I ended up winning the Sunday race.

There were a few other highlights. Ted ran his quickest time to date in ST3, Ken Van De Water had a little dust up in his Spec46 car, and unfortunately Savvas Sakkadas and Michael Shammas were Disqualified (DQ) during the Saturday race. I'll let Savvas and Michael tell their stories over adult beverages at the July 30th BBQ (hopefully they'll be wearing their "DQ" shirts).

It was an awesome weekend—even with the physics lesson!

ANNUAL 2015 TIDEWATER CHAPTER FINANCIAL STATEMENT

Submitted by Tiffiny Crossley
3/28/16



Balance Sheet

Assets

Cash In Bank Accounts	17356.90
Inventory	0.00
Equipment	0.00
Accounts Receivable	0.00
Prepaid Expenses/Deposits	2100
Other	0
Total Assets	19456.90

Liabilities & Equity

Accounts Payable	15362.80
Other	0.00
Equity/Retained Earnings	0.00
Total Liabilities & Equity	15362.80

Income Statement

Income

Membership Dues	0.00
Rebates from National	9707.56
Advertising Revenue	2100
Driving School Fees	0.00
Autocross Fees	0.00
Other Event Fees	740
Merchandise Sales	0.00
Interest	0.00
Misc./Other	0.00
Total Income	12547.56

Expenses

Newsletter Costs	6014.63
Postage	1208.82
Insurance	740
Driving School Expenses	0.00
Autocross Expenses	0.00
Meeting Expenses	0.00
Other Event Expenses	0.00
Telephone Expenses	0.00
Misc./Other	0.00
Total Expenses	7963.45

Net Income (Loss)	4584.11
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In-car instructors are your second set of eyes (and second brain, you'll need it)

3000 laps later I may find myself in those situations, but now I have the tools to deal with them.

You'll hear terms like apex, turn in, exit, hot pits, driver left/right, on camber, off camber, braking zone, paddock, all kinds of new stuff [3]. It'll be intimidating, but if you don't understand something raise your hand, every person out there was a newbie at some point. Your in car instructor [4] will be your primary resource, but just about every event

coordinator also hosts classroom sessions. This is where they define these terms, discuss the physics of car handling and weight transfer, chat about everyone's in car experience, the good's, the bad's. You'll see first hand that you're not the only one feeling overwhelmed.

So, having properly inspired you get out there and drive that amazing machine [5]! At a minimum you'll be amazed at how fast it can stop, how fast you can go around that curve, and how fast you can get your heart beating.



You will be amazed at the capabilities of your lil'ol' daily driver

HELMETS ARE HERE!

By Ron Boustedt

Track Junkies, I have great news! The club has just procured four SA 2015 helmets (1 med, 2 large, and 1 XL) for club member use. They are available on a first-come first-serve basis, just shoot an email to borrowequip@tidewaterbmwcca.org, or me at secretary@tidewaterbmwcca.org and we'll get you set up. I recommend picking up a balaclava or head sock from OG Racing, or the local go cart track—you'll thank me later!

We should all thank Mark Francis of OG racing, who was instrumental in facilitating this buy and got the club a great discount. OG Racing has been supplying road racing, autocross and drivers education enthusiasts with the best products and service in the industry since 1990. Founded and staffed by end users of the products they sell, they have decades of road racing, autocross and drivers education experience. Staff members are instructors with BMWCCA, PCA, SCCA and NASA and several are experienced racers.

Resident BMWCCA instructor Brian Hair has been with OG Racing since 2003. Brian began autocrossing in 1989 with his father Woody and has been a Driving Events instructor since 2000. He also has road racing experience and has two E36 coupes (an M3 and a 328is) in the garage, so he knows what works for his fellow BMW enthusiasts. So if you are an experienced racer, or first time autocrosser, give OG Racing a call (1-800-934-9112) and ask for Brian. He will be happy to assist you.

As always our advertisers and sponsors play a huge role in helping us deliver our long list of club events. Whenever possible we should reward them with our business. Thanks and be safe!



INDEPENDENCE DAY DRIVE & DINE

WHAT: Annual Independence Day Drive & Dine

WHEN: Saturday, July 9, 10 am - 2 pm

WHERE: Carrollton to Williamsburg (via ferry)

MEET & START: We meet at 10 am at Eagle Harbor Shopping Center (Food Lion), 13478 Carrollton Blvd, Rt 17, Carrollton.

DETAILS: This year's drive will occur the Saturday after July 4. We will follow a curvy route from Carrollton through Surry then via ferry to a dining experience (approx. 1 pm) at Rocco's Smokehouse Grill, 207 Bypass Road, Williamsburg (<http://roccossmokehouse.com>).

The Jamestown-Scotland Ferry

(<http://www.virginiadot.org/travel/ferry-jamestown.asp>) is free and runs every 30 minutes. We may also make a quick stop at Bacon's Castle in Surry for a look around the grounds. Bacon's Castle was built in 1665, and is the oldest brick dwelling in the United States.

PLAN: Don't miss the fun run and food - put it on your calendar now!

RSVP: It is important to RSVP by July 6 for an accurate headcount for the restaurant. To RSVP or for more information contact Larry & Robin Williams at 804-226-8857 or email activitiescommittee@tidewaterbmwcca.org.



MEMBERSHIP UPDATE

We are delighted to welcome our newest members, and look forward to sharing a passion for Bimmers! Driving and social events are among the many benefits of your membership. Coming up on July 9th is our **Annual Independence Day Drive & Dine**, and on July 30th, a **Backyard BBQ** with the Porsche Club. Our monthly **Bimmer Breakfast** is a great way to meet others, talk shop, and see some great cars. Check out www.tidewaterbmwcca.org and our Facebook page, or contact **Rob Waddell** at membership@tidewaterbmwcca.org for more information about membership benefits.

The **Tidewater Chapter of BMW CCA** exists to serve its members. Whatever your reason for owning a BMW, you will meet others with common interests, form new friendships, and learn more about the "Ultimate Driving Machine!" Consider volunteering for a committee so that others can benefit from your knowledge and talents, as we make this the best year yet! **WELCOME NEW MEMBERS!**

Crawford	Anderson	clk 500 '03	350z '03
Alvin	Baskerville	525i '92	325is '87
Jeff	Castillo	M5 '02	
Gary	Chalker	528i '99	
James	Crouch	330i '05	
Michael	Curran	328ci '00	
Jack	Dantone		
Ana Marie	Dizon		
Dominic	Ferreira		
Fred	Flowers		
Richard	French		
Randee	Jimenez	328d xDrive Wag '14	
Erica	Grayson		
Matt	Haines		
Richard	Haynes	325i '01	

Ming	Gu		
Jim	Jansen	525 '07	335 conv '07
John	Magyar	330ci '01	525i '95
Anthony	McRuffin		
Brian	Mello		
B. Kennon	Outlaw		
Charles	Perry	323ci '00	
David	Scherpf	318ti htch '98	Z3 3.0 cpe '02
James	Shackelford		
Richard	Silcox		
Matthew	Smithson		
John	Van Norman		
Randy	Veasley		
Mark	Wainwright	325i '01	x5 '06



including many Touring versions of cars common to the US, but not offered in our market.

I couldn't help but notice the dearth of Japanese cars: a mere scattering of Toyotas and Hondas. But Priuses were plentiful—go figure! Plus I noticed a few BMW i3s primly navigating the crush. Why so many hybrid types (on top of the preponderance of diesels)? Turns out that London's central zone requires a stiff auto access fee—UNLESS you're driving a hybrid or electric vehicle. Aha! Central London will soon become the Prius/i3 playground!

My tour bus traversed many flowered fields, just minutes from London. I realized that UK, for all its seeming island smallness, actually encompasses some large tracts of quite beautiful countryside. Maybe next time I'll get a chance to drive it, Bimmer-style.

Till then, it's good to see a place where Bimmers are plentiful and appreciated, MINIs are native, and Rolls Royce still reigns. May all these members of the BMW family keep finding happy places to live and run, both on their side of the road and that Atlantic "pond"—and on ours!



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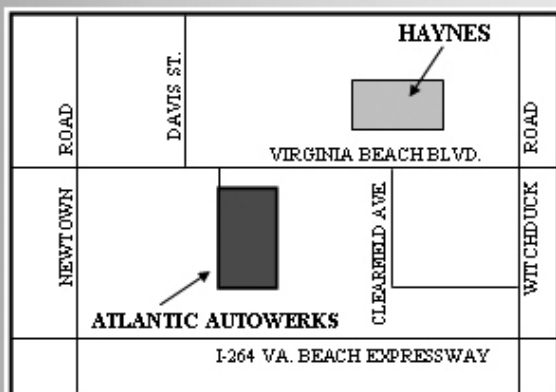
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EDITOR'S CORNER

By Mark Jumper

I had hoped on my recent trip to London to connect with some Bimmer club folk—maybe share a meal, and perchance even get a ride in the country, in a cared-for BMW adventurously traveling on the wrong side of the road. Alas! As the poet Robert Burns said,

The best laid schemes o' mice an' men
Gang aft a-gley, *[often go awry]*

I had emailed the president of the London BMW chapter—no response. Then I saw that as with our chapter they have a monthly meeting, this an evening event at a local restaurant. I made happy plans to connect. Alas again! My day tour to Oxford and Stratford-upon-Avon (Shakespeare's birthplace) returned us to our hotel two hours late. It was 7:30 PM – the meeting was said to start at 7:00 – it would take an hour to get there via Tube – I could call and tell them I was coming! Alas and alack! The restaurant said that none of them had showed up yet. I finally gave it up, sorely disappointed.

But I was far from disappointed to see the cornucopia of Bimmers toodling through London's environs and outward. I suppose BMW is more of a local brand in Britain than here in the former Colonies.

My Oxford visit saw the regal exit of a 5-series from its exclusive gated area [1], as well as a neat little convertible waiting to play in the wonderful May weather [2]. I felt a touch of home seeing a 2008-era 320d, whose owner appeared miffed



that I wanted his picture [3]. I did hear expressed, in Oxford, great pride in their very own MINI factory. Oxford, then, truly has it all: both culture and cute!

MINI Plant Oxford tells their story:

“Plant Oxford is the birthplace and heart of MINI production. Manufactured to individual customer specifications, hundreds of MINIs leave the plant's assembly lines each day, off to meet new owners in 108 countries around the world.



“Three UK plants have had a part to play in MINI production - Plant Hams Hall makes engines, Plant Swindon produces body pressings and sub-assemblies for MINI, and all this comes together at Plant Oxford with body shell production [4], paint and final assembly.

“Since production of new MINI started in 2001, more than 2.4 million cars have been made at Plant Oxford.

But back to London! I'll share some impressions.

My hotel was in the Paddington/Hyde Park area, admittedly upscale. I was nonetheless impressed with such sights as an i8 routinely parked afront its owner's townhouse [5]; a

parked row of three Bimmers—a nicely kept E30 Touring sandwiched between two newer 1-series

[6 and 7]; and a 7-series comfortably tailing a couple of classic double-decker buses [Cover]. I also noticed many more manual transmission cars than we have here—maybe UK has more tinkerers and do-it-yourselfers? Touring models (wagons to us) were also far more in evidence than here,



Continued on pg 20

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