

T A R H E E L C H A P T E R B M W C C A

FOOTNOTES

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Photo by Robert McIsaac

TARHEEL CHAPTER BMW CCA

PO BOX 39403 GREENSBORO, NC 27438-9403 • <http://tarheelbmwcca.org>

TARHEEL BMW CCA CHAPTER OFFICERS

PRESIDENT

Paul Dunlevy
6424 Littlewood Drive, Kernersville, NC 27284
336/996-3149 pdunlevy@triad.rr.com

VICE PRESIDENT

April Curtis
1200 Mt Vernon Church Rd, Raleigh, NC 27614
919/847-7542 acurtis995@gmail.com

SECRETARY

Karen Seymour-Blood
PO Box 1208, Harrisburg, NC 28075-1208
704/782-4672 seymourblood@yahoo.com

TREASURER

Bud Boren
P. O. Box 39403, Greensboro, NC 27438
336/691-1699, 336/691-1698 Fax

EDITOR

Bob Blood
PO Box 1208, Harrisburg, NC 28075-1208
704/782-4672 footnotes@carolina.rr.com

MEMBERSHIP CHAIRMAN

Jonathan Strine
919/802-3115 strine@vexate.net

ACTIVITIES CHAIRMAN

Brenda Dunlevy
6424 Littlewood Road, Kernersville, NC 27284
336/996-3149 bedunlevy@triad.rr.com

CUSTODIAN

Danny Staley
596 Rest home road, Wilkesboro, NC 28697
336/973-3404 adstaley@wilkes.net

HPDE CHAIRMAN

Tom Tice
3711 Crosstimbers Dr. Greensboro, NC 27410
336/207-4127 tticem3@gmail.com

MEMBER-AT-LARGE

JoElla John
604 John Road, Fincastle, VA 24090
540/992-3040(H) jjohnmcoupe@aol.com

BOARD EX-OFFICIO MEMBER & ADVERTISING COORDINATOR

Paul Hoecke, Sr.
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919/967-2069 hph.freude@juno.com

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Leland, NC 28451
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Thomas Hart
PO Box 2357
Southern Pines, NC 28388
tvth996@me.com

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Pafftown, NC 27040
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TRIANGLE AREA

Robert McIsaac
251 Christenbury Lance
Clayton, NC 27527
919-880-8012
robert_p_mcisaac@yahoo.com

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ON THE COVER:



Mission Improbable: The day dawned bright, warm and “steamy”. But hey, what should I expect? It is NC in July, after all. That’s what is supposed to be like and it is a fair trade, in my mind, to avoid the cold and gloomy winters of the Northeast. I shall never whine about the weather.

Our country cruise with Bimmers and Beemers required an early decision: 2 or 4 wheels. Given the picnic cooler I was accountable for, the X3 won out over the RS. Nice to have choices, of course.

Off early, we needed to get to the Leith BMW dealer-
(continued on page 9)

MEMBERSHIP CORNER

This month, we’d like to give a warm Tarheel welcome to **47** new and returning members and associate members. This brings our total chapter membership to **2,913!** Our membership is the lifeblood of the Club. Without your participation, there would be no Club. We offer a wide variety of activi-

ties, and welcome the opportunity to get to know you better at some of these events. We encourage you to contact your Area Coordinator to find out about local dinner meetings and other ways to get involved in YOUR club. Come join us, you’ll have a great time!

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BMW Car Club
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PAUL HOECKE *Notes from the road*
Tag Fasions

Here's a trivia question I'll bet has never crossed your mind – and you'd probably never bother to ask if it had: How long have personalized license plates been around in the U.S. of A?

The short answer is – the Year One, literally; or 1901 to be precise. That was the year New York State first required automobile owners to place an identifying plate on their horseless carriages. However, the plates were not issued by the state; they were the owners' responsibility, and the only other requirement was that the plates bear the owners' initials.

I'd say that made them about as personalized as you can get.

The thing is, these New York tags also happened to be the country's very first 'license' plates, period, because they predated the first state-issued tags. Those didn't enter the picture until two years later, when Massachusetts revenue officers realized that issuing regular, numbered and non-personalized license plates was one more way to replenish the Commonwealth's coffers. More states followed suit, and the rest, as they say, is history. But this bureaucratic takeover didn't kill personal tags; having initiated the concept, they survived and have been part of the U.S. automotive scene ever since.

True, this kind of personal promotion was probably a pretty limited practice early on. For one thing, I suspect that in the Depression-era 1920s and '30s, few people other than Rolls and Stutz Bearcat owners were willing or able to spring the extra bucks for the 'privilege'. And even certain celebs were reluctant to self-advertise in

this fashion. Could you see Bonnie and Clyde tooling around the countryside with a 'B&C4EVR' tag gracing their runabout's bumper? (Come to think of it, Dillinger might have liked the idea, but his banking business required way too many vehicle changes.)

But as life would always have it, things change. Fast forward to the present, and personalized tags have proliferated. Not only does it seem like every third Tom, Dick and Jane has one, but what the tags say has become about as colorful – and in some cases as dumb, or vain, or self-centered, or what have you – as all those bumper stickers certain segments of the driving public seem to be in love with. No wonder another name for them is vanity plates.

Mind you, I'm not complaining. I find personalized tags entertaining. Besides, the way their content has diversified over the years makes me think they've come to reflect the multifarious personalities or mindsets of their owners. It's just a hypothesis, but I think there's enough evidence to give my notion the cachet of a full blown theory. I may even call it the Law of Egonomics.

But I'm digressing, so let's get down to specifics.

Back in the Seventies, when our club was young, special tags were mainly the mark of a car guy or gal. And NC being (arguably) the heartland of car mania – because of NASCAR and all that – our BMWs were at the forefront in that respect as well. Naturally, most of the tags were car-related, at least initially. Some sported tags like 'IMA BMW' – a necessary stratagem when most people

still thought BMW stood for 'British Motor Works'. (I recall one 2002 with a plate that spelled 'ZOOZ' because of all the times its owner had been asked: "What's a zooz?") There were also tags such as 'SCHNELL' and 'ZOOM' which were intended to apprise other drivers of a BMW's capabilities.

Some club members took a different tack, preferring to proclaim their allegiances with tags that said 'BMWCCA' (that was before the space was legislated) and 'BMW/SCCA', or simply 'ROADRACR'. Even fewer actually named their BMWs, but those monikers usually had some car-related meaning as well. (My old Atlantik-blue Bavaria's tag was a bit different; it always said something with 'MAX' in it because, in keeping with my Red Baron image, I'd called the car Blue Max on the day I bought it in 1972.)

You might say there was some vanity involved in picking these tags, but mainly it was pride in the cars we were driving. As time went by, however, vanity – or maybe a better term would be self-promotion – seems to have come to the fore, among people who drive BMWs as well as other

The Editor's Desk...

Here we are in September already and another summer has slipped away.

For me, this time of year is a time for reflection and to regroup before the hectic Holiday Season (and the heavy lifting of the tax season to come for us accountants).

What better way to slow your mind and to reflect then to head out in your BMW for a drive among the fall colors.

We are lucky here in NC, we are just far enough north to still have four seasons (of sorts). We have our beautiful shoreline, our gorgeous mountains, great back-country roads... do I need to go on?

So, here is what I am asking - let us know what you are up to in your BMW this fall. I would like to document your travels in words and photos, so if you do not fancy yourself a writer, still feel free to email us some photos and tell us where you are and what you are up to.

Take some time, for yourself and loved ones, for a drive in the country and enjoy our State and our favorite marque. **-ed.**

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makes. Like for instance, recent years have seen a raft of tags that talk about their owners' professions; they read 'TOOTHDOC', 'RELOMAN' and, yes, 'SOCRMOM' (which according to the late, great comedienne Erma Bombeck qualifies as the world's second oldest profession). Okay, maybe this is a legitimate form of self-expression, but in my not-so-humble opinion, it turns a car into something akin to a bus with soft drink ads all over its side – unless, of course, it happens to be a minivan.

However, one encounters refreshingly creative forms of self-expression as well. I've seen a Honda with a tag that says 'A-CETI-6'. It's arcane, but to a movie buff it clearly marks the driver as a Trekkie because it refers to the movie 'Star Trek: The Wrath of Khan'. Another tag I've spotted hereabouts is 'URTHLING', which presumably defines the driver's preferred place in the cosmic scheme of things.

Perhaps the most creative and startling special tags are those with a foreign-language flavor. The best ones, in my opinion, are those that leave you totally baffled because they are in Russian. (FYI: Some Cyrillic capital letters look the same

as our Latin ones but, as in Greek, denote other sounds.) One tag I've seen around my neck of the woods reads 'CTEPBA'. It's gibberish to an English speaker, but in Russian it spells 'STERVA', which means 'animal' or 'beast'. Another one I've spotted says 'CTPAX', which spells 'STRAKH' or 'fear'. I'd say whoever came up with those tags deserves a prize.

Lately though, I've detected a trend which frankly has me scratching my head. It's the vogue of having the license plate display what appears to be the cost of the vehicle in question. Like for instance, Phil of our weekly breakfast club spotted this bright yellow 'Vette in the parking lot with 'MY31KCK' on its backside. And not an hour later, I came up behind a Caddy CTS – and yep, its tag said '\$\$GALORE'. (I think you can decode these tags without my help.) I could cite a few more like that, but what really puzzles me is what these guys are up to. Are they bragging or complaining?

Whatever it is that they're saying, it's clearly not about the cars; it's about them.

Of course, what kinda sensitized me to this curious practice was reading Satch Carlson's May ROUNDEL column about Buffy, his spouse's Z8,

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Sep 12	* The Autolawn Party - SALT Block Hickory, NC	Kit Carson	828-312-2494	WEB: www.theautolawn.com
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Sep 21-26	* 46th Annual BMW CCA Oktoberfest Absecon, New Jersey			WEB: www.bmwcca.org
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Oct 2-4	Tarheel & Toe Driver's School - VIR Full	Phil Antoine	919-818-6036	booflick@yahoo.com
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Oct 16-18	*20th Annual EURO Auto Fest - BMW Performance Center			WEB: www.euroautofestival.com/2015-show/
Oct 16-18	*NCC HPDS Summit Point	National Capital Chapter		WEB: www.nccbmwcca.org
Oct 24	BMW ///M Club Day Performance School - BMW Performance Center	Greer, SC Stephen Dean		stephendean@nc.rr.com

* Not a Tarheel BMW CCA sponsored event

which in his opinion should sport the tag '401K'. Considering the circumstances, that tag could qualify as a feeble joke. But in the Satch Man's defense, I should note that he resisted the temptation to go that route in the case of his Z4 M roadster; allegedly, its tag reads 'WOADSTER'. (I'll leave it up to him to explain how he came up with that one.)

Luckily for us opinionated observers of the automotive scene, not everyone has succumbed to this or other similar temptations. The same day we saw that yellow Corvette, we also observed a new Miata with the tag 'FAUX JAG'. And just today, I saw a Cooper S with 'MINI MUM' on its rear panel.

Those tags may not be quite as clever as the one on Paul Mele's highly modified red/black E30 – which quite appropriately reads '318ISN'T' – but I think they strike the right chord.



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BMW Turbocharged Engine Intake Valves Before and After Pictures to Demonstrate the Benefits of a Walnut Shell Blasting. This Vehicle burned 93 Octane, Top Tier Fuels, and only had 60k Miles on the Odometer. Good Fuel and Additives are not enough anymore.



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CLUB RACING REPORT

BY PAUL HOECKE

Curtis, Pippy Win at Summit Point; BWR 4th at Road America

Well, fellow club racing fans, we're happy to report that, summer doldrums notwithstanding, the Tarheel Chapter banner flew at a couple of BMW CCA Club Racing (CR) events in July. The local contingent at these events wasn't big, but the few diehards who did show up acquitted themselves in fine fashion.

The second weekend in July, Dennis Pippy faced an uphill battle in the annual Pittsburgh International Race Complex (PIRC) race. Not only was he the lone Tarheel representative, but he had to contend with a newly-expanded (hence unfamiliar) circuit as well as eight IP class rivals, including a couple of big IP guns. But he hung in there through three sprint races, finishing as high as 3rd in class.

Two weeks later, Pippy joined April Curtis (DM) and Sanjeev Duggal (CM) plus thirty other club racers at Summit Point. This was another three-sprint event, and our three hot shoes put on a fine show. Pippy finished third in IP in the first race but went on to win the next two, one of them overall. Curtis posted three class victories in a row; and Duggal finished second in CM twice before dropping out with a DNF four laps into the third race.

On the other hand, August went by without anyone from our local racing crowd taking part in any of the four events on the CR schedule. That was mostly understandable; as we noted in our last report, three of the races ran at tracks scattered far and wide across North America. However, even the race at NJMP which isn't all that far from our home ground was entirely a North Atlantic Region affair. Go figure.

Still, the season is not quite over. As we file

this report, it appears that two CR events this month, at Road Atlanta and NJMP, could see local racers return to the action. We can't say for sure because both races are taking place well after our filing deadline for this report. However, there are signs our racing crowd is taking notice; the roster for the Road Atlanta race (which is underway as you read this) listed at least one local driver, Curtis, among the entrants. With all the class victories April has racked up to date, this is a hint that she is once again a contender for a championship in DM, at the regional if not national level.

As for the Oktoberfest race at NJMP, we have so far not seen any local registrants listed; but with more than two weeks to go, there's still time to sign up. It is, after all, the big national club event. Besides, for any local hot shoes looking for more points toward a class crown, it's the next-to-last chance to do so. After that, all of the CR action is on the Left Coast – until December, when our chapter hosts the CR season finale at Roebling Road. So stay tuned.

Meanwhile, several local racers have also been in action with NASA. Four of them – Colin Fabeny, Dave Herrington, Paul Patrick and Al 'the Rev' Taylor – showed up at VIR in July to battle some thirty Spec E30 rivals in the Mid-Atlantic Region's 'Unkefer Dash' (named in memory of popular HPDE instructor Dan Unkefer). All four finished in mid-pack in the event's first race; and two, Patrick and Taylor, stuck it out for the second race, with somewhat similar results.

The Region skipped August, but this month will see their Eastern Championship event take place at VIR as well. Yet another VIR race, 'OktoberFast', is set for next month, to be followed

by the region's season closer at Summit Point in November.

The Southeast Region, on the other hand, stayed busy in August, hosting their 'Hotlanta Challenge'; and predictably, the popular Braselton track drew a few Tarheel drivers to the event. But since it happened past our filing deadline, all we can tell you now is that Phil Franz was one of the GTS3 entries – along with Herrington who also raced in GTS3 but brought a Porsche (!) instead of a BMW – and that Jon 'the Jet' Kozlow chose to instruct Time Trials competitors instead of taking part in TTD as he usually does. This month, the Region is staging their 'Savannah Sizzler' race at Roebing Road. The rest of the region's schedule lists Daytona and VIR in October, and the season finale at Road Atlanta in December.

On the pro racing front, BimmerWorld Racing (BWR) continued to battle the ups and downs that have kept team owner/driver James Clay and his troops on edge for much of the 2015 IMSA CTSCC season. The reason: Along with the evident advantage smaller, lighter cars have in the Street

Tuner (ST) class – something Clay finds frustrating but intends to address with Series organizers – Team BWR's F30 turbo racecars have had problems dealing with high summer temperatures.

That's what happened in Round 5 at Mosport, in early July, when unexpectedly hot weather (in Canada!) prevented the Team from getting anywhere near a podium finish. The only real bright spot in that race was Andrie Hartanto's performance, which Clay characterized as a "breakout drive." Having qualified second in the No.81 car, Hartanto started clean, forged ahead, and was leading ST when he handed the wheel to partner Tyler Cooke. However, it appears that "rising ambient temperatures" during the rest of the race killed the duo's chances for a podium, as Cooke only managed to finish tenth.

The same thing happened to Clay and co-driver Jason Briedis in the No.84 BMW. Briedis qualified 10th and moved up during his stint, but Clay's run was bedeviled by the same bugaboo as Cooke's; the best he could do at the end was 13th place. Clay's comment was: "Our cars clearly have



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the speed, but on a hotter track with high intake temps, especially when we get back in the pack, we are still hurting a little with heat-soaked turbo motors.” (Clay may take some solace from the fact that the two ST Caymans of BWR’s ‘other’ race team, Next Level, didn’t do much better. The duo of Greg Liefoghe and Eric Zimmermann took the checker in 9th place, ahead of Cooke; but Seth Thomas, with Dan Rogers as opening driver, only managed to finish in 23rd place.)

However, Round 6 at Lime Rock, two weeks later, was a pleasant surprise. Having done some hard work to improve cooling under the hood and aided by cooler weather, the team pulled off two Top Ten finishes. With Briedis qualifying fifth, Clay hung in to take the checker in sixth place; while Hartanto and Cooke started and finished ninth. In Clay’s estimation, these results were something to cheer about, given Lime Rock’s “tiny” 1.7-mile course and the edge this gave to less weighty cars. “When one of the small cars clears the field by over half a second yet again, we know we won’t be at the top,” he said later, adding: “But our BMW F30s ran strong, and I am looking for big things over the next couple of rounds at longer,

flowing race tracks.”

Clay’s expectations proved correct early last month when Round 7 ran at Road America, as the four-mile circuit proved to be BWR’s cup of tea. (Please note it was NOT Road Atlanta as we previously said – a goof that we can only blame on writer’s red mist). Things didn’t start on a positive note, as weather intervened once again, except this time it wasn’t heat, it was rain! It caused qualifying to be cancelled and starting positions to be determined by point standings, which put Briedis 12th and Hartanto 13th on the grid. But Hartanto charged ahead during his stint, enabling Cooke to close on the frontrunners and finish fourth, behind two Hondas and a Cayman. Unfortunately, the race didn’t turn out as happily for the No.84 team. Briedis started well, and so did Clay after he took over. But their run ended after Lap 31, for reasons unknown to us at this point.

We can’t speak to the results of Round 8 at VIR because the race took place late last month, weeks after we had to file this report, so those of you who were there are way ahead of us on that score. But rest assured; we’ll catch up with all that in our next report.

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ON THE COVER:

ship to check on the breakfast and to make sure the folks from Paramount Pictures were taken care of. I needn't have worried.

Thanks to Roland Lewis, the Leith folks always take great care of us. Breakfast sandwiches, pastry, OJ and coffee. What's not to love? The studio people arrived with cameras and goodies in hand to promote the new MI movie. Equipped with new water pistols and other memorabilia, action shots with our Bavarians ensued. In return, we also got tickets to a pre-release showing. Sweet!

We had 25 folks join us on the ride. Liz Bradley had her E30 to get "senior Bimmer" status, circa 1984. A grand 1971 R75/5 garnered longest service vehicle on the run. I have to admit that I think BMW engines of all types have great character, and much like the old inline 6's, the stately Air Heads sound great.

We roared out of the dealership and immediately ran into ... traffic. Separated into 3 groups, most did fine ... but one team blew a turn and got to see an extra-long version of the blitz around tobacco and corn fields. Thanks to the marvels of GPS and cell phones, our intrepid Lost Souls eventually found their way to our first stop, the Governor Aycock Farm. By this time, of course, the gang was hungry and so we broke out the picnic baskets. A veritable feast broke out with lots of swapping of eats taking place. By the time the brownie and watermelon course ended, some were ready for a nap. No time for that however: there was a historic farm tour to experience.

I suspect the docent at the site, who was terrific, gets 3-5 people a day on the weekends ...

so a group of 25 was a treat. She did a great job, taking us through vintage farm buildings and telling the meaningful stories of the State's evolving history with both agriculture and education. After a time, however, the steadily rising temps and humidity found many ready to swap a 19th century farm for the charm of 21st century A/C. So let it be said, so let it be done.

Pushing out of Wayne County we ultimately grabbed NC-581 for a brisk run to the metropolis of Bailey. Beyond having a Piggly Wiggly (seriously), the town is the home of the Country Doctor Museum. They were equally excited to have a large gaggle of guests and even, with a thunderstorm threatening, suggested we park the bikes under the picnic enclosure. Sweet!

And then we were back to the 19th century. Bone saws, leeches and an array of medical / torture devices were on display. It was great! Learned how an apothecary would roll pills and how a dentist used what looked like a barber chair to take care of oral issues. Also discovered that they have a garage of Country Doc vehicles including a brace of Model T Fords. This is such a cool place ... hiding in plain sight just waiting to be discovered. Awesome.

All too soon, it was time for us to make our way for home. Far from Mission Impossible, we had a terrific time visiting some great locations ... eating some fantastic food ... enjoying the company of other BMW'ers ... and carving up some delightful winding roads. Das ist gut, Ja?. **-Robert McIsaac**



SAY WHAT..._____

Send your questions and/or comments for "Say What..." to Footnotes via email at footnotes@carolina.rr.com.

No Say What... this month!

**BMW Car Club
of America
Tarheel Chapter**



CHANGE OF ADDRESS INFORMATION

DENIS KINGBERG, MEMBERSHIP CHAIR

Please send your requests for address changes directly to the National Office at the address below. The local chapters have to receive this information from them and cannot change this info themselves. Please send a note with your proper info to the National office at:

Roundel, BMW CCA, Inc.
Address Changes
640 South Main Street, Suite 210
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or at WWW.BMWCCA.org

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LOCAL SCENE

ASHEVILLE AREA DINNER

Date: **Last Tuesday each month**
Time: 6:30 pm

Where: Haus Heidelberg German Restaurant
www.hausheidelberg.com
630 Greenville Highway
Hendersonville, N.C. 28792

(282) 693-8227

All BMW marques are welcome (cars, motorcycles, Mini, Rolls, etc.).

Contact Chris Joyner at mrbbimmer@reagan.com for more information.

CAPE FEAR AREA

Date: **3rd Wednesday each month**
Time: 6:30 pm

Where: Panera Bread Company,
3506 Oleander
(in front of Independence Mall)
Wilmington, NC

For dinner information, call Alan Greene at H (910) 228-5037, C (910) 512-5652 in Leland, email: cagreene48@gmail.com - Please RSVP by 3rd Monday for headcount.

CHARLOTTE AREA I DINNER

Date: **3rd Thursday each month**
Time: 7 p.m.

Where: Waldhorn Restaurant
12101 Lancaster Hwy (Old Hwy 521)
Pineville, NC
(Located near Carolina Place Mall)
(704) 540-7047

We're still hanging out at the Waldhorn Restaurant on the third Thursday of each month. Contact Chris Webber at H: (704) 523-9118 C: 704-906-8876 or e-mail at christopher.b.webber@gmail.com to RSVP. Please join us (great German food and beer). See you there!

CHARLOTTE AREA II

Date: **4th Thursday each month**
Time: 7 p.m.

Where: Union Street Bistro
Downtown Concord

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Please email Andy Barbee for more information at andybmwcca@carolina.rr.com or call (704) 701-2294.

DOWNEAST AREA (Greenville, Wilson Rocky Mt)

No information available at this time.

HURRICANE REGION AREA (New Bern, Jacksonville, Morehead City)

No information available at this time.

NORTHERN MOUNTAIN AREA DINNER

Contact Abby Jane Carpenter for more information. carpentergreer@yahoo.com

ROANOKE AREA

Date: **2nd Tuesday each month**
Time: 7:00 pm

Where: Pizza Pasta Pit
1713 Riverview Dr

Near corner of Electric Road & Apperson Dr.
(540) 387-2885.

Announcements via BMW CCA Meet-Up Group - Roanoke.

SANDHILLS AREA

Date: **(4th Wednesday each month)**
Time: 6:30 p.m.

Where: Luigi's Restaurant
(www.luigisnc.com)
528 North McPherson Church Road
Fayetteville, NC 28303

Please come out and join us. Please contact Thomas Hart for more information at tvth996@me.com

TRIAD AREA WEST DINNER (Winston-Salem)

Date: **2nd Tuesday each month**

Time: 6:00 p.m. Drinks, 7:00 p.m. Dinner
Where: Cities Grill and Bar - (336) 765-9027
2438 S. Stratford Rd.
Winston-Salem, NC 27103

Please contact Mark Woolley for more information at woolleym3@aol.com.

<http://www.tarheelbmwcca.org>

TRIAD AREA EAST DINNER (Greensboro)

Date: **3rd Wednesday each month**
Time: 7:00 p.m.
Where: Pie Works
1941 New Garden Rd
Greensboro, NC
(336) 282-9003

TRIANGLE AREA DINNER (RALEIGH)

Date: **3rd Tuesday each month**
Time: 6:30 pm
Where: California Pizza Kitchen
Triangle Town Center
5959 Triangle Town Road, #2121
Raleigh, NC 27616
Main Entrance, by Barnes & Noble
(919) 792-0333

Directions: Triangle Town Center on the north side of Raleigh, at the intersection of I-540 and US-1

Please contact Gareth Holl for more information at hollsome@gmail.com

TRIANGLE AREA DINNER (CHAPELL HILL)

Date: **1st Wednesday each month**
Time: 6:00 pm Cruise in, 7:00 pm Dinner
Where: Bailey's Pub & Grill
1722 N Fordham Blvd
Chapel Hill, NC

Please contact Charles Alford for more information at THECAPN.bmwcca@gmail.com

Tarheel BMW Corral at "Cars N' Coffee" Charlotte. (Look for Tarheel BMW CCA flag)

Date: First Saturday each month
Time: 8 am – 11:00am
Place: NC Music Factory

For more info, see <https://www.facebook.com/CarsAndCoffeeCaryNc>

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SUCH A DEAL

Footnotes classified ads are free to members in good standing of the BMW CCA. Nonmembers can also place advertisements here for \$5.00 per month (see inside front cover). Please enclose all necessary information with your advertisement. Unless you tell us otherwise, your ad will appear here for three (3) consecutive issues. Classified advertisements can be emailed to the Editor's attention at footnotes@carolina.rr.com.

BMW CARS FOR SALE:

1998 Z3 M Roadster 101,xxx miles Green with Black Interior, 5-speed, Always Garaged, Brand New Bridgestone Potenza S-04 Pole Position tires, New Clutch, New Bilstein Sport Shocks and H&R Sport Springs, New Zimmerman Front Cross-Drilled Rotors, New Front Speakers – Asking \$11,500, call Andy (704) 701-2294 or email – andybmwcca@carolina.rr.com

2011 M3 hardtop Convertible (E93) V8, 414 hp
Has HENDRICK Autoguard Platinum BMW warranty until 12/2018 or 78,975 miles
40,748 miles
6 speed Manual
Alpine White w/ Fox Red Novillo leather
Immaculate
Dealer serviced & maintained
Lady driven
Garage kept always

Has been weekend only car not daily driver
Convenience Pkg., Premium Pkg. 2, Navigation, heated seats, windscreen,
Please call 704-460-5444

2011 Z4 Convertible, 6 speed manual, heated seats. M package, 33k miles, great condition, space grey with black interior, 6 cylinder-last of normally aspirated. Priced to sell at \$31,500. Asheville NC. Call 828.734.1535 or email smfc@att.net.

BMW PARTS FOR SALE:

2005 MINI Cooper S Engine R53 Supercharged engine with ALTA cold air and throttle body, catalytic converter with headers, 43,000 miles; was removed from wrecked MINI Cooper that had rear end damage; selling AS IS; no shipping, must be picked up in Shelby NC; \$1800; Please contact Ron Ivester at 704-734-7745

4 E-34 BMW 535 Honeycomb mag wheels FREE!!! Very Good condition/with hub caps. You pay shipping cost or pickup at my home in Goldsboro, NC. E-mail John at Johnthesilverfox@aol.com.

New E46 M3 factory 18" front wheel & tire Bought as a spare. Never used. \$300. Contact: jcole@scana.com

MISCELLANEOUS:

Preserving the CCA history

The Club Archive is looking for Oktoberfest or Chapter events trophies, shirts, pins, posters, wine glasses, dash plaques, grill badges, programs, or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Michael: (864)250-0022; mmitchell@roundel.org. (SC)

Tarheel Chapter BMW CCA

Email List Join us online: The "list" provides a casual, online forum for chapter members to discuss BMW's and BMW CCA events and related topics of interest to local members. Basically it's a sort of electronic discussion board, almost anything is free game, as long as it has some connection to BMW's (no matter how remote the connection might be).

To join the list surf on out to: <http://www.topica.com/lists/tarheelbmw/> Info on how to subscribe or unsubscribe can be found on this page. If you want a shortcut to subscribe- simply send an email to tarheelbmw-subscribe@topica.com. (make sure you send the email from the email address that you want to receive the list messages!!)

THE 02 GROUP A special interest group for 2002 owners in NC. For more information about the group and how to join, check out our website: www.the02group.org



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END GAME

Photo by BMW Group



Four wins in the latest International Engine of the Year Awards plainly demonstrate the BMW Group's engine-building prowess. The drive unit in the BMW i8 earned two class wins as well as being declared overall winner, with a further class win being garnered by the engine of the BMW M3 and BMW M4 (shown above).

The Z-Series Car Club of America (ZSCCA) is a national special interest group of BMW-CCA dedicated to the enjoyment of all Z-Series BMW's. Several local groups are active in VA and NC. Find us on Facebook, or at zscqa.org



***Footnotes* classifieds...**

Ads are free to members in good standing of the BMW CCA. Non-members can also place advertisements here for \$5.00 per month. Please enclose all necessary information with your advertisement.

Unless you tell us otherwise, your ad will appear here for three (3) consecutive issues.

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<http://www.tarheelbmwcca.org>
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CALENDAR

SEPTEMBER 2015						
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 2	Triangle Area Dinner (Chapel Hill)
September 5	Cars N' Coffee - Charlotte
September 8	Roanoke Area Dinner
	Triad Area West Dinner
September 15	Triangle Area Dinner (Raleigh)
September 16	Cape Fear Dinner
	Triad Area East Dinner
September 17	Charlotte Area I Dinner
September 23	Sandhills Area Dinner
September 24	Charlotte Area II Dinner
September 25-27	Tarheel Corral at Charlotte Autofair
September 29	Asheville Area Dinner

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