

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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Photos courtesy of F&S Enterprises

TARHEEL CHAPTER BMW CCA

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ON THE COVER:



Fall HPDE at VIR: Our Fall HPDE, 30 September – 2 October, is behind us. This Co-Chief Instructor is one HAPPY person for the dazzling weather we had this event. OK, so the track was a bit damp Friday morning, but once it dried out, it stayed that way.

We had wonderful turnout for this school – both in student and instructor ranks. In looking at the evaluations in drivingevals.com, the comments and ratings were overwhelmingly favorable and enthusiastic. Here is what several students had to say:

The highlight of the weekend was Sunday morning and the exercises. Passing everywhere by a point (instead of leap-frog) was challenging and exciting.
(continued on page 5)

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **52** new and returning members and associate members. This brings our total chapter membership to **2,814!** 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*
When Engineers and Marketers Butt Heads

If there's one characteristic that most carmakers have in common, it's the eternal tug-of-war between the engineers and the marketing guys. Well, maybe it's not necessarily a tug-of-war; call it dissonance, where what make sense to the elves in design and manufacturing clashes with what the marketing gurus see as best for the company. But whatever you call this contest, it seems to always play out the same way.

No sooner do the elves come up with a promising concept – say, a new engine-chassis combination – than the head office geniuses start messing with it. It's usually an unequal contest; more often than not, the marketing types win because they always have a trump card – profitability, customer demand, whatever – which beats most comers. In the end, the score is usually Mad Men 1, Wrenches Zero. But its net effect is felt at the purchaser end. At best, it muddles the picture of what's available; at worst, it denies the customer some tasty tidbit of automotive technology. And it's been that way for a long time.

Like for instance, back in the 1960s, when Detroit decided to get into the 'compact' game, GM's so-called B-O-P divisions (i.e. Buick, Olds and Pontiac) came up with their respective versions of a 'small' car. If memory serves me, Buick had the Special, Olds the F-85, and Pontiac the Tempest. You could hardly call them truly compact cars; they weren't all that smaller and lighter than the barges coming off the other assembly lines, and they were pretty much the same mechanically – with one notable exception.

The Pontiac engineers had this misplaced idea that they would toss something new and different into the usual power train mix. Namely, they came up with a neat 3.8-liter SOHC in-line six which out-revved your average V-8 by a sub-

stantial margin and liked it. Stuffed under the hood of a Tempest and mated to a floor-mounted manual, it would make their 'compact' a real road burner. (I recall gear heads at the time talking about this newfangled beast with bated breath, actually daring to compare it with certain European makes.) But there was one catch: It ran counter to prevailing marketing strategy.

Back then, Detroit's universal creed was that cars with six-cylinder engines were downscale, intended for poor people. To keep up with the Joneses, you had to move up to a V-8. Ergo, this new motor was pure heresy. The upshot of this in-house conflict was that the SOHC Tempest got virtually no marketing support. Relegated to the darkest corner of the showroom, if that, it became a pariah known only to those few that really cared. No wonder its production ceased after only some ten thousand units, ostensibly due to – get this – Lack of Consumer Demand! (Duh!) Oh sure, the Tempest survived; with more conventional mills under the hood, it morphed into the LeMans. It also grew and grew, eventually becoming the big GTO (aka the Goat) so beloved by fans of big, honkin' V-8s. But you can't but wonder what might have been, had the SOHC version gotten the support it deserved.

Lucky for us, BMW engineers never had this problem, at least not to an extent visible to the enthusiast's naked eye. They've pretty much run the whole show since Year One, with marketing marching to their drum beat under the Ultimate Driving Machine banner. And they still do today, at least when it comes to machinery and technology, even as our favorite marque has gone mainstream big time and the range of its models has multiplied like, well – rabbits. But there are also signs that the marketing whiz kids are beginning

to demand their own place in the sun.

I am, of course, referring to the model numbers on the trunk lids of today's turbocharged BMWs – what Alan Greene called “virtual displacement nomenclature” in his September FOOTNOTES article. I don't know about you, but I have the worst time figuring out what's what without some serious help.

It's probably a sign of my age. Not, mind you, my mental capacity but the fact that I'd grown accustomed to the neat, logical way BMW had long been labeling their various models according to their series and engine displacement. Used to be, you knew a 325i was a fuel-injected, naturally-aspirated 3-Series with a (more or less) 2.5-liter six under the hood; a 540i was a Fiver with a four-liter V-8; and so forth. In that orderly kind of world, you could accept the odd outlier such as the 745i designation of a turbo 733i. In short, it was a sensible, even comforting state of affairs. More to my point, it was clearly a case of Munich designers, engineers and marketers working in unison off the same page.

The Editor's Desk...

Tarheel Chapter BMW CCA 2017 election season is upon us. The 2017 nominations for four of the eight elected Officers of the Tarheel Chapter CCA Board are now open.

The Officer positions up for nomination/election this cycle are: President, Secretary, Membership Chairman, and Activities Director. You will find in this issue the annual call for nominations for each of these positions on page 12.

As in previous years, the election ballot will be included in the January issue of **Footnotes** and you will also be able to vote (in January 2017) on the Chapter web site at tarheelbmwcca.org. The election results will be announced in February 2017.

The Board works year-round to ensure our Chapter provides the best possible experience for our members and your active participation is not only necessary but is an important part of keeping our Chapter strong. *-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
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Not so now, what with the numeric mystery stew bestowed on us today. This new labeling system has marketing's fingerprints all over it. (As I see it, the engineers would have done something like what Audi does – sticking a 'T for Turbo' after the A 4 label. But that would've been 'unoriginal, right?) So, how am I to know that a 228i is actually powered by a two-liter in-line four with a blower – without, that is, some serious, hands-on research? It causes my inner conspiracy theorist to suspect some kind of convoluted marketing strategy behind this labeling exercise – like ensuring that your average prospective new BMW buyer, lacking the first clue about those labels, would have to seek the help of the ever-present friendly dealership sales person, with all the selling opportunities which this implies.

Okay, maybe I'm also getting too convoluted here. More power to BMW if it helps broaden the marque's appeal. But as someone who rarely visits Authorized Dealerships, you'll have to forgive me if I remain corn-fused, as they used to say on Hee Haw. It's probably why I stick to older BMWs.

By way of a post-script: One area that has clearly been BMW marketers' exclusive purview for the past half-century is color schemes – or more precisely, the names given to the shades that have graced BMW sheet metal over the years. (Judging by the profusion of appellations used, I assume BMW marketers always got a lot of help

from fashion designers.) And that makes perfect sense; not having anything to do with machinery, colors are the icing on the cake, intended to appeal to the eye of the beholder.

What I find remarkable though is how so many of these labels refer to basically the same color. To put it in technical (though somewhat unscientific) terms, any color is a specific light frequency perceived by the human eye. But the human eye is no spectrometer; it's quite ambivalent about finer color differences. (You can trust me on that; my better half and I have had lots of debates about whether an object's hue has more blue or green in it.) The result is colors that are visibly the same but change names almost as often as one might change one's underwear (relatively speaking).

Sure, some shades are clearly different, like Atlantik Blau vs. Riviera Blau in the old days, or more recent ones like Boston Gruen vs. Reseda Gruen, and Imola Red vs. Melbourne Red. But what's the difference between Carbon Black, Cosmos Black, Jet Black, Sapphire Black and Schwarz II, pray tell? If you can tell the difference, your eyeballs are a whole lot better than mine.

I guess that's one area where the engineers have to defer to the Mad Men.



TARHEEL CHAPTER 2016

Nov 5	Art Class was Never Like This - Art Deco Cars 1930's and 40's - NCMA Raleigh NC	Robert McIsaac	Raleigh.BMWCCA.Activities@gmail.com
Dec 2	*VIR Holiday Laps for Charity Alton, VA		www.virnow
Dec 3-4	*Chump Car Double 7 - Chumpship - VIR North Course		www.chumpcar.com
Dec 7, 8	BimmerWorld BMW CCA Club Race School - Roebling Road	Mike Hinkley	MHink00011@aol.com
Dec 9-11	BMW CCA Club Race - Roebling Road	Mike Hinkley	MHink00011@aol.com

* Not a Tarheel BMW CCA sponsored event

ON THE COVER:

Driving the full course side-by-side on both edges of the track was extremely fun and educational. – Tamas (Group B)

“Overall a great weekend. Facilities, attention to schedule, safety, fun, inclusion of all students and quality of instructors were AGAIN terrific.”- Barbara (Group B)

“My instructor was very effective and motivational. He pushed me to succeed and I am very happy to have achieved my goal of upgrading to C group. I am anxious to return as I know I have much more to learn about my car, the track and my limitations.” – James (Group D)

Many thanks again to all our sponsors:

Crown BMW; VAC Motorsports; BimmerWorld; SRI Racing; Bimmer Performance Center; Carr Industries; Korman Autoworks; Sneed Speed Shop; and Carmine Imports. By the way, the beer garden on Saturday, after track closed, got solid kudos, Carmine Imports along with Dinan!

If you like the photos in this report, check out fanscenterprises.com for more! Go to the Galleries and select our event.

Planning for 2017 is underway, as I write this. Be sure to check the tarheelbmwcca.org website for more information. Enjoy the rest of 2016, and I look forward to seeing everyone next year! **-April Curtis, Co-Chief Instructor**



CLUB RACING REPORT

BY PAUL HOECKE

Davis, Pippy do the Glen; BWR Shows Muscle at Atlanta

Hey, club racing fans! The calendar says it's November, which means there are less than six weeks left until the 2016 BMW CCA Club Racing (CR) season grand finale at Roebling Road. In other words, you can bet your booties that most of our homegrown track warriors have already zeroed their attention on that mid-December event. In fact, early birds like Spec E36 pilots Phil Antoine and Mark Fishero have been signing up for it since late September. But then, there's been little cause for local racers to do otherwise these past couple of months – that is, unless they went looking for action at non-CR venues.

In September, the only CR event besides Road Atlanta (covered in last month's report) that managed to attract anyone from our neck of the woods was the race at Watkins Glen; and that saw only two local hot shoes, perennial IP contender Dennis Pippy and M3T racer Alan Davis, take part. A North American Challenge event, the four-race affair brought a large field to the track. It included four of Davis' class rivals, who gave him a run for his money. He won the first sprint, but didn't finish in the Joel Ajavon Memorial enduro and trailed the M3T pack in the other two races. But Pippy gave a good account of himself, capturing second place in three of the races (including a third overall in the Stan Parker Memorial sprint) and third place (7th overall) in the long race.

On the other hand, the CR schedule for October was a total blank, which may have offered club racers, including locals, a chance to really prep for this month's big race at COTA. (Okay, maybe Austin is a bit far to haul your car from NC, but we

have it on good authority that a few local drivers, including Antoine, were thinking of going there.) Be that as it may, the race ran after we filed this report, but we do know it was expected to be a biggie.

According to Lone Star Chapter's announcement, the 3-day event would feature four races – three sprints and an enduro – using the full 3.4-mile course; and their goal was to field at least 60 cars, with a cap of 75, which they expected to achieve by welcoming a wide range of racecars, including NASA GTS, Spec 944, Spec Boxster and Spec 966 machinery as well as CR-classified BMWs. So, if any local drivers made it there, you can be sure you'll read about it next month.

Meanwhile though the two 'local' NASA Regions, Mid-Atlantic and Southeast, kicked off a busy fall schedule in September, starting with a joint Eastern States Championship race at Watkins Glen. The event, on the weekend before the CR race, consisted of two qualifying races and the championship race; and at least two local racers (that we know of) – Jason Tower (Spec E46) and Carter Hunt (Spec E30) – ran in all three. Both advanced in the first two races and finished in the championship run, with Tower taking the checker third in class while Hunt finished in mid-pack.

After the Glen event, the Mid-Atlantic crowd was heading to VIR for their 'OktoberFast' race late last month, followed by their Fall Finale at Summit Point a couple of weeks from now. Earlier last month, the Southeast guys went to Road Atlanta for their annual 'Great Pumpkin Run'. But once again, we had to file this report before all

of these events took place, so if any local drivers took part in any of them, you'll read about it in our next report.

There's also little to report about the Chump-Car series. Since the two long races you read about last month, we know only of one event, a 14-hour race at Sebring in late September, and no local team, neither Bad Brains nor No Panic or Bob Breed's team, was there. But we suspect we – and you – will be hearing more about them and more of their feats by year's end.

On the pro racing front, BimmerWorld Racing (BWR) finished the 2016 IMSA Continental Tire SportsCar Challenge (ICTSC) series on a pretty upbeat note. Neither of BWR's entries – the No.84 328i driven by team owner James Clay and co-driver Tyler Cooke, or the No.81 of Jerry Kaufman and Kyle Tilley – made it anywhere near the podium in the series' last two races, at COTA in mid-September and Road Atlanta two weeks later. But both races showed that the team's cars and drivers had the cojones to run with the best ST has to offer.

COTA saw Cooke start on the ST pole, but a persistent misfire that developed during the pace lap kept him returning to the pits throughout the race. As a result, he completed only twelve laps during the entire race, and Clay never got to drive. The No. 81 duo had marginally better luck. Starting 14th, Kaufman had moved up a couple of spots when he pitted for the driver change. But as the car was up on stands, Kaufman kicked the car in gear, which socked the duo with a penalty that dropped Tilley way back when he went out. Undaunted by this mishap, Tilley drove carefully, conserving fuel and avoiding trouble on a "greasy track" that resulted in mayhem for other drivers, which rewarded him with a finish in 12th place.

The Road Atlanta finale saw Cooke charge from sixth place at the start, post a lap time just 0.060 off the fastest ST time in Lap 2, and take the lead in Lap 6. He held on to the front spot until Lap 35, when a full course yellow slowed everything down for several laps. Clay took over around the middle of the caution period and ran in the Top Five after the restart – until loss of oil pres-



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sure forced him to retire some 20 minutes before the end. (Bummer!) He and Cooke were credited with finishing 20th. Meanwhile, Kaufman ran 15th for most of his stint, conserving fuel; and Tilley did likewise – until fuel concerns slowed several other drivers, which allowed him to move up and take the checker in 12th place.

Although disappointed, Clay felt encouraged by the results. “We were certainly contenders,” he said later. “So I don’t mind finishing the season and putting [the cars] on the trailer in winning shape.” In fact, as things were winding down at the Braselton track, Clay and his troops were already heading to Daytona for testing in prepara-

VIR Field of Dreams

It was, by any reasonable measure, an epic day to go visit VIR on August 27th. True, the day dawned warm and “steamy”, but with a breeze in the air it felt more than tolerable. Plus, we were going to VIR ... so how bad could it be? To get things rolling, we met at the Bimmer Performance Center in North Raleigh as a staging area for those who wanted to travel together. With 5 cars and 9 people this made for a terrific group to zig-zag the country roads north and west out of RTP. Conga-line leader Pete Osta worked his navigational magic by showing us some great new roads that kept us away from the traffic and, where appropriate, on the coals, to work on a little bit of our inner-child-race car driver wannabe’s. The first traffic we hit was pulling into the VIR registration line!

Once on the property, we carefully worked our way up to the area designated for the BMW Corral, which by 10:30am was already filled with

tion for the 2017 season.

By way of a postscript: The two Caymans of BWR’s ‘sister’ team, Next Level European (NLE), finished 17th and 18th in ST at Road Atlanta. It was also the last race for Seth Thomas and Dan Rogers under the NLE banner. Having raced BMWs for BWR before switching to NLE, both drivers have been with Clay and the Dublin, VA crowd for a long time, which makes the parting bittersweet. As Rogers put it: “We’re saying goodbye to a lot of friends we’ve spent a lot of time with [but] we’re looking at some other things. We’ll see what happens.”

a cornucopia of Bavaria’s finest. It was an embarrassment of riches including Z4M’s, M4’s, M4’s, 335i’s, E30’s, a wide range of 5’ers and even an 850 on hand. Of course, there was exactly one M2 in mineral gray that was spotted “out in the wild” ... and the car in the flesh looks even more brilliant than the pictures suggest.



Once parked, we saddled up with our gear and headed out to find a good spot to watch the fun. Just in time, too, since the Lamborghini Cup racers had just been unleashed from the starting grid. I didn’t know that there were that many Lambo racers in all of North America ... and when they all come screaming down into

the ESS turns in front of you, an appropriate chill goes down your spine.

No time to waste, however, because there were both parade laps on the track in our cars to be taken ... and for a lucky few, “hot laps” in Bimmers brought up from the BMW Performance Driv-

ing School in SC. To make everything interesting, Sandy Osta volunteered to drive the parade laps with Debbie McKie, Karen McIsaac and Melissa McChargue providing “navigational assistance”. Not that Sandy needed any ... she’s got plenty of seat time making her 335i drop top “sing” on the streets. An epic time was reported by all as the Dream Team circled VIR at speed.

Meanwhile, another crew was being treated to taking the laps at a somewhat higher speed in the factory school M3’s brought up from Spartanburg. It was a little hard to tell how fast, based on how much we were being tossed around in the car ... but top speeds seemed to be somewhere between 130-140mph. The white M3’s with the red interiors looked fantastic while sitting still; when the wick was turned up, and the exhaust was

screaming, it was simply dreamy. A moment to be savored. As someone once said, if you’re not bruised from the seatbelts, you aren’t going fast enough! That could be a bumper sticker for sure!

Once again, the BMWCCA provided an excellent spread in the hospitality tent. Fried chicken, corn, fresh ice cream, etc., highlighted a proper feast as the track was transitioned back to the pros ... and Mother Nature. What had been a hot and sultry afternoon suddenly got very wet and very windy, making the hospitality tent seem a particularly good idea.

All too soon it was time to head home ... but for those at VIR for the events, there will be stories to be told (and videos to be watched) for some time to come! Simply brilliant all around.

-Robert McIsaac

Dateline; Regensburg, Germany

Are you into statistics? Endless lists of facts and figures? Data ad infinitum? Well, guess what these statistics represent:

Overall area	1.40 Million square metres
Workforce on plant premises	9,000
Apprentices	approx. 300
Products	BMW 1 Series, BMW 2 Series Gran Tourer, BMW 3 Series Sedan, BMW M3 Series Sedan, BMW 4 Series Convertible, BMW M4 Convertible, BMW X1

These figures relate to the BMW Factory in Regensburg, Germany. Regensburg is a city of around 150,000 in southeastern Germany, not far from the banks of the Danube River. The city is described by some as the best-preserved medieval city in Germany. I had the pleasure of spending some time in Regensburg on a recent trip to Europe.

After touring the iconic St. Peter’s Cathedral, shopping for wonderful German smoked paprika and lemon pepper, and wandering around the Zentrum (city center), I embarked on one of the most fascinating experiences of my European so-

urn: a tour of the BMW factory in Regensburg.

Let me interrupt myself right here, by saying: I’ve never been to a car factory. Ever. Anywhere.

For all I know, they all operate like the car factory I was about to visit.

The first part of the tour was the “press shop.” This is where robots stamp out and weld body panels and parts. Almost 3,000 robots work this part of manufacturing, and the occasional human can be seen handing parts off to the robots. Sheets of metal are delivered on conveyors, the robots pick them up, press them into the proper shape, and weld where needed. I have always been used to welding that takes seconds to perform and emits blinding light. These welds were nearly instantaneous, producing sharp spark

showers.

The motion of the robots was incredible – I felt as if I'd stepped into a sci-fi movie! At times, they almost seemed human in their movements.

One interesting factoid I learned was that the robots read an electronic chip installed on each vehicle being manufactured. The chip contains all information about how the car will be finished: destination market (UK needs right-hand drive, US needs left-hand drive); color; wheels; options; etc. One of my misconceptions about car factories was that the plant would roll 1,000 of the same model off the line, then roll 1,000 of a different model off. Not so in Regensburg. You might see an X1, followed by a 3 series, followed by a couple more X1's, followed by a few 4 series. This was computerized sophistication like I'd never seen it.

The second step in the factory was the "finishing shop." Prior to entering finishing, the body shells were dipped into an enormous bath to remove all possible traces of dirt. They were then brushed down with circular stack-brushes made of ostrich feathers. (Ostrich feathers are slightly oily, which helps further eliminate any possible dust on the body shells.)

A 4-step process ensued. Robots sprayed primer onto the body shells. Then the base coat was applied, inside and out, followed by a second coat. Finally, the robots applied clear-coat.

The next step in the sequence of manufacturing these fabulous cars was "assembly." In various stages, doors, trunk lids, hoods, suspension parts, engine, tranny, wheels, struts, shocks, and brakes were installed. Mostly humans worked assembly, including fixing the roundels to the hood and trunk lids. (I saw boxes and boxes of roundels stacked alongside the assembly line – it was all I could do not to pick up a little "souvenir.") And, fuel (petrol or diesel, according to the information chip) went into each vehicle. Workers would test-start each car. A multitude of inspections happened frequently along assembly. For convertibles, their last action was to install the retractable tops.

The cars move from one stage of manufactur-

ing to the next via platforms, sort of like elevators for cars, that raise the cars to overhead "tracks." I looked up and saw many levels of track overhead, with cars moving amongst them until they got to their next stop, where they rode the "elevator" down. Robots place the cars on the platforms and pluck them off again.

10% of the cars go to the test track. I detected a possible job opportunity at the factory as a test driver, but no one was interested in my credentials. Finally, cars are transported to a huge holding lot, ready to be shipped to the world, and maybe some to our own garages. The factory turns out 1,450 completed and tested and checked cars per day. It's a phenomenal experience to see the factory in action. If you're ever in Regensburg, you gotta do this!!

If you want to watch a video of the factory in action, check this YouTube piece:

<https://www.youtube.com/watch?v=v-n9pWHainU>

Oh, my next stop? Spartanburg, of course!
-April Curtis



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Tarheel Chapter Officer Election 2017 - Call for Nominations

It's that time of the year again fellow Tarheel members. Nominations for four of the eight elected Officers of the Tarheel Chapter CCA Board are now open. The Officer positions are: President, Secretary, Membership Chairman, and Activities Director.

In order to run for office, an individual must be a member of the Tarheel Chapter of BMW CCA for at least 6 months prior to the annual meeting, which is typically to take place during February 2017, and be willing and able to perform the duties of the office for which he/she is running. A chapter member in good standing must nominate each candidate.

Nominations must be submitted to the nominating committee via email at adstaley@wilkes.net or by snail mail to Tarheel BMW CCA Nominations, c/o Danny Staley, 496 Resthome Road , Wilkesboro, NC 29697 .

Each nomination must contain a confirmation of acceptance from the nominee, his/her membership number, and an email address or telephone number so that the nominating committee may get in touch with him/her. The member who nominates the candidate must also provide their membership number and contact information in case the committee has any questions.

After verification and acceptance by the nominating committee, each candidate should submit a statement for publication in the Footnotes of approximately 300 words. The schedule for the receipt of the statements and subsequent election is as follows. Nominations are due to committee no later than November 30, 2016. Candidate statements are due to Bob Blood, the Footnotes Editor (footnotes@carolina.rr.com), no later than December 15, 2016, for publication, with the ballots, on the web site and in the Footnotes January issue.

All ballots must be submitted no later than January 31, 2017. Details will be published in subsequent editions of Footnotes and on the website.

Danny Staley has graciously agreed to chair the nominating committee again this year.

*Want a printed copy
of Footnotes?*

*Log on to National
Website -
www.bmwcca.org
and update your pro-
file to US Mail.*

Oak Tree Grand Prix Weekend at VIR

The Oak Tree Grand Prix Weekend at VIR on August 27, 28 was a huge success!

We had over 200 people and over 100 cars in the corral. We had a great location again, Parade laps, hot laps and hot pit tours, good food and exciting raffle prizes from our generous supporters.

The Tarheel and National Capital Chapters would like to thank the following supporters for their contributions to our raffle:

BMW NA, BMW Performance Center, BMW CCA, BimmerWorld, Carmine Import Service, Crown BMW, Flow BMW, IMSA, Korman Autoworks, Michelin Tires, Motorsport Connections, Turner Motorsports and VIR.



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Drop Tops Unite

September 18 dawned as a warm and muggy day with dense fog nestled into every nook and cranny in The Triangle area. Not exactly the perfect day to embark on a breakfast run in a convertible but, fortunately, that did not slow that di-harders down! Good news too because as the day of our latest Bimmers, Beamers and Bacon breakfast progressed the sun burned most of the fog off and turned it into a delightfully pleasant morning. In other words, it was perfect for some tire kicking at the North Carolina state farmers market restaurant in Raleigh.

And, we had a great turnout! A grand total of eight cars and 13 people combined for a great meal and some terrific story-telling. The cars also represented a terrifically eclectic group of machines to get close to. In addition to a Z3M roadster that spends considerable time auto crossing, there were two beautiful 540s (outfitted with the gorgeous BMW V8), a stunning Silverstone M4, an

E36 "ragtop" and a pair of E46s. One was a black rag top (mine) with only 40k miles on the clock, the other a Phoenix yellow slick top coupe with barely 50K behind it.

The conversation covered a wide range of issues, including the relatively poor "air conditioning" which graces vintage BMWs, the virtues of doing a factory pick up in Spartanburg, plans for a potential trip to Germany next summer that could include a stop at Hockenheim for a tour (at speed) of the Formula-1 track, and our planned trip next month to Spartanburg for shopping, the car show and (for some) a chance at performance driving school time. Yahoo!

All too soon it was time to saddle up and get after the days other activities. Hard to think of a better way to start a Sunday morning then with breakfast shared with friends and BMWs of all configurations. **-Robert McIsaac**

The Skies Are Always Sunny in Angier

For our next big adventure, we decided that a sunny afternoon clearly required a venture out for ice cream. In truth, this was a pretty spontaneous undertaking that involved very little planning but some really nice country roads!

In any case, what better place to do that than the small town of Angier, home of the truly remarkable Sunni Skies Ice Cream parlor. Sequestered on highway 55, some might say in the middle of nowhere, is a great place to stop for amazing ice cream in a mind numbing variety of flavors. Recently, an



impromptu collection of the Bimmer and Beemer faithful gathered to make the venture to one of the old North State's hidden gems! On a day

characterized by twin 90s (which is to say, 90° and 90% humidity), an adventurous group of 14 made the journey. This included 12 cars and two motorcycles, with the vast majority of people just agreeing to meet at an appointed hour. By some miracle we all got to the same place essentially at the same time, which proved to be only

a slight "issue" for the remarkably capable and

competent staff. With so many flavors to choose from, some may have had a difficult time with the decision-making process. On the other hand, for me it was no contest at all: the only thing that is appropriate to put with blueberry ice cream happens to be red raspberry and the offerings here in both those flavors are simply stunning. The waffle cones are also pretty amazing.

After careful deliberation, Karen landed on vanilla.

Mother nature did her best to encourage us

to eat quickly, since the ice cream was no match for the outside temperatures as we lollygagged by the picnic tables enjoying the shade offered by the local pine trees. A few drips of ice cream managed to grace a few shirts, but it is far easier to get out than motor oil! No harm, no foul.

All too soon it was time to head off for other ventures. An ice cream break on a Sunday afternoon with good friends is hard to beat!. **-Robert McIsaac**



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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: 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: Union Street Bistro
Downtown Concord

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, & Roadsport 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

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. 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

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:

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

NC Antique License Plates For those with NC Antique (35 years or older) license plates: Vintage NC personalized license plates with a BMW theme:

1975: IMA-BMW (Note-DMV stamped year "77" but painted "75")

1978: IMA-BMW or UCA-BMW

1979: IMA-BMW or UCA-BMW

1980: IMA-BMW or UCA-BMW

1981: IMA-BMW or UCA-BMW

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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 Robert McIsaac



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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 zscca.org



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CALENDAR

NOVEMBER 2016

November 5	Cars N' Coffee, Charlotte
November 8	Art Class was Never Like This Roanoke Area Dinner Triad Area West Dinner
November 15	Triangle Area Dinner (Raleigh)
November 16	Cape Fear Dinner Triad Area East Dinner
November 17	Charlotte Area I Dinner
November 23	Sandhills Area Dinner
November 24	Charlotte Area II Dinner
November 29	Asheville Area Dinner

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BMW CCA Club Race - Roebling Road
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