

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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Photo by Tom Tice

TARHEEL CHAPTER BMW CCA

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To begin getting the Tarheel BMW List, send an e-mail to tarheelbmw-subscribe@topica.com (make sure you send the email from the email address that you want to receive the list messages), or contact list administrator Frank Massaro at fmarch@mindspring.com for assistance.

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ON THE COVER:



ChumpCar Racing: The No. 210 Bad Brain Racing BMW entry for Chumpcar 14 hour Race at Charlotte Motor Speedway held July 30th on the CMS 2.25 mile Roval (Roadcourse + Oval).

Bad Brains Racing team is made up of Tarheel Chapter drivers Tom Tice, Jay Golding, Rich Abraham and John Gardner and pit crew members Christopher Tice and Jonathan Petrinitz.

Check out the Paul's Club Racing Report on page 6 of this issue for full coverage of what Bad Brains Racing has been up to! **-ed.**

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **66** new and returning members and associate members. This brings our total chapter membership to **2,809!** 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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PAUL HOECKE *Notes from the road*
Vive La Difference

You may be familiar with the American poet Ogden Nash; or you can no doubt look him up in Wikipedia. Either way, you'll know that he was not your run-of-the-mill verse engineer. He was, well, different – mainly because his works were usually short, often about various critters, and always very funny.

Oh, and he also liked plays on words.

Being unconventional didn't hurt his popularity as a poet any; nor did it inhibit his output. In fact, he turned out literally hundreds of those pithy verses, including one that I consider my all-time favorite. It's about the duckbilled platypus, an egg-laying mammal (yes, you read that right) found only in Australia and Tasmania. Here's how it goes:

I like the Duckbilled Platypus
Because it is anomalous.

I like the way it raises its family,
Partly birdly, partly mammaly.

I like its independent attitude.
Let no one call it a duckbilled platitude.

Now, this being a car club publication, you may legitimately ask what in all of Creation this has to do with automobiles. As I see it, it's about uniqueness or, in this instance, the lack thereof in the overall look – the styling, if you will – of the vehicles we see all around us, on the road and in showrooms these days. But before I get into all that, allow me to explain how Nash's little six-liner came to be part of this article in the first place.

The blame for that falls, sort of, on the Tuesday Car Guys Breakfast Club I hang around with. In truth, 'club' is too formal, too pretentious a label for our gab sessions. We're just a bunch of current and former club members – usually four,

but the number varies – who get together every week over coffee and omelets to talk about car-related stuff. Being crusty veterans of the car scene, we're opinionated. We pontificate, we argue, we critique – and occasionally bemoan – trends we've observed in driving habits, vanity tags, information, propulsion systems and so forth.

So, as we were strolling toward our café one recent Tuesday, one of us (I think it was Phil) happened to remark on the monotonous rows of lookalike vehicles packing the parking lot around us. Compared to this mass of clones (he said), our cars are absolute anomalies. Now, admittedly, our group's motor pool does tend to stick out in any crowd; it variously includes a highly modified 318is in red/black trim; a couple of Z3 ragtops, one of them an M roadster (also modified); and an F-250 diesel done up in Blau-mit-Weiss livery with 'Metric Mechanic' plastered across its windshield. But Mark thought calling our vehicles anomalies didn't seem right. It wasn't like they were weird, only different-looking, he said, which prompted me to point out that these days, a car being an anomaly was actually good – proof that it's interesting and stands out in the crowd, and that its driver is probably a real car guy. And to drive my point home, I recited Nash's platypus poem.

Small wonder that most of our session that morning was devoted to why it's a Good Thing for a car to have a distinctive look; why most carmakers' output today looks like a bunch of carbon copies (at least to the casual eye); and why most people don't seem to give a hoot about that. We had a great time arguing about all that; we agreed that we prefer distinctive cars; but like with most debates of this type, we didn't come up with anything new. After all, these topics have been

around since some enterprising car nut first customized his Tin Lizzie. (I suspect our discussion would have been much louder had we been drinking beer instead of coffee, but the result would have been the same.)

Still, having said that, I believe such debates are and always will be part and parcel of what real car crazies are all about. It's what we do, whether we are fascinated by anything with an engine and four wheels, or are loyal fans of a particular marque such as BMWs. And so is looking for (or building) that special standout car. After all, it's what sets us apart from the driving public at large, which shops for transportation rather than the Joy of Driving, in a market that's becoming increasingly limited as far as shapes and styling go.

Whatever the forces are that have made it so – chassis or platforms shared by several models or, worse yet, different carmakers; technological or environmental demands; use of the same components such as taillights by several carmakers, etc. – they've conspired to shrink the range of available car shapes to just a few almost generic

The Editor's Desk...

Not sure if you have noticed, but all the calls for contributions to **Footnotes** has really paid off this year. Seems like every month I have more and more content to choose from.

I would especially like to call out the Raleigh Area and Robert McIsaac specifically. Robert has done a great job as the Area Coordinator up there and never fails to update us with stories and photos from their adventures - we very much appreciate it Robert!

You may have also noticed that the look of **Footnotes** has evolved over the past year. Most of which is due to the fact that the vast majority of our members are now reading our club rag online in PDF format.

In response to your feedback, we have attempted to keep the articles in reading order and to avoid "continued on page xx" which causes the reader to have to jump ahead in the PDF — which can be a pain.

While we are not all the way there yet, we continue to improve the readability based on your feedback — so keep the comments coming! *-ed.*



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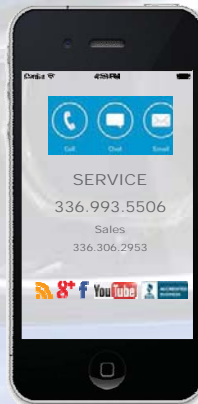


Car Care Tips

Times have changed. Just following the manufacturer's recommendations is not enough maintenance if you plan to keep your vehicle past its warranty period. A 10-15k Mile Oil Change is not optimal and will harm your engine in the long run. Don't just follow the dashboard indicator. Think about it.



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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silhouettes. Buying a vehicle has become a case of picking something from Column A or Column B. (I guess it's where advertising and incentives come into their own.)

There's the boxy, hulking, often obese shape of the SUV, crossover and minivan; the more aerodynamic silhouette of the medium-to-large sedan or coupe, but with hardly a difference between the rooflines of the lowliest Kia and the highest-end Aston Martin Lagonda; the cutesy contour of your basic eco-friendly 'green' runabout; and the ubiquitous pickup. That's it. (The outliers, such as the Fiat 500 and the Mini, merely emphasize the rule.) What's more, with few exceptions – such as the distinctive (though butt-ugly, in my opinion) BMW i3 and the gorgeous i8 – you need to get a real close look at grilles and trunk badges to distinguish between makes and models in a given category. (Okay, maybe it's not as bad for automotive cognoscenti, but I'm talking mainly about the general public here.)

This vast, grey automotive landscape would be utterly depressing for those of us who enjoy driving (and looking at) distinctive, maybe even reasonably unique cars (i.e. high-priced exotics excluded) were it not for one kind of car I haven't mentioned before – the sports car. Whether they are ragtops or hardtops, two-seaters or 2 + 2's, four-cylinder 160-hp turbos or fire-breathing 400-hp monsters, these sporty cars are the proverbial

silver lining, a relief from what would otherwise be an ocean of sameness. And somewhat surprisingly, their numbers and variety are growing.

Maybe it's rebellion against that sameness, a greater demand for fun cars; but whatever it is, it has increased the range of sportsters available to the driving enthusiast. Where one's choices used to be pretty much limited to Porsches, Miatas and classic (read old) British two-seaters, they now number at least a dozen, maybe more. They range from the absolutely scary Viper and traditional American iron such as the Mustang and Camaro to the likes of the Audi TT, the Boxster and of course the elegant BMW Z4.

There's even the resurrected Fiat 124 Spider, nicknamed the Fiata because it's actually a re-bodied and re-engined version of the MX-5 Miata. But heck, so what if automotive scribe Dan Neil calls the 124 a "Mazda with Italian chest hair pasted to it"; it's all to the good. The more choices, the better, I say.

As for Yours Truly, the BMW Z3 roadster is my choice. Its flowing shape, its 'hybrid' suspension (regular E36 in front but E36/5 Compact in the rear), its growly engine – oh, and its dashboard with that quaint analog clock, epitomize that independent attitude Ogden Nash's little poem talks about.

I'm confident no one would dare call the Z3 an automotive platitude.

TARHEEL CHAPTER 2016

Sep 30-

Oct 2 Tarheel & Toe Driver's School-VIR Full Course

Oct 1 * Highland SCC Autocross Day #6 Jerry Sutton Ctr. Franklin, NC

Oct 8-9 Claw of the Dragon Marion, VA

Oct 16 *Tire Rack Street Survival Salem, VA

Oct 21 Drive to Performance Center

Oct 22-23 BMW ///M Club Day Performance School

Dec 2 *VIR Holiday Laps for Charity Alton, VA

Dec 3-4 *Chump Car Double 7 - Chumpionship - VIR North Course

Dec 7, 8 BimmerWorld BMW CCA Club Race School - Roebing Road

Dec 9-11 BMW CCA Club Race - Roebing Road

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* Not a Tarheel BMW CCA sponsored event

BimmerWorld / BMW CCA Club Race School & BMW CCA Club Race at Roebling Road

There will be a BimmerWorld/BMW CCA Club Race School held at Roebling Road Raceway in Bloomingdale, GA. on December 8-9, 2016.

This highly structured school will be conducted in a non-contact environment and is limited to 30 participants. It will feature the program's largest and most experienced field of Pro racing drivers and professional instructors who are there to help you take the next step in your driving hobby.

The entry fee of \$500 includes a total of eight classroom instruction sessions and eight on track sessions - 4 each day Thursday and Friday. This event is intended to assist experienced drivers get a taste of what racing is all about.

It is open to drivers who have at least a B Level BMW CCA track experience and have driven solo in chapter schools or who are instructors.

Your vehicle need not be a BMW, nor have a roll cage, only the normal Driving School Safety Equipment is required for both your car and yourself. Any car that qualifies for an HPDE other than convertibles, is eligible.

Registration is on MotorsportReg and closes December 5th.. For additional information, contact Mike Hinkley at MHink00011@aol.com.

After the Club Race School on December 9-11, 2016 there will be a BMW CCA Club Race. This is a 3 day race weekend with 3 points races. There will be a Pig & Oyster roast Saturday evening hosted by VDCA. The fee for the race is \$350.00 and

Test/Tune is available on Thursday for \$150.00.

Registration is on MotorsportReg and closes Dec.6th. For additional information, contact Mike Hinkley at MHink00011@aol.com.

CLUB RACING REPORT

BY PAUL HOECKE

Local Racers Win at Atlanta; Chumpcar at CMS, VIR

Hello again, fellow club racing fans!

Seeing as how our homegrown racing crowd has been fairly active these past two months, there's a lot of ground to cover. We'll therefore try to avoid irrelevant digressions and stick to the facts – nothin' but the facts, Ma'am – this time.

First, there's an addendum – hell, call it what it is, a correction – to last month's report. Seems our story was wrong in saying that our chapter wasn't represented at the club race at NJMP in August. Turns out one guy, I-Sport racer Sean McKay, was there. (Okay, so he isn't from around here, but we count him as one of us because of the many times he has teamed up with Ray Korman.) The event comprised four races, an enduro and three sprints. Sean sat out the long race but then went on to pick up a class win in the first sprint, finishing eighth overall in a 36-car field. He also finished third in class in the next sprint, but for unknown reasons did not run in the final race.

Moving on to last month's action, our chapter was well represented at the Labor Day weekend club race at Road Atlanta. The 20-car field included five local hot shoes: D-Mod racer April Curtis, IP pilots Craig Lippe and Krista Williams, Rich Zulman in I-Sport, and Sri Haputantri in a supporting role. And most of them did pretty well in the first two races – the enduro, which Williams finished second overall and in class; and the first sprint, in which she chalked up a class win, while Curtis won DM in both. Lippe teamed up with Haputantri for the long race, finishing 6th; and took third place in IP in the sprint. But things didn't go as well in the Sunday sprint. Curtis finished an unaccustomed second in class; Williams managed only third place; and both Lippe and Haputantri

(the latter driving Zulman's I-Sport) ended up DNFs. Our guess is the heat finally took its toll.

Two other BMW CCA Club Racing (CR) events, at NJMP's Thunderbolt track and Watkins Glen, ran later that month, after we filed this report. But a scan of the entry rosters told us not to expect anyone from our neck of the woods to take part in either race.

Meanwhile though, about a dozen local club racers took some time off from CR and braved brutal July and August temperatures to compete – rather successfully at that – in a couple of ChumpCar races. It's a series we've previously covered only sporadically. So for those of you not that familiar with ChumpCar racing, here's a little background that you'll find helpful.

According to the ChumpCar website, it's "North America's home for real, affordable, competitive road racing...a throwback to the era when racing was fun and cheap; when Bondo beat carbon-fiber; when home-made engineering made everyone sit up and notice." The races run on well-known, legitimate road courses – absolutely no home-built dirt tracks – and range from 7-hour enduros all the way to 24-hour ordeals; i.e. they appear to be designed to eliminate all but the fittest.

What's more, the rules include a handicap system that has much more to do with past performance than anything car-related such as engine size: Namely, the better a team does in one race, the more 'lap penalties' it has to bear in subsequent races! (And you thought we were kidding about this race series being kinda Darwinian.)

Anyway, the last weekend in July saw Bad

Brains Racing (BBR), a team made up of Tarheel Chapter racers Rich Abraham, John Gardner, Jay Golding and Tom Tice (assisted by pit crewmen Christopher Tice and Jon Petrinitz) compete in a 14-hour race on Charlotte Motor Speedway's (CMS) 2.25-mile 'Roval' (infield road course plus oval). The starting field of 45 cars (at 9:00 a.m. Saturday) included some big V-8s whose drivers thought CMS would be their track, but they were wrong. The extreme heat took its toll on many entries, especially the V-8s, so that only seventeen cars (!) were still running when the checker flew at 11:00 a.m. Sunday. And one of them was No. 210, the 1993 E36 325 of Team BBR.

Not only did BBR survive this race, but notwithstanding a five-lap performance penalty, they won the whole ball of wax! As told by our roving reporter, their "consistently quick times, clean racing and flawless pit stops" rewarded them with both the overall win (by three laps) and the victory in C Class (2.49 to 4.0 liter displacement engines). We don't know how many gallons of liquids BBR's drivers consumed, but it must have

been a LOT.

Two weeks later, August 13-14, BBR was at it again, at Virginia International Raceway (VIR). This time it was a 24-hour race on VIR's full 3.27-mile course; and once again temps were at an all-time high day and night. No wonder that these grueling conditions whittled down the starting field of 75 cars to only about thirty when the race ended at noon Sunday. And as racer's luck would have it, one of the casualties was BBR. But they didn't go down without a fight.

The length of the race caused BBR to add two guest drivers, local hot shoe Bert Howerton and Virginia BMW driver David Martin, to its roster. A rule change mid-year had eliminated BBR's previous lap penalties, but their overall win at CMS socked the team with a 6-lap penalty, which forced them to start from the back of the pack. But BBR's drivers ran strong throughout the race (including Bert who drove only two early stints before taking over as race official and corner worker). They worked their way up to as high as third place and were only four laps off the even-



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tual winning car when, 21 hours into the race, the No. 210 BMW ate its flywheel, taking BBR out of contention. However, despite having to sit out the final three hours of the race, BBR was still credited with a finish in 19th place.

What's more, No Panic, another Tarheel Chapter-based team, managed to carry our chapter's banner to the finish. With drivers Mike Hinkley, Russ Kimbro, Steve Whitcomb and Reg Williams taking turns at the wheel, the team's No. 42 BMW, a 1984 E30, made an impressive run, finishing seventh overall. (Of course, now it's No Panic's turn to deal with one of those 'performance penalties'.)

Considering the wide range of marques competing in these ChumpCar races, the fine showing by BBR and No Panic proves that our guys know how to keep 'old' BMWs competitive. And you can bet your booties that we will continue to cover this racing series however and whenever we can.

Turning to the pro scene, we have finally sorted out how our favorite local pro team, BimmerWorld Racing (BWR) and its satellite Next Level European (NLE) made out at the big VIR race in late August. As anyone who was there will recall, the event started out fine but went to hell in a handbasket thirty minutes after the green flag when a thunderstorm blanketed the area. It caused a 52-minute red flag delay, followed by a restart under caution which saw a lot of off-course excursions. With field positions shuffled all over the place, most pitting strategies

out the window, and a power outage that forced officials to resort to 'manual' scoring, it was pretty miraculous that the final 23 laps ran clean and green. Under the circumstances, neither BWR nor NLE could escape unscathed.

First, BWR's Tyler Cooke qualified on the front row in the No.84 F30 but was sent to the back of the field because of a camber rule infraction. Jerry Kaufman qualified 19th in the No.81 BMW

but was also told to start from the rear. The NLE guys fared little better. The No.83 Cayman of Greg Liefoghe and Ari Belogh qualified 11th, but the No.38 Cayman driven by Seth Thomas and Dan Rogers failed to post a qualifying time and also had to start from the back. Both teams got off to a pretty good start and survived the worst of the post-storm "hockey rink" (Kaufman's words), but with pitting plans turned topsy turvy, the BWR guys had a tough time staying in contention.

When James Clay took over from Cooke, he was running seventh, but a penalty (for running over a fuel hose in the pits) dealt him a setback. He finished

13th. Meanwhile, Kaufman had managed to stay on track with only one off-course excursion and was running 12th when handed the wheel to co-driver Kyle Tilley (who reportedly loves racing in the wet). But the No.81 car developed a misfire, which held Tilley back so that he was only able to take the checker in 21st place. It was left to the NLE guys to provide a bit of cheer, as Liefoghe and Belogh made it to the podium with a second-place finish, with the other Cayman team of Thomas and Rogers finishing ninth.



July Raleigh Area Dinner

A warm and sticky NC summer evening didn't deter the Raleigh crowd from getting together for a great dinner on July 19 at the California Pizza Kitchen. Even with the summer vacation season in high gear, we had 19 members join in the fun of some tire kicking and story telling. Cold beverages were, of course, a must on this sultry summer night ... and once again, the chef didn't disappoint. Some of the team from Leith BMW came out to enjoy the fun and there's a commitment that some of the new cars could come out for the August event.

The i3 didn't make it this time due to some logistical challenges unrelated to the car! Next

time. I have to admit that I was a wee bit skeptical of this Bavarian offering when I first saw it. Then I drove it. The instant on nature of the power, rich in torque, made it an instant hit in my book. Definitely worth a test drive if you get a chance. Never bothered to tell the dealer that a friend of mine reported having a "tough time keeping up in the Boxster". Nice.

All too soon it was time to head for the barn. Good news, however ... we have another drive coming up in only 8 days! Grab those driving gloves and goggles and get ready to head for Stagville! **-Karen McIsaac**

Sunni Sky!

The cruise to National Ice Cream Day on July 17 was such a big hit that we decided to do it again as part of a "spontaneous" ... let's go have some fun ... run on Saturday the 23rd. Mother Nature certainly cooperated, offering up a typically NC summer afternoon. In other words, it was hot AND humid, making for the perfect day to test the capabilities of the E90 air conditioning. Good news is that it worked great. Less good news? The E36 along for the ride was working "less well" ... although the bag 'o ice on the floor was an impressive McGyver adaptation designed to enhance the creature comforts in the cabin on a day when the ambient temp hit 95 ... and the heat index bumped up to 106. Yikes!

The drive out to Angier, in Harnett County, was delightful. The corn is now high in the fields and on many of the meandering country roads it almost feels like you're driving

through a tunnel. Of course, at the end of the jaunt, we landed in downtown Angier which is known as the Crepe Myrtle capital of NC. It is on a sign as you enter town, so it must be true!

Sunny Sky's is on the north side of town and,

oh my, this doesn't disappoint. Rich and creamy flavors ... with 120 listed on a 2-sided menu. Red Raspberry is amazing and Key Lime seemed mighty fine; most interesting might have been Whisky ... or perhaps Irish Crème.

Extra good news? There are tables in the air conditioned store as well as nestled into the tree line under the shade of monster pines, perfect for slightly less toasty days.

All too soon it was time to saddle up and hit the road. Five Bimmers and 10 folks made the venture for sweets. Follow us on Facebook and Meetup to see if more spontaneous events

emerge! Drive safe and keep the greasy side down! **-Robert McIsaac**



Stage Left to Stagville!

July 30th dawned as the 9th day of an eight day heat-wave. It was already warm and sticky by 7am and the thermometer was moving north fast. Certainly gave pause to think about the plan to go visit a 19th century plantation home in Durham County. Since they hadn't invented electricity, much less A/C, by 1860, it seemed we might find ourselves feeling a bit "toasted" by noon. Fortunately, the clouds stayed thick and low, blocking out the sun, capping the temps in the mid-80's, with a decent breeze kicking up periodically. Time to roll!

One again, Dan Connor and the team at the Bimmer Performance Center in Raleigh hosted us in style. In addition to a 2002 "mobile" and an E46 on castors, they had copious amounts of coffee and donuts to get us braced for our adventure. We also had plenty of time to kick (other people's) tires and see the cool gear that allows BPC to work their magic. Special tune and some special "industrial magic" while plugged into the dyno? The inner child in all of us jumps at the thought.

All too soon it was time for our drivers meeting and to "saddle up" the BMW's. We had a great combination turnout which included 20 people, 10 Bimmers and 2 Beemers ... with a broad mix of BMWCCA and BMWMOA members. Also had a great mix of generations and vehicles, from a gorgeous 850 to a sweet 135is to a beautiful 235M to an R-1200RT. The K-1600 always sounds special

and it is somewhat amazing to consider that this Beemer has the same size engine as what was in the 1601 "Neue Klasse" Bimmers of legend. Same size engine ... twice as much power. Wow! In any case, something for everyone, all with a Roundel ready to be spooled up.

Heading north and west from Raleigh we quickly got ourselves onto the winding byways of Wake and Durham counties. With a target of arriving at Stagville in time to take the 11am guided tour, we needed to move with some urgency. Our trusty X3d (M) is perfect for these drives. Plenty of oomph when tipping into the oil burner, but mileage in the high 30's, represents a great combination. And the A/C? Brilliant.

With five minutes to spare we rolled back in time and down the long gravel driveway into Stagville. The NC Historic Sites folks organized a great tour with an honest to goodness history teacher as the guide! He certainly knew his stuff as he took us back to the time, just before the signing of the Declaration of Independence, when the first land was purchase for what would ultimately become a 30,000 acre plantation / farm. Very thoughtful time to hear about what life was like in the 1770's and how both the plantation owning and slave families coexisted in this space. After a preview "lecture" on the front porch to position us for the tour, we got to head into the house. Surprise, surprise! The house, when renovated in the 1980's, was fitted with central air! Good news for us since we were now ready for a leisurely tour of



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the home. Let's go slowly was our mantra!

Awesome place with great stories to be shared and absorbed. Nicely chilled, we next went on a tour of the property around the house, including the kitchen garden. Got squash???

With the tour complete, it was time to once again spin our Roundels and head off to lunch. A great drive south from Stagville allowed us to come into Briar Creek through the "back door". Nice roads, sweeping turns and minimal traffic made for a decidedly nice "blitz".

Right on schedule we arrived at the Carolina Ale house, which had a surprisingly good array of both food and beverages, including some outstanding local brews. Time to relax and re-

gale each other with stories of trips past ... and planned for the future. Some great information was shared on upcoming autocrosses in the area, as well as consensus that 2017 should include a weekend trip to Asheville to explore country roads and mountain passes. Also got agreement that a trip to the NC Aquarium would be a hoot, as would a trip to the NC Zoo in Asheboro. So many targets, so little time!

All too soon it was time to call it a day and head for home. A great time was had by all ... and, in case you were wondering, the fish tacos at the Ale House were amazing. Soon it will be time to grab Google Maps and start planning another outing! **-Robert McIsaac**

EuroEnvy Autowerks Receives BMW CCA Award

EuroEnvy AutoWerks of Concord is an independent service center operated by Tarheel member Tom Hendrickson. I met Tom and Shannon several years ago as they were just starting the business. It was

clear then that they were committed BMW enthusiasts who intended to use the business to support the club community, instead of simply exploiting it. Since then, EuroEnvy has been the generous host of many Tarheel and Special Interest Group (SIG) functions, and

have built a reputation for being fair, trustworthy and thorough. We are very fortunate to have this business in the Charlotte area.

I had almost forgotten about the nomination when I received an email from the program coordinator informing me that EuroEnvy was selected

as the single winner from the entire South Atlantic Region, and the only Tarheel Chapter winner this year.

On Friday evening July 22nd, I had the honor of presenting the award to Tom and his team in front of a small gathering of friends, family and customers, many of whom are BMW CCA members. We shared a champagne toast to celebrate and spent time swapping stories.

EuroEnvy Autowerks is located at 3324 Bogle Drive, Concord NC 28027. 704.788-3876. They offer full service for BMW, Mercedes, Volvo and most other European marques. I can't recommend them enough.

Nominations for 2016 are ongoing, so lets take advantage of the program to nominate deserving Tarheel members and businesses. You can find the procedure and forms at: bmwcca.org/recognition-program. **-Eric Peck**

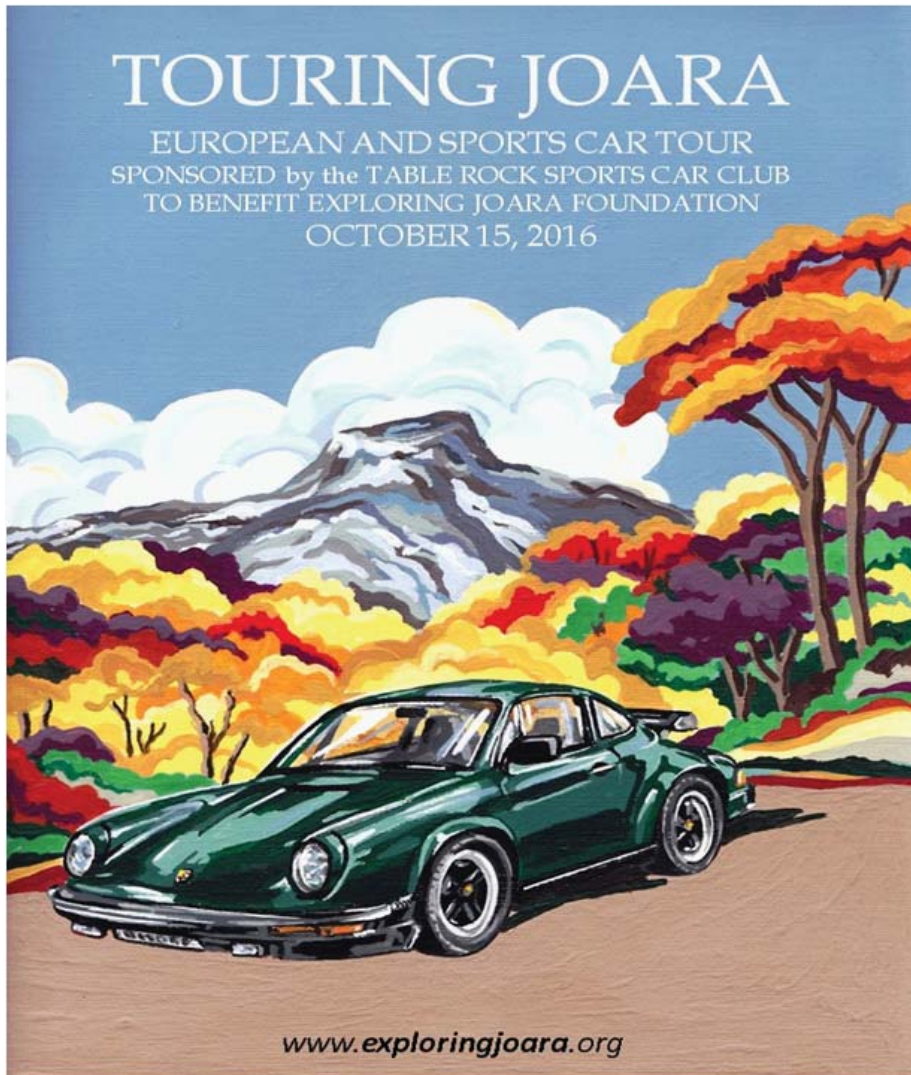


Touring Joara Weekend Event

A few of us are planning on getting together at Fonta Flora Brewery 317 N Green St, Morganton, NC 28655 on Friday evening October 14. Feel free to stop by for dinner or drinks. Touring Joara will kick off first thing Saturday morning at Catawba Meadows Park in Morganton.

If you wish to stay overnight in the Morganton area, call the Hampton Inn Morganton 115 Bush Drive, Morganton, North Carolina, 28655, phone 828-432-2000 for reservations. For more details, contact Craig Root at 828-333-2533 or email him at craiger5@bellsouth.net

The Tour is limited to the first 100 registrants, so please register soon at www.ExploringJoara.org



Raleigh Area Breakfast Meetup

On Sunday, August 21, we were greeted by another sunny but steamy day in Raleigh as a backdrop for our latest breakfast meeting. Arriving at the gate just before the Farmers Market opened, we were greeted by a large group of BMW owners and the enticing aroma of freshly cooked bacon. How could it get better than this! To be fair, no doubt influence by the tropical temps, even the Beemer riders arrived in Bimmers today ... but that's all good. The key events are the story sharing and the eating.

By the time we got everything parked, we had a grand total of 10 vehicles and 18 people. One of the "Bimmers" looked surprisingly like a Porsche, but no matter ... the "lick and stick" roundels work magic on the freshly waxed SAV. If you squint a bit, it looks a little like an X2.5.

Once inside, the staff treated us to their usual great service and fluffy biscuits. It's a taste of the Old North State that everyone can love, especially while the eggs are being cracked and the hash browns are being made crispy. The bottomless cups of coffee helped to wash away the early morning cobwebs too. And then the stories turned to planned trips to Alaska to explore the great outdoors ... and New York to fetch a prized vehicle ... and to Munich for a Euro-delivery extravaganza surrounding Oktoberfest. No shortage of places to go, people to meet and

adventures to be had.

Once the meal was over, the party moved outside for some tire kickin' and car explorin'. For excitement, the guys with tin-top convertibles showed off the speed and complexity of operation ... while the canvas top boys extolled the virtue of going "old school", even if those pesky plastic windows in the back can be a bother at times! And there was a new member with a 335is, which offered a chance to ponder all the enhancements BMW chose to grace on these special vehicles. And we had "test sits" behind the controls of an

M4. That bit never gets old. Lots of discussion of autocross adventures as well, with stories of old and new vehicles being pitched through the cones. Apparently one of the issues some have experienced with vintage British iron involved floorboards that choose to free themselves from the bonds of the balance of the chassis. We have it

on good authority that the excitement level of an MGB goes up significantly when the floor separates while at speed on an autocross loop! That may be the best rationale ever shared for while a 335 was needed. Immediately!

With the temps soaring, the crowd gradually moved under the shade trees to ponder next steps for a glorious Sunday morning. All too soon it was time to roll ... so we can get ready for VIR next Saturday. The Bimmer hits just keep on coming! -**Karen McIsaac**





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LOCAL SCENE

ASHEVILLE AREA DINNER

Date: **Last Tuesday each month**
Time: 6:30 pm
Where: TGI Fridays
115 Hendersonville Road
Asheville, NC 28803

(828) 277-4080

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: Gusto Grille
2013 Olde Regent Way
Leland, 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: Acropolis Cafe
Cornelius

Please email Bob Atkinson for more information

16 TARHEEL CHAPTER FOOTNOTES

at bobbmwcca@gmail.com or call (704) 906-4315.

DOWNEAST AREA (Greenville, Wilson Rocky Mt)

Position Open
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 p.m.
Where: Pizza Pasta Pit
1713 Riverview Dr.
Salem, VA 24153

Near corner of Electric Road and Apperson Drive.

Contact JoElla John jjohnmcoupe@aol.com or Scott Donaldson sdonaldson@moog.com for more information.

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.

TRIAD AREA EAST DINNER (Greensboro)

<http://www.tarheelbmwcca.org>

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 Robert McIsaac more information at
raleigh.bmwcca.activities@gmail.com

TRIANGLE AREA DINNER (CHAPEL HILL)

Date: **1st Wednesday each month**
Time: 7:00 p.m. Dinner
Where: Bailey's Pub & Grill
1722 N Fordham Blvd
Chapel Hill, NC 27514

Please contact Jeff Krukin for more information at
jeff@jeffkrukin.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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BMW CARS FOR SALE:

1999 M3 coupe Silver with black interior. 197,000 miles. Runs perfectly. No body damage. Recent repairs/upgrades are mostly suspension: New battery, fuel tank vent valve, water cooled alternator, oxygen sensor x2, spark plugs x6, wheel speed sensor, & steering coupler. Replaced power steering pump & reservoir, steering rack, R/S springs E36 M3, S/B kit E36 M3, mono ball trailing arm & bushings, Bilstein Sport E36, right & left upper support, & Road-sport suspension kit. Also has 4 extra stock wheels with tires. There are many other parts that were replaced. A list is available to interested customer. Asking \$11,500 or OBO. 336-626-4535 (H) 336-653-5660 © rmead@triad.rr.com

2001 325ci Convertible 5 spd, 86k, all records since new, steel blue over gray leather, I bought from original owner in 2003. Front shock tower brace is only modification. Very good condition with the usual wear and tear (driver bolster seam, armrest wear, etc.) still looks and drives great. Includes extra Type 44 OEM wheel. Can send file of service chronology. I have never owned a

car this long it has been so enjoyable and reliable. \$5900 Blaise 919-818-0866, 2playmore@gmail.com

2001 325ci Convertible 5 spd, 86k, all records since new, steel blue over gray leather, I bought from original owner in 2003. Front shock tower brace is only modification. Very good condition with the usual wear and tear (driver bolster seam, armrest wear, etc.) – still looks and drives great. Includes extra Type 44 OEM wheel. Can send file of service chronology. I have never owned a car this long – it has been so enjoyable and reliable. \$5900 Blaise 919-818-0866, 2playmore@gmail.com

2004 Z4 2.5i Convertible Alpine White with gray top and black interior. 5 speed manual with 130k miles. This is an original car with no mods. Complete 120k service, new rear brakes, good tires – it needs nothing. Top is slightly faded but in very good shape. Minor spot on drivers door clearcoat is the only cosmetic issue. New BMW wind deflector and mats. I can provide Clean Carfax and pics. I've really enjoyed this car and it has zero problems but need garage space for track car. Vin 4USBT33594LR68850. \$8500 obo. robsell@outlook.com

2008 135i Coupe Monaco Blue With Savanna Beige Leather. Six speed manual, 134k miles, Great condition. Sport and Cold Weather Package, with Adaptive Xenons. Many upgrades including BMW style 343M 18" wheels, like new Michelin Pilots. BMW Performance carbon fiber rear spoiler, front aerodynamic kit with cold air kit installed, blackout front grills, BMW short shift kit, carbon fiber trim, 1M floor mats, with Cobb filter and tuner. Priced at \$13,800. Clear history and clean title in hand. Includes all stock parts. Email

Ben at: bferrell120@yahoo.com. VIN#: WBAUC73548VF23383

2012 MINI Cooper S British Racing Green / black, 84k miles, 6-sp manual, excellent condition, new Michelin Pilot Sport A/S 3s, Bilstein B12 shock/spring kit, Bentley shop manual, original owner. \$13,550. ebrwn879@aol.com

1992 E34 Touring Alpine white, blue interior, new wheels / tires. Rather special e34 Touring with many upgrades - S50 (e36 M3 motor), 5-speed conversion, recent kevlar clutch, light-weight flywheel, Rouge short shifter, lowered on custom adjustable coil-over suspension, recent front bushing (Powerflex)/track rod/thrust rod replacement and re-gearred limited slip diff - very capable and reliable car, a real sleeper. \$4,900 OBO. rblood@yahoo.com

BMW PARTS FOR SALE:

BMW OEM Style 96 Wheels Includes spare wheel, five wheels and four centers total. From an E46 Sedan. 8" x 17", 5-120mm bolt pattern. Good condition, Priced at \$450 Contact Ben at bferrell120@yahoo.com

E-46 Rear Tail Lights L&R, Red/Clear color combination. After market, new in box. \$ 50.00 for both. e-mail Kim at: kdavh1@yahoo.com

MISCELLANEOUS:

Set of 4 Toyo RA-1 tires Light use by HPDE instructor with 70% tread left and in excellent condition. Size: 275/35/R18. Price new was \$279.99 per tire for a total of \$1119. Retiring from HPDE and selling tires at tremendous savings.....\$95/tire (66% off original price) for a total of \$380. Contact Terry Montgomery....

<http://www.tarheelbmwcca.org>

tmontgomery213@gmail.com or call
at 704-806-7342

BMW Microfiche BMW Microfiche Machine with all films including Euro versions. 2 Gas Exhaust Analyzer. Both items free, hate to just throw them out. jposig@mindspring.com

Pyrotech 5 Point Racing Harness
3 Inch. Red. All hardware included. Date coded 11/15. Like new, used 1 weekend. Cost 160.00. Sale for \$120.00 obo.
Contact Kim at: kdavh1@yahoo.com

Pyrotech 5 Point Racing Harness
3 Inch. Red. All hardware included. Date coded 11/15. Like new, used 1 weekend. Cost 160.00. Sale for \$120.00 obo.
Contact Kim at: kdavh1@yahoo.com

Set of four carpet mats for E90 BMW this is for 3 series, 2005-2011. They are BMW original, unused, with tags still attached. Light gray. \$25.00. Jrispoli@nc.rr.com

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 Holland Hale



This one represents the iconic Motorsport striping the race cars ran in the 1970s.

This is the number 24 3.0 CSL. It was on display at The Vintage several years ago at Westbend Winery.

As far as I know this was the first type of BMW race car that displayed the M colors. In 1976 a similar car won the 24 hours of Daytona. That was the number 25 car.

Last year the current Rahal-Letterman-Lannigan race team painted one of their Z4 GTLM race cars in a replica scheme for the 2015 Sebring race and it still looks fantastic to this day. -Holland Hale

The Z-Series Car Club of America (ZSCCA) is a national special interest group of BMWCCA 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 zscca.org



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TARHEEL CHAPTER
BMW CCA, Inc.
www.tarheelbmwcca.org
PO Box 30203
Charlotte, NC 28230

CALENDAR

OCTOBER 2016

October 1	Cars N' Coffee, Charlotte
October 8-9	Claw of the Dragon
October 11	Roanoke Area Dinner
	Triad Area West Dinner
October 18	Triangle Area Dinner (Raleigh)
October 19	Cape Fear Dinner
	Triad Area East Dinner
October 20	Charlotte Area I Dinner
October 21	Drive to Performance Center
October 22-23	BMW ///M Club Day - Performance Center
October 27	Charlotte Area II Dinner
October 25	Asheville Area Dinner
October 26	Sandhills Area Dinner

BMW CCA Club Race - Roebling Road
December 9-11