

TARHEEL CHAPTER BMW CCA

# FOOTNOTES

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Photo by Robert McIsaac

# TARHEEL CHAPTER BMW CCA

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## ON THE COVER:



**The Perfect Dinner Storm:** Summer is definitely here in The Triangle. The days are longer, the temps are higher ... and the BMW faithful ate chomping at the bit to get their wheels out and stir some passions. It was never truer than it was on the evening of our most recent dinner. Once again, the team at the California Pizza Kitchen did an outstanding job of taking care of us, with quick and courteous service. All reports are that the new menu is “a winner”.

Long before that, however, was an epic episode of tire kick-in' and story tellin'. Arriving promptly at 6pm, I discovered that half a dozen Bimmers were already gracing the site. From there on, it seemed the faithful arrived in waves! At one point the cars were coming in from all points on the compass ... in formations of swirling roundels. By the time it subsided we had a grand total of 34 cars and 45 people to share time with. The first order of business was to update the CPK staff since we were off on our estimate of hungry mouths to feed by a factor of 100%. Clearly a high class “problem”.

*(continued on page 5)*

## MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **44** new and returning members and associate members. This brings our total chapter membership to **2,792!** 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  
of America  
Tarheel Chapter**



PAUL HOECKE *Notes from the road*  
Did You Say it's a Hobby?

One nice thing about our club, not just this chapter but the 'CCA in general, is that the people I run into in that setting – socially, not literally – already know that I'm into cars. Okay, maybe they don't know for sure; but it's a pretty safe guess, seeing as how both of us belong to a car club and, more specifically, drove BMWs to the occasion.

Anyway, this meeting of minds quickly puts both of us on the same page. There's no need for secret handshakes, or code words, or any of that other fraternal recognition crap. So the only details we'll sort out after that are car stuff like what kind of BMW each one of us drives, what we like about our Bimmers, what others we have driven in the past, and so forth. And once that common ground has been established, our conversation will take off in all sorts of directions. It may be more car talk, or we may move on to other topics, such as the libations we're enjoying, or where in heck our solar system is headed – whatever.

In short, having this car thing – okay, BMW thing – in common virtually guarantees that I'll get acquainted with some interesting people, maybe even make a new friend or two.

Not so if the social setting I happen to get dragged into is the typical non-club high-end social gathering, what I classify as the cocktails-wine-cheese-and-muted-conversation kind. The makeup of the crowd on such occasions is likely to be tilted toward 'talkin' bidness', or politics, or the latest smartphone, or art, with nary a car guy (car person?) within range of my personal radar. Or if there is, he or she must be doing a dandy job of hiding it.

Now, I have no problem with that. I'm happy to ramble on about lots of stuff besides cars. True, politics I avoid like the Black Death; but I'm no shrinking violet when it comes to talking art; I can

hold my own discussing the price of crude oil; and I have lots of opinions (expletives deleted) about smartphones. The real problem is figuring out who in that crowd is good for more than small talk about the weather. So I hang around, circulate with glass in hand, and let them come to me. This tactic never fails; sooner or later, someone figures I'm good for a few minutes' worth of chatting about (hopefully) topics of mutual interest. That's when the real fun begins.

A typical opening gambit by that other individual is to ask me what I do for a living. My standard reply, that I'm Retired, usually elicits one of two reactions. A few people will smile in a sympathetic (or maybe pitying) kind of way and pretty soon find an excuse to amble off in search of another victim. Most often though, they stick around, mainly because they're eager to know what I do with all that free time. And I'm never disappointed by what happens next.

When I tell my conversationalist that 'I Play With Cars' (my other standard reply), there's always this brief but pregnant moment of silence, followed by a Q & A session which maybe goes something like this:

Other Person (OP): "Do you mean model cars?"

Me: "No; real cars."

OP: "What kind of cars?" Me: "BMWs mostly."

OP: "Oh. I hear they're nice. What model do you drive?"

Me: "Actually, I have four. Two are daily drivers; I'm restoring the other two."

OP: "Wow. You do this for money, right?"

Me: "No. It's strictly for fun."

OP: "So are you some kind of collector, like Jay Leno?"

Me: "Far from it. I'm nowhere near that rich."



## The Editor's Desk...

My cars are nothing special, just older BMWs. You could call them classics. I just like working on them and keeping them in running shape."

OP: "So, when you say you work on them, what do you actually do?"

Me: "Oh, you mean besides the routine service on the daily drivers? Well, I've rebuilt brake calipers; redone interior wiring; maybe done a little body work, that sort of thing. A couple of friends and I have rebuilt a few engines, and I've helped one of them tear down a BMW and put it back together again."

OP (after a long pause): "And you call that a hobby?"

Me: "Yep."

And so it goes.

What I've just described isn't a verbatim account of any one conversation; it's a melding of several such episodes, what Hollywood likes to call 'an homage'. It illustrates the gap between those of us who love to explore our machines' innards, fix them, maybe even make them better than before; and members of the driving public in

As a fan of both BMW and Montblanc, I was excited at the news that the two iconic brands had teamed up to offer the "Montblanc for BMW" Special Edition, a collection of lifestyle accessories designed specifically for the 2016 BMW 7 Series.

The collection includes customized leather goods, a special "BMW Blue" ink, a rollerball pen and my favorite, the BMW Meisterstück Platinum-Coated LeGrand Fountain Pen.

"There's a lot of symmetry between our brands, which makes this collaboration very natural," said Eric Riehle, Accessory and Lifestyle Manager at BMW of North America. "The Montblanc for BMW Special Edition collection is the perfect accompaniment to our flagship BMW 7 Series sedan and we are happy to offer it to customers in the U.S."

The collection is on sale here in the US at select Montblanc retail stores, BMW Centers and online at Montblanc.com.

I will warn you ahead of time, if you suffer sticker shock easily you may want to turn away - it is Montblanc after all... *-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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general – as well as some other kinds of automobile fanatics.

Mind you, being a breed apart doesn't make us 'better'; we're just different. Where other car nuts may get their jollies from trading up to the latest in automotive technology; or having the most horses under the hood; or showing off their rides at car shows, we follow the path of the Hack Mechanic. We may get our hands dirty, bloody our knuckles, and invent a whole new set of epithets in the process. But we love it. And best of all, we can always find a club buddy willing to listen to us bragging about our latest accomplishment.

Like I said, it's one of the nice things about our club.

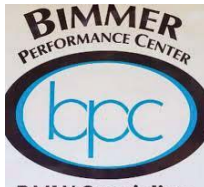


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- When: Friday, December 2<sup>nd</sup> at 8:30am. **Coffee at 8:30 ... depart before 9.**
- Where: Bimmer Performance Center ... 3200 Spottswood St #102, Raleigh, NC 27615
- Who: Rob McIsaac is organizing the event.
- Objective: A great drive to see one of America's historic race tracks ... drive the track ... enjoy the facilities ... and kick tires with friends. Dan Connor has offered coffee before we depart from BPC. Great way to support some great causes.
- Duration: Figure 2 hours of driving each way.
- Contact Information: For details, connect with Rob McIsaac at Raleigh.BMWCCA.Activities@gmail.com or 919-880-8012.



## ON THE COVER:

The funniest bit of the evening? As unaffiliated BMW's drove through the parking lot they slowed in some confused amazement at the site of all the Bavarian history arrayed in front of them. We had something for everyone in the lot. Multiple M4s. Multiple 235M's. Multiple E30's and 36's. A vintage M5. An E90 diesel producing 635 ft/lbs of glorious torque. You get the idea. And everything was better than everything else! And, of course, it was a family affair with the under 10 years old set being well represented and providing some added joy / entertainment to the whole affair.

At some point we did conduct what passes for a "business meeting". It turns out to be a pretty big circle when you have 45 people! Dan Connor shared some updates on work over at Blmmer Performance Center, including the arrival of a very special package ... his newborn son! Julian Bradley gave an update on the NC Museum of Art exhibit focused on Art Deco Area cars (we have an event planned for November), and Brian Marks showed off his custom built M3 and M5

"tourings". We also got an update on the Tarheel Sports Car Clubs autocross schedule.

Finally, we got a preview of a weekend that will feature both a drive to Fearrington Village for lunch on Saturday ... and breakfast at the Farmers Market on Sunday. Great opportunities to heel 'n toe our way to our next meals!

After a great meal we returned to the lot to find that it was still light enough for more tire kicking ... and demonstrations on the proper way to retract a convertible top. Tin top or canvass ... they all looked good in the gathering dusk for a proper low-altitude flight home.

As the faithful re-lit the Bavarians and began to peel off for home, the mall was alive with the sound of mechanical music. Great to see everyone and we are only a few days away from our Next Big Adventure. Drive safe and keep the greasy side down. **-Robert McIsaac**



# Join Charlotte Area II - Claw of the Dragon October 8, 2016

It's October and time to have some fun. Join the Charlotte II group on October 8,9, 2016 to visit the Barter Theater in Abington, VA and the Claw of the Dragon in Marion, VA.

They will leave on Saturday October 8th at 8am from the QT at 161 W. Plaza Drive, Mooresville, NC 28117. They will travel to Abington, VA and stay at the Martha Washington Inn. (Please make your own reservations.)

The Saturday feature is the Barter Theater in Abington. It the state theatre of Virginia and the nation's longest running professional theatre. There are matinee performances as well as evening performances. Also, there are numerous other places of interest in Abington to visit.

On Sunday, October 9th, they will explore the Claw of the Dragon in Marion. The Claw is well known; it is part of a much bigger road system called the Back of the Dragon. It is the driver's choice as to which roads to explore. Sunday departure will be at 1pm from the General Francis Marion Hotel, 107 E. Main Street, Marion, VA 24354.

So come along, remember we are always on an adventure.

For questions contact Bob Atkinson at [bobatkinson601@gmail.com](mailto:bobatkinson601@gmail.com).

See websites: <http://www.clawofthedragon.com>

<http://bartertheatre.com>

<http://www.themartha.com>

# CLUB RACING REPORT

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BY PAUL HOECKE

## Local Racers Shine at PVGP, Road Atlanta and Summit Point

Hello, fellow club racing fans! Maybe it was the red mist from watching the pros duke it out at VIR last month; or it could have been our excitement in anticipation of the event. But whatever it was, it caused last month's report to kinda skim over what our homegrown racing crowd had been doing these past couple of months.

At least, that's what happened with July, which turned out to be a whole lot busier than we expected.

First, there was the Allegheny Chapter's big annual Pittsburgh wing ding which, along with a car show, always includes a club race at the Pittsburgh International Race Complex (PIRC) and a vintage event, the Pittsburgh Vintage Grand Prix (PVGP) which runs on public byways through Schenley Park.

The BMW CCA Club Racing (CR) event saw two local shot shoes, Dennis Pippy (IP) and Billy Glavin (M3T), join a sizable field in three sprints. Or more precisely, Pippy ran in all three, finishing in mid-pack every time. Glavin only raced in the first two, with similar results, but sat out the third race, a 50-minute, 27-lap affair that came close to being an endurance race. A super-fast driver familiar to local fans, Todd Brown (CM) won the first and third sprints overall by big margins. (He would have won the second one too, except he let his son Sean drive, and he ended up a DQ.)

The Schenley Park races, which included a BMW-Porsche Challenge and a feature race for all vintage entries, witnessed a great performance by our chapter's sole representative, Skidmark Racing's Perry Genova. Driving his gorgeous No. 208 2002 (featured in the August 2015 issue of

ROUNDEL), Genova handily beat a couple of 914s in the Challenge, but had to be content with a third-place finish behind two Lotuses (Loti?) in the feature race. According to one of our roving reporters, that second race highlighted the difference between 'real' racers and all wannabes. As our guy put it, "eight out of ten drove like they had never been to a driver school or knew what an ideal line is. Perry wove around them like they were traffic cones." (Okay, maybe those other guys were merely being careful with their ancient machines.)

Moving on, the next CR event was at Road Atlanta. It ran jointly with the VDCA's 'Hotlanta Historics' and involved a relatively small BMW field, including only one local racer, April Curtis, competing in three sprint races. Curtis took full advantage of the wide-open track, winning D-Mod (in third or fourth place overall) in all three races.

Our local crowd really got busy later that month when seven of our track warriors – Pippy, Curtis, Sanjeev Duggal (GTS3), Todd Newcomer (DM), Sean McKay (IS) and two of our Spec E36 drivers, Phil Antoine and Jack Wilkins – showed up at Summit Point to battle a 30-car field in three sprints. Their results were mixed but pretty good on the whole.

Duggal racked up three class wins while Newcomer beat Curtis to the checker for D-Mod victories in all three races. Most of the others did respectably, finishing second or third in their respective classes throughout the weekend – with two exceptions. McKay only ran in the first race, finishing third; and Antoine never did better than fourth in class in his three sessions.



That latter performance (or lack thereof) is kinda unusual for Antoine, so we later asked him why. It turns out it was a case of Murphy's Law – a combination of mechanical problems in Race 1, low fuel which forced him to crawl to the finish in Race 2, capped by a dropped cylinder in the third race – that slowed him down. At last report, the car was still sitting on its trailer while he was crossing his fingers, hoping the problem was nothing worse than an inoperative coil! (Mind you, he's thinking of going to COTA next.)

Oh yeah, and Todd Brown ran away from everybody in the first two races for two easy overall wins – only to end up dead last in the third race. Reminds us of that old saw about the tortoise and the hare.

That was July; August, on the other hand, was about as quiet as a hot summer afternoon in the woods, at least as far as our racing crowd was concerned. A club race on NJMP's Lightning course, a North Atlantic Region premier event, brought a bunch of northerners, including Canadians, to the track. We thought it was close

enough to our home ground to also draw a few local drivers, but it didn't.

This month, three East Coast races – at Road Atlanta, NJMP's Thunderbolt course, and Watkins Glen – may possibly see a local driver or two show up. But as you read this, we know of only one, IP racer Krista Williams, who has signed up for the Road Atlanta race, so don't hold your breath.

Turning to the pro circuit – specifically the IMSA Continental Tire Sports Car Challenge (CTSCC) series and our favorite pro team, BimmerWorld Racing (BWR) – we're still chewing over what went down at VIR just over a week ago. Prior to that, team owner/driver James Clay and his troops did their very best while chasing the gold in the Street Tuner (ST) class at three tracks, Mosport and Lime Rock in July, and Road America early last month. However, success proved elusive in all three races.

At Mosport, things looked good initially, as Tyler Cooke driving the #84 328i turbo qualified on the ST pole. But time and again, handling issues cost him and then Clay several positions



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throughout the race. Clay ended up finishing 11th. The #81 duo of Jerry Kaufman and Kyle Tilley fared no better; Kaufman qualified fifth, but he and then Tilley gradually fell back, with Tilley finishing 15th.

Lime Rock posed a different challenge. The short (1.5-mile, 7-turn) track and a clean race devoid of any full-course cautions meant the BWR guys had to go, go, go, and pit stop timing was critical. Clay started fifth on the grid, but struggled with the heat and tire wear. He and Cooke still managed to stay in the Top Ten during the race, but had to content themselves with a sixth-place finish. Kaufman started 19th, but managed to move up after a rough start. Tilley also struggled with a brake pedal problem but was able to claw his way through some more traffic and finish in 14th place.

Road America proved to be even more frustrating. The team lost the #81 BMW before the race when Kaufman's off-course excursion in practice left the car in no condition to be repaired at the track. But things seemed to be looking up when Cooke in the #84 car, having qualified next to the pole sitter, got a good start and was leading ST when a tremendous wreck on the first lap caused a full-course yellow – the first of four cautions in the race. He led for a few more laps after the restart but eventually dropped back to second

in a battle with a couple of Hondas.

He was still running second when he pitted on Lap 16 during the second caution and handed the wheel to Clay. But the pit stop cost the team several positions; Clay returned to the track in 11th place, until a great restart enabled him to jump back up to sixth place around mid-race. With less than an hour left in the race and a fourth full-course yellow, Clay briefly had the lead, until another pit stop dropped him back a few spots. But then the wear and tear of hard racing on the four-mile, 14-turn track as well as the heat took its toll. As Clay put it later: "With the fuel load we have, the weight of the car, and the turbo motor, we get heat soak, and we run out of car." In the end, the fading car left Clay taking the checker in 15th place, a tad behind the #83 Cayman of Greg Liefoghe and Ari Belough, one of two Porsches fielded by BWR's 'satellite' team, Next Level European (NLE). The other NLE car, the #38 Cayman of Dan Rogers and Seth Thomas, never finished; it got tapped by another Porsche and sent into the wall halfway through the race, with not enough time left to make repairs. They ended up getting scored 22nd in ST. And so it goes.

Look for the VIR story in our next report. Meanwhile, please keep it between the ditches with the shiny side up.

## Triangle Area - A Day in Central NC!

To be fair, it is summer time in NC. In addition to blue skies, great ice cream and opportunities to head to the beach (or as we say in NJ, "down the shore"), that means we can count on a few things with certainty – like heat and humidity for instance, as well as the chance for thunderstorms.

So, it was hardly a surprise to anyone when June 25th dawned as a decidedly cloudy day with the heat index heading north fast. No worries of course because today was our Big Opportunity to go and explore the byways of central NC in search of great food, cows dressed as Oreos, and the op-

portunity to ride on an historic scenic railway.

Apparently the weather didn't deter anyone! By the time we got to the drivers meeting we had assembled an impressive collection of BMW enthusiasts. The final count for the day was 20 Bimmers and 39 people. It was a great turnout for an awesome drive that took us south from Cary and around Jordan Lake the hard way. Which is to say, with some terrific winding roads that offered both delightful sweepers to stretch out the Bavarian legs and panoramic views to delight the senses. The causeways that took us across the lake gave us a great opportunity to see the expanse of this

reservoir as well as all the summer boating and fishing activities that were underway. To be completely honest, it looked like the folks out on the Boston Whalers casting their lines might well have been melting; the A/C on the M3 felt mighty fine as I tipped the thermostat down a couple of degrees.

This part of NC, southeast of Pittsboro, is graced with some phenomenal roads that traverse both active farms and woodland that shrouds some great up and down rides that make you realize that the one instrument missing in a BMW is an altimeter. The collection of cars on the run was impressive: a pair of M4 convertibles, an E30 convertible (with a father and son team that reminded me of early BMW days for me with my own Dad), an E36 M3, a Z4 and our own E46 M3, complemented by a great collection of other cars from across the years. Long distance award? A dedicated club member drove all the way down from Winston Salem to take in the fun!

Lunch at Fearrington Village is always great and the Granary menu offers a variety of fresh selections to delight. World's best fish 'n chips? Shrimp 'n grits? Super fresh salads? They seem to have it all. And, to be clear, no one left hungry!

A tour of the farm gave us a chance to check out the belted cows (can't miss the Oreo connection), the goats and a variety of other animals that grace this bucolic site. Baby goats are also in season; they are now up to about 20 pounds of cute, high energy, fun. And they move pretty darn fast too!

Following lunch, part of the group headed down to take a ride on the New Hope Valley Railroad while some headed off to take care of weekend chores closer to home. More on the railroad run later!

This was another great event here in The Triangle. Thanks to Victor Varney and team for putting together a great event. **-Robert McIsaac**

## Bimmers, Beemers and Bacon!

What a difference a day makes! In contrast to our Saturday Drive, the weather for our Sunday breakfast dawned cool and crisp and clear. In other words, just about perfect to go off and explore the farm to table options at the Farmers Market in Raleigh. The promise of fresh eggs and bacon appears to have been a pretty strong draw as well! By the time we were done, we had nine Beemers, two Bimmers (both classic airheads, interestingly enough) and 20 people. As always, the staff at the Farmers Market Restaurant were awesome. They delivered a great service experience with the food on time for everyone and made sure that the coffee cups never dipped below the halfway point. Simply fantastic!

Of course, between all of the eating there was plenty of opportunity for storytelling. Whether it is the BMWs that we own today, the ones we owned yesterday, or the ones that got away, it seems that there is an endless opportunity to talk about our experiences with the ultimate driving

and riding machines. I count myself as fortunate to be able to have restored my dad's 1984 E30 (325e). Yes, it is a little quirky, including having exactly 0 cup holders and on its very best day it sported 121 hp. It also suffers from some anomalies such as a windshield washer tank that weeps and a door handle that is in need of replacement, even after the restoration. But that kind of misses the point. It is a remarkably delightful machine to drive on country roads and byways where the balance and lightness of the car seem to be in perfect harmony with the surroundings. On this particular morning in Raleigh it was the oldest car in our group by more than a decade and yet, somehow, seems perfectly at home, surrounded by M4s, 435s, 335s and the like. If only those cars could talk, I wonder what stories they would tell about us ...

The story swapping started almost immediately when we got to the rally point, ranging from a discussion of upcoming charity laps at VIR to a

vintage show at Pittsburgh to an opportunity to partake in an M-car driving school in Spartanburg. And, of course, not to be forgotten is the upcoming BMWMOA national rally in Hamburg New York, which at this time of year is one of the prettiest places one can imagine for two-dimensional flying.

Having an early morning breakfast on a Sunday includes many advantages such as no issues with getting a table, completely free access to the parking lot, and the opportunity to preserve the balance of the day for other activities. Those other activities can run the gamut from heading to church, to exploring a flea market, and, in the case of today, heading off to the European motorcycle festival in Raleigh. Although it “hurts” sometimes getting up at oh dark 30 on a Sunday, the promise of both fresh coffee, great conversation, and enjoying the balance of the day is an intoxicating mixture.

One of the great things about doing the breakfast where we are in close proximity to the farmers market is an opportunity to actually go visit the farmers market! The good news is that the heirloom tomatoes are now being harvested which is a particularly exciting time in North Carolina. There is simply nothing better than a fresh heirloom tomato graced with fresh basil and mozzarella creating a mouthwateringly delightful experience.

All too soon it was time to saddle up and head for home. More delightful, winding, country roads made the trip home fly by with the fresh basil offering a remarkably good “air freshener” for the trip. Once home it was time to clean up the car and make sure she was ready for our next adventure. With so many great places to see, things to do, and meals to eat, I suspect it won’t be in the garage for long! **-Robert McIsaac**

## Happy National Ice Cream Day

National Ice Cream day dawned warm and humid in North Carolina, which was totally expected since it was, after all, mid-July! Nevertheless, the promise of a beautiful drive on some spectacular country roads ... with the A/C set to “cruise control” ... was all that was needed to inspire the Beemer faithful to join in the fun. This was not an official club run, but rather a spontaneous collection of folks who just happened to be going to a great venue for some world class ice cream and connected on the road. Some days it is better to be lucky than good!

A nice cruise south of Cary took us to the edge of Lake Jordan, at which point we pointed the Roundels north and into the farm country south of Chapel Hill. Winding roads through fields of corn and towering trees eventually led us to the Maple View Farm. In a bucolic scene from America’s farming past we found ... a festival of sights and sounds! In addition to a terrific cover

band, there were hundreds of people enjoying a chance to play on the lawn ... get their faces painted (most reserved for the shorter attendees) ... and enjoy a light breeze kicking up through the valley which made the heat seem less problematic and the shade ever sweeter. And, to be clear, the shade was a much valued commodity!

But what about the ice cream? It was amazing. Freshly made waffle cones that surrounded pretty much any combination one could think of. The blackberry was simply amazing ... the blueberry a slight notch above that.

All too soon it was time to head for home. While the A/C certainly felt good, and the second chance to take on the by-ways of Orange County was much appreciated ... the main question on everyone’s mind was “how soon can we come back?” Soon I hope since there are more flavors to explore and waffle cones to be tested. **-Robert McIsaac**



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# A Brief History of Forced Induction

With the introduction of the new F30 3-series in 2012, BMW entered a new era where whichever engine you chose, it was going to have Forced Induction. No, not the same thing as back during the Vietnam war when a judge gave you a choice of serving time in the military instead of jail if you ran afoul of the law. It's just that you can't get a normally-aspirated engine (without a turbocharger) no matter which option box you check. So whether you like it or not, your next brand-new BMW will literally be getting its air rammed down its throat. Whether 6-cylinder (gas or diesel) or 4-cylinder (gas), there will be whirling compressors and turbines hard at work.

Yes, there was a 2002 Turbo, and several E30 racing models equipped with turbochargers back in the day, and even a turbocharged BMW F1 car in 1983. Since then, we've been introduced to both single- and twin-turbo six- and four-cylinder gasoline powerplants within the past few years. So where did this whole "turbo" thing get started, anyway? Further back than you might think, and on a completely different kind of engine. In fact, the first exhaust-driven turbocharger was developed by a Swiss engineer circa 1912 to boost the power of a diesel engine – but nobody thought much about it at the time. It was only after General Electric began further developing the concept in the late 19-teens that the concept began to take hold, with the first application on a Liberty aircraft engine in 1920.

Forced induction became very important to aircraft engines in the 1930s and 40s as commercial air travel, air racing, and World War II begat the development of larger and more powerful aircraft. Airplanes became heavier, demanding more power and operational ceilings increased to where the air became very thin, resulting in significant power loss. Aircraft engines of the day produced enormous amounts of pressure and heat energy generated by the engine's exhaust,

creating a high-pressure stream of gases that were going to waste. The concept of those expanding gases driving a turbine wheel connected to a centrifugal compressor removed the parasitic loss problem inherent in mechanically-driven superchargers. Engines could produce more power without increasing their interior size (displacement) which would also increase their fuel consumption. Not a good thing when you're flying a long ways into enemy territory and still have to fly home again.

Turbocharging really began to take off (no pun intended) in WWII-era aircraft engines, particularly the later-model fighters and heavy bombers (like the B-17) - especially after a clever guy named Garrett developed what was then called an "aftercooler" to cool down the intake charge before it reached the engine. Today, this device is known as an "intercooler" and is necessary to reduce the heat transfer from the exhaust-driven turbocharger (hot, hot hot!) to the intake air and the heating effect of compression. Just like most of us, engines like cooler air to breathe and besides, if it gets too hot, the fuel is just going to ignite when it hits that superheated air. That just is not a good thing – often resulting in melted pistons and the mechanical chaos that follows. So what we have here is a case of delicately-balanced thermodynamics. Earlier turbocharger applications weren't able to balance things very well which often resulted in reliability problems for the turbos themselves as well as the engines they were bolted to. Turbine shaft bearings got so hot that they "coked" the oil that lubricated them, not a great thing when you're spinning at 30,000+ RPM. Still...there were some redeeming values.

And so, in the early 1960s, guess what cars became the very first to hit the road with a turbocharger under the hood? A BMW? No. Not even a Porsche. It was the lowly GM Corvair and the Oldsmobile Jetfire (which connotates all sorts

of crash-landing images) that started it all. But without anything to manage all that thermodynamic whatnot, their reliability (and in the Corvair's case, Ralph Nader) killed them. It wasn't until a few years later that the Porsche guys figured out how to make better use of this marvelous concept in its legendary 911 Turbo models (street and race) and later the almighty 917 racing car. BMW began to experiment with turbocharging in the mid-1970s, producing the 2002 Turbo for a short time, but again, the availability was limited and there were lots of negatives to live with, such as having to control pre-ignition (detonation) and the dreaded turbo lag (several heartbeats from pedal-to-the-metal until power delivery while the turbo spooled up).

At that point the first oil "crisis" had occurred, emissions regulations began to get tougher, and turbochargers were mostly used on relatively constant-speed diesel powerplants, such as locomotives and heavy trucks, where the increased fuel economy made the investment worthwhile. In

1978, Mercedes produced the 300SD turbodiesel model, the first real breakthrough in turbocharging for passenger cars. This was then followed by the VW Rabbit turbodiesel in 1981. Note that both of these were diesel applications, where at the time, turbocharging produced usable results without reducing reliability due to the stouter nature of compression-ignition powerplants.

Turbocharged gasoline engines in passenger cars began to proliferate in the mid- to late 1980s when emissions regulations really got tough. Most of us know of the Buick Regal Turbo and the follow-on Grand National from the 80s, both of which had 3.8 liter V-6 engines that were more powerful than V8s of considerably larger displacement. By that time, electronic engine-control systems were beginning to appear, and the problems plaguing earlier turbocharging efforts began to disappear. The early ECUs could sense a variety of inputs (engine load, rpm, coolant temperature, even sniffing the exhaust for rich/lean conditions) and were able to do things like retarding the tim-

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ing and adjusting the fuel pressure and air/fuel ratio by controlling the fuel-injection systems of the day. Performance increases were astounding, although there were still issues with turbo lag and linear power delivery. And gobs of heat to deal with.

Fast forward to the 21st Century and the proliferation of digital wizardry we live with on a daily basis, made necessary in cars due to increasing emissions and fuel-economy regulations. With breakthroughs like direct injection (where fuel is sprayed directly into the combustion chamber) and variable valve timing, it's now possible to equip an engine with a turbocharger not just for performance, but for increased efficiency. BMW's new N20 2-liter 4-cylinder turbocharged gas engine, produces 10 more horsepower (and a lot more torque) than the N52 non-turbo 3-liter 6-cylinder it replaces. By using smaller turbos and constantly monitoring their output to adjust the amount of "boost" (manifold pressure), turbo lag is a thing of the past. Like modern fighter aircraft (and even some passenger planes), these cars wouldn't be able to function without their computers constantly monitoring and adjusting various systems. Fortunately, these computers don't run on software from Microsoft or Apple, making

them less likely to balk at user input and shut down. Not a good thing to get a "blue screen" on the commute to work or out on the road.

However...as much as this technology has evolved, it still has a few drawbacks. There are those of us who remember the famous hot-rod-ding adage of "there ain't no substitute for cubic inches", and while that wailing small-displacement turbo 4- or 6-cylinder mill has got some stones, it's not quite like the effect of a 7-liter V8 (which nowadays are sporting superchargers to stay ahead of the horsepower curve) at full song (fuel economy notwithstanding). More to the point...it used to be easy to figure out what model and engine a BMW had by the numbers on its decklid. A 330i was a 3-series with a 3.0 liter inline 6; a 540i was a 5-series with a 4.0 liter V8. Today, a 228i is a 2-series with a 2.0-liter turbocharged 4 inline 4, a 340i is a 3-series with a 3.0-liter turbocharged inline 6, and a 550i has a 4.4-liter turbo V8. How do we keep up with all this "virtual displacement" nomenclature? BMW took care of that too, with the advent of a new job title: the BMW Genius – there's one at your local dealership. Or, more than likely, there's one in your pocket as well. -Alan Greene

# TARHEEL CHAPTER 2016

Sep 10	*The Autolawn Party	Hickory, NC	Charlie Zagaroli	charlie@zagco.com	www.theautolawn.com
Sep 17	* Tire Rack Street Survival	Franklin, NC		HSCC	streetsurvival.org
Sep 17-18	*LeMons South Fall - Carolina Motorsport Park, Kershaw SC				www.24hoursoflemons.com
Sep 22-25	Tarheel Corral at Charlotte Autofair Fall Meet		Chris Webber/Bob Atkinson	704-906-8876 / 704-906-4315	
Sep 30-					
Oct 2	Tarheel & Toe Driver's School-VIR Full Course		Phil Antoine	919-818-6036	booflick@yahoo.com
Oct 1	* Highland SCC Autocross Day #6	Jerry Sutton Ctr. Franklin, NC	Chris Joyner		MRBIMMER@REAGAN.COM
Oct 8-9	Claw of the Dragon	Marion, VA	Bob Atkinson	704-906-4315	bobatkinson601@gmail.com
Oct 16	*Tire Rack Street Survival	Salem, VA	Blue Ridge Reagon PCA		streetsurvival.org
Oct 21	Drive to Performance Center		Robert McIsaac	919-880-8012	raleigh.bmwcca.activities@gmail.com
Oct 22-23	BMW ///M Club Day Performance School		Stephen Dean		stephendean@nc.rr.com
Dec 2	*VIR Holiday Laps for Charity	Alton, VA			www.virnow
Dec 3-4	*Chump Car Double 7 - Chumpionship - VIR North Course				www.chumpcar.com

\* Not a Tarheel BMW CCA sponsored event



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### Rolling Sculpture: Art Deco Cars from the 1930s and '40s



- What: A spectacular tour of the North Carolina Museum of Arts latest effort to highlight cars (and motorcycles) as art. The vehicles of the 1930's and 1940's are remarkable demonstrations of what is possible. From there, we'll head to a great lunch!
- When: Saturday, **November 5<sup>th</sup>** at 10am
- Where: Meet at the back parking lot of the North Carolina Museum of Art (NCMA), which is located at 2110 BLUE RIDGE ROAD, RALEIGH, NC 27607. Come any time after 9am for tire kicking and story telling. Driver / navigator meeting at 9:50. Who: Rob McIsaac is organizing the event.
- Objective: An opportunity to explore some amazing art, some terrific good and some great friends!
- Duration: Figure 4-5 hours of walking, talking, driving and eating. If we roll (walk!) at 10, expect to be done by between 2 and 3.
- Contact Information: For details, connect with Rob McIsaac at [Raleigh.BMWCCA.Activities@gmail.com](mailto:Raleigh.BMWCCA.Activities@gmail.com) or 919-880-8012.



# LOCAL SCENE

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## ASHEVILLE AREA DINNER

Date: **Last Tuesday each month**  
Time: 6:30 pm  
Where: Carrabba's Italian Grill  
(Airport Road Location)  
www.carrabbas.com  
332 Rockwood Road  
Arden, NC 28704

(828) 654-8411

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

Contact Chris Joyner at [mrbbimmer@reagan.com](mailto: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](mailto: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](mailto: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

## 16 TARHEEL CHAPTER FOOTNOTES

Please email Bob Atkinson for more information at [bobbmwcca@gmail.com](mailto: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](mailto: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](mailto:jjohnmcoupe@aol.com) or Scott Donaldson [sdonaldson@moog.com](mailto: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](http://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](mailto: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](mailto: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 Robert McIsaac more information at [raleigh.bmwcca.activities@gmail.com](mailto: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](mailto: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:

**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](mailto:2playmore@gmail.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](mailto:bferrell120@yahoo.com). VIN#: WBAUC73548VF23383

**2011 M3 sedan** Premium/Competition packages + DCT - Black / Beige-Novillo / 46k miles. Clean, garaged, maintained, no accidents, no track time, excellent car with just about every option. It's a V8 like a V8 should be; smooth/quiet DCT shifting. PO added upgrades, including ESS Tuning ECU programming, SS exhaust, NC-legal tint, cold air intake, black kidney grills. All new Michelin Super Sport tires; recent NC inspection. Original take-off parts negotiable, including the exhaust; plus a set of adjustable LUX angel eyes (not currently installed). WBSPM9C53BE203297 \$36,900. [dana.borger@gmail.com](mailto:dana.borger@gmail.com) or 919-307-9807. Apex, NC.

**2013 335i M Sport** Exceptional 2013 BMW 335i M Sport with Brembro Big Brake Package 24,500 Miles \$37,900 Estoril Blue, Black Dakota Leather, M Sport Line Cold Weather Package - Heated Steering Wheel, Heated Front Seats, Heated Rear Seats, Retractable Headlight Washers Driver Assistance Package - Rear-view Camera, Park Distance Control, Active Blind Spot Detection, Side and Top View Cameras. Premium Package - Comfort Access Keyless Entry, Lumbar Support, Satellite Radio Technology Package - Navigation System, Head-up Display, Smartphone Integration, BMW Asst w/enhanced BlueTooth and USB, BMW Apps, Real Time

Traffic. 19 inch Wheels, New 19 inch Bridgestone Potenza S001s, Brembro Big Brake Kit, Sport Automatic Transmission, Harman Kardon Surround Sound, 3 M Window Tint, 3 M Paint Shield - front sides rear, Spare Tires Front and rear 60 percent tread, M Sport Line Brakes Rotors and Calipers - New never installed, New OEM Windshield, Valentine 1 Prewire. Original Owner BMW CCA Member, Nonsmoker, Always Garage - work and home, 3 M Paint protection, Full Detail Quarterly. BMW Ultimate Service - Full Maintenance Program, Warranty thru 10/2016. Full Documentation. Price includes Brembro Big Brake Kit AND OEM Brakes Calipers Rotors - new never installed. Contact Ric White 704 604 2424 [pslrw@comporium.net](mailto:pslrw@comporium.net)

**1992 E34 525i 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](mailto:rblood@yahoo.com)

## OTHER MAKES FOR SALE:

**1996 Mazda Miata** Black with tan top & tan leather interior, 5-speed manual. 124k miles. One owner, all books and records, oil changes every 3000 miles, etc. Original paint, excellent original interior,

<http://www.tarheelbmwcca.org>

new-ish top (replaced a few years ago.) No crashes, one minor parking lot bump repaired many years ago. Happy to be a daily driver, track car, or both. Hard Dog Hardcore rollbar, OEM seatbelts, plus Simpson harnesses for driver and passenger, all nicely installed by Krause & England when car was new. (Harnesses out-of-date by now.) Includes extra set of larger front & rear swaybars; OEM swaybars are on car now. Mechanically sound and well cared for. New battery. Flaws: both power windows roll down slowly (mechanism likely needs cleaning and adjustment); AC needs recharge once a year; stereo & speakers mediocre at best. Virtues: Still looks great & performs well. Fun to drive everyday

& even more fun on a track day. First \$3000 to a good home. Jean Wilkins, 919-942-5557, jwilkinsresearch@gmail.com. Chapel Hill

#### **BMW PARTS FOR SALE:**

**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.... tmtomgometry213@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

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# END GAME

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Photo by Holland Hale



*This is a early 70's Roundie 2002 with perfectly rechromed bumpers and some sweet driving lights. -Holland Hale*

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 con-

nection 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](mailto: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](http://www.the02group.org)

**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 [zscca.org](http://zscca.org)





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Charlotte, NC 28230

# CALENDAR

## SEPTEMBER 2016

September 3	Cars N' Coffee, Charlotte
September 13	Roanoke Area Dinner
	Triad Area West Dinner
September 15	Charlotte Area I Dinner
September 20	Triangle Area Dinner (Raleigh)
September 21	Cape Fear Dinner
	Triad Area East Dinner
September 22	Charlotte Area II Dinner
September 22-25	Tarheel Corral - Charlotte Autofair
September 27	Asheville Area Dinner
September 28	Sandhills Area Dinner
September 30-	
October 2	Tarheel & Toe Driver's School

Claw of the Dragon Drive - Marion, VA  
October 8-9, 2016