

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

FOOTNOTES

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Photos by Richard Daugherty

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ON THE COVER:



BMW CCA Charlotte Area Mountain Drive – June, 2020: The Covid-19 coronavirus has affected the whole world this spring, some far worse than others. For BMW CCA club members, it meant not being able to socialize with longtime friends and acquaintances aside from a few zoom meetings. With the allowed restart of controlled club events, Dave Hurwitz arranged a Charlotte area mountain drive for the enjoyment and safety of all participants.

We met up 8:30 in the morning at a Harris Teeter Fuel Center in NW Charlotte. All manor of BMWs arrived from classic E36s M3s and roadsters to the latest M340i and M2

Competitions! We set out in two smaller groups to better manage the cars and social distancing. There are great backroads anywhere if you look hard enough, so we avoided *(continued on page 6)*

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **18** new and returning members and associate members. This brings our total chapter membership to **3074!** Our membership is the life-blood of the Club. Without your participation, there would be no Club. We offer a wide variety of activi-

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

- | | |
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BMW Car Club
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Tarheel Chapter



PAUL HOECKE *Notes from the road*
Them Cabin Fever Blues

Well, here we are, a whole six months since we got hit by COVID-19, aka The Bug. Okay, maybe it's been five or seven, depending on who's doing the counting. But no matter. It feels like it's been ages since we were first told to shelter at home and socially distance ourselves when out and about, to protect ourselves and others against this Evil from Wuhan as it continues to ravage country after country around the world. (One is tempted to call it *Rovin' Covid*, but that would be totally in bad taste.)

Mind you, I have absolutely nothing against taking reasonable, medical science-based measures. But when you've been doing it day in, day out, for months on end, it begins to – you know, wear a whole lot.

I mean, stuffing your face into a mask and having to breathe your own halitosis each time you hop into your BMW because you need to run an errand is just the start. Then comes standing six feet or more behind the guy in front, without moving, like you're on parade or guard duty. And then you see people you encounter making a big circle around you, like you're exuding bubonic plague or something. Sheesh!

Yeah, I know; doing it is important, and all for the good. But it sure gets mighty old in the long run.

Which is why I hope and pray – for the sake of your sanity and mine – that by the time this piece reaches our editor, we all will be able to celebrate the Fourth in 'normal' fashion. Even if that happens to be some strange version of the New Normal. Or not. (I'm being cautious because, as usual, I'm writing this column weeks before you get to read it, and a lot can happen in the interim

to blow away anything I say.)

But whatever comes, it better be good! Because staving off the Covid Blues these past months has been tough. Like they say, where there's a will, there's a way. And I have been taking my own advice (see this column in last month's FOOTNOTES). But it sure hasn't worked all that well.

Turns out, the long solo drives through the countryside I advocated in that issue go only so far. For one thing, you run out of new roads to explore. This may sound funny, weird even. But it's what happens when you take your Bimmer for a run three or four times a week and only have a couple of hours to devote because you have other things to do. You end up cruising down the same roads, over and over, which is not nearly as instructive or inspiring as learning the ideal line around VIR. In other words, it gets BORING.

What's more, I found that being alone in the car just doesn't cut it. Even an annoying backseat driver (figuratively speaking; I'm usually in the roadster) – you know, the kind who makes like a navigator, or insists on telling me when to shift, or complains that I'm going too fast – would've been a huge relief. In fact, the absence of this sort of critic might lead one to do stupid things. Like trying to take a ninety-degree turn flat out, doing seventy. (I almost did this a while back, just once; luckily, my superego, aka my inner wannabe driving instructor, stopped me in time.)

The lack of human contact has also been tough on me while at home. True, I have family. My two adult sons and I usually have a great time on weekends anyway. So, we kept at it. We hung out, did yardwork, messed with one of my

car projects, cooked dinner and watched TV. (Old SCCA Runoffs footage on YouTube is a lot of fun.) Weekdays, however, it was back to battling cabin fever. I was mostly alone, in my downstairs home office, or the workshop, or outside fiddling with one of my classic Bimmers (weather permitting). Meanwhile, Paul Jr. also was home but sequestered, tele-working in his upstairs office, and Chris was doing likewise, at his home some twenty miles away.

What was especially galling was being unable to palaver face-to-face with my car guy compadres. As you know only too well, the lockdowns put the kibosh on any in-person meetings, which in my case included our regular weekly Gang of Five breakfast sessions, to name just one. And communicating electronically was decidedly a poor substitute. So, what was a body to do, as the saying goes?

Well, folks; turns out the answer was out there all the time, like the Truth in X-Files. All we needed to do was use our collective brains and get creative. Which we did, starting with an idea which I call Circling the Wagons. Namely, we could revive our breakfast sessions by ordering take-out from our customary Durham eatery, park our cars – in a circle, of course – in the mostly empty lot outside, and enjoy the food while we solved the world's problems including Covid-19. Or tried to.

It was an okay concept, but it had one flaw. It lacked ambiance. Doing it tail-gating style, parked on grubby oil-stained asphalt while crows and seagulls circled overhead like buzzards, didn't quite measure up to even our humble standards. Hmm. Which is when my buddy Gene came to the rescue. Why not have lunch instead, BYO-style, at his place, he said. He didn't have to say it twice!

At first, we thought we'd meet in his Garage Mahal, an enclosure large enough to permit conversation while socially distancing. But the nice weather made us switch to his deck. It was perfect! Sitting there, properly distanced, and chowing down while balmy spring breezes cooled our brows, we lost track of time. Lunch turned into four hours as conversation bounced from one

topic to another. (Long sequestration has that effect.) So, when the session finally broke up late that afternoon, we naturally swore we'd do this again the following week.

That was back in May. By then, Triangle Area Coordinator Rob McIsaac was proposing similar plans to local club members. (Great minds think alike, I say.) But Mother Nature stopped ours cold. Never mind April showers; we had plenty of those in May as well. Concluding with a soggy Memorial Day weekend, as you'll readily recall. It put one lunch date after another on hold, whether at Greg's place for a change, or Gene's again, or the deck of another Gang volunteer. Crap!

We did, finally, catch a break in the weather, just before the calendar's pages flipped over into June. But we had our lunch in Gene's Garage Mahal, sharing space with Gene's M3, because we didn't trust the weather. It was good, and safe, though I missed the al fresco ambiance of the open deck. But it was a wise decision; the heavenly floodgates opened again barely an hour after we broke up.

Which brings me to the here and now. As I write this, the monsoons seem to have abated, for now. The rebuilt Holley can finally go back into the E23 outside, where it's been waiting, safely tucked away under its CoverCraft coat. But I'm still thinking: Who knew that a simple pleasure, like having breakfast with friends at Brig's in the Park, could be so unattainable.

Better Days are coming, we've been told. And I am READY.



CLUB RACING REPORT

BY PAUL HOECKE

Light at the End of the Tunnel

Greetings, fellow club racing fans!

As we file this report, the news about the COVID-19 pandemic's effect on club racing remains a mix of good and bad. The bug appeared to be easing off in some parts of the country, but the word from other parts was less encouraging. As a result, the impact of virus countermeasures on track event schedules, including those of BMW CCA Club Racing (CR), has also varied from place to place. It was certainly felt last month, here in Tarheel Land as well as other places along the Eastern Seaboard, even while most indicators said that CR was regaining its stride – or at least trying to.

First off, the bad news: The club race at NJMP's Thunderbolt course, which had been set for early June, joined the growing list of cancelled CR events just three weeks short of race day. The one good thing about that was that no local racers had signed up for the event when it was axed.

On the other hand, there were positive developments in our neck of the woods: We heard at press time that the Tarheel Chapter driver school, held on VIR's North Course on the last weekend in June (hence after we filed) was to be accompanied by a racing school co-hosted by CR and our chapter. (This was, presumably, to make up for the BimmerWorld school that went away along with April race at VIR, leaving a bunch of local students high and dry.) And while the HPDS was going to limit face-to-face interaction, with most students receiving minimal in-car instruction, it would make up for that with a lot more coaching. So, the only real downer was that Group D novices would not be allowed to take part this time around.

There were also other, much stronger flashes of light at the end of this COVID-induced tunnel.

Like for instance, Peachtree Chapter hosted a club race at Roebbling Road a couple of weeks ago. (And yes; it too took place after we filed this report, meaning you won't read about it here until next month.) At press time, there were more than twenty racers representing eleven classes on the event roster. Most important from our biased standpoint, the entry list included nine local hot shoes: John Gardner (BM); Charles Harding (CM); Chris Lindner (KP); Spec E36 pilots Jeff Breiner, Bert Howerton and Tom Tice; as well as Brian Dehler, Amy Oldenburg and Al Pereida in Spec E46. And the racing school, run by the BimmerWorld folks in conjunction with the race, also indicated that the event was good to go.

As you read this, the most recent indication of a recovery is this month's G. Atkins Memorial race at Summit Point. (The race dates are July 18-19.) At press time, more than forty racers, including at least four local hot shoes – Dehler, Harding, Oldenburg and Phil Antoine – were signed up for the event!

And so it goes. The recovery may proceed in fits and starts, but the CR schedule for the next few months looks promising. August is expected to feature two club races – at NJMP in mid-month and at Road Atlanta on the last weekend – which may draw members of our homegrown racing crowd. (In fact, as you read this, one local racer, Dehler again, was already registered for the Road Atlanta race.) And, of course, there's the race at COTA; although rescheduled from June to the start of October, it still listed Harding, Krista Wil-

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TARHEEL CHAPTER 2020

IN-PERSON EVENTS IN FLUX - Our calendar is still in very much up in the air at this point - please check with event organizers as to the status of events after June 1st until further notice.

Jul 9-12	Trip to Amazing Asheville-Asheville NC	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Jul 11	Slalom Run to Stagville Durham NC	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Jul 19	Bimmers, Beemers and Bacon Farmers Market	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Aug 15	Hundred Dollar BBQ Run-Carhage NC	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Aug 21-23	CANCELLED - Corral at IMSA Race VIR	Brenda Dunlevy	336-996-3149	bedunlevy@icloud.com
Aug 29	///M Day at Performance Center Greer SC		Details and Registration on MotorsportReg	
Oct 14-15	Corral at Charlotte Fall AutofairCMS Charlotte, NC	Chris Webber	704-906-8876	Christopher.Webber@tarheelbmwcca.org
Oct 15	2020 Carolina BalloonFest-Statesville, NC	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Oct 23-25	Fall HPDS-VIR Full Course	Phil Antoine		Details and Registration on MotorsportReg
Oct 24-25	///M Day at Performance Center Greer, SC			Details and Registration on MotorsportReg
Nov 11-13	*12 Hours of Sebring - Sebring FL			See website: sebringraceway.com
Nov 13	Fall VIR Charity LapsVIR	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Dec 5	Danville Tank Museum Danville, NC	Robert McIsaac	919-880-8021	Raleigh.BMWCCA.Activities@gmail.com
Dec 10-11	BMW CCA Club Race School Roebling Road	Mike Hinkley		clubracing@tarheelbmwcca.org
Dec 11-13	BMW CCA Club Race Roebling Road	Mike Hinkley		clubracing@tarheelbmwcca.org

* Not a Tarheel BMW CCA sponsored event

liams, Sri Haputantri, Howerton, Oldenburg and Pereida among the original twenty-odd entries as this report went to press. In short, it seems like we'll see a return to a more normal CR schedule down the road.

Finally, we expect the local pro racing scene to also come alive a couple of weeks from now, when BimmerWorld Racing (BWR) is to resume

ON THE COVER:

the major roads where-ever possible. First stop was Mutzies Burgers in Lincolnton, NC. This was a brief stop to re-gather the groups and meet a few others. We then got to old 18. This is a great road but easy to miss. It passes by South Mountain State Park. Old 18 got us to I-40, and then a brief drive on it over to a Loves Travel stop in Marion, NC where we met up with the last of the group. It was a great place to get gas, water, batteries, or anything needed for the drive.

We then again set out in two groups up NC route 221 over to 226 and 226A. 226A is part of the Diamond-back route heading up towards Little Switzerland, NC. There were plenty of curves and switchbacks to test our BMWs great handling. A brief drive back on Route 226 got us to Spruce Pine NC and DT's Blue Ridge Java for lunch. They have great

their long-delayed assault on IMSA's Michelin Pilot Challenge series at Sebring (July 17-18). BWR's next race date after that is at Road America on August 1, followed three weeks later by VIR. So, stay tuned.

Meanwhile, stay well, stay safe, and have a great Fourth!

coffee, ice cream and delicious sandwiches. Everyone opted for outside dining on such a beautiful afternoon.

After lunch, it was time to head down to the Blue Ridge Parkway. After a brief stop at an overlook, we took NC route 80, known as the Devils Whip, down to Dot's Dario for ice cream. Unfortunately, we encountered the slowest traffic of the day descending off the mountain. After Dot's Dario, many split up and headed their separate ways while others continued on to do old 18

once again before getting back into Charlotte.

Overall, it was an enjoyable outing on a beautiful day with old friends, new friends, and being able to really drive our great cars once again.

-Richard Daugherty



Replacing Tires - A Balanced Approach

It happens to all of us, sooner or later – and it's a big decision. So many options to consider... and all manner of advice available, but who should we listen to? There could be consequences down the road, and financial considerations,

plus how comfortable we want to be and what sort of performance we're looking for. Sound like an investment-firm blurb? In this case, it's not, but there are similarities. I'm talking about when things have worn down to the point where

it's time to buy new tires. All of the above is true, and I just recently made this decision myself. I did some research, though, and I think I got a very balanced return. Sorry for all the puns, but they do seem to apply.

Those of you still reading this (stay with me now) all drive not-so-ordinary cars that have a higher quotient of performance and handling, and some careful thought should be put into what your next set of tires should be. Why? Well, in addition to ROI, or return on investment, there's the safety and comfort factors to consider. You definitely want to maximize your return while feeling comfortable and safe. Translation: you want a set of tires that give you performance, safety in variable weather and road conditions, and a comfortable ride over a fairly long period at the right price.

Thus the quandary many of us find ourselves in when confronted with all the options from Discount Tire, The Tire Rack, and so on. We want the right speed rating, reasonable tread life, and good handling/performance characteristics – which include grip, water-channeling, quietness, and a ride that won't disturb your dental work. We all (okay, most of us) want to pay as little as we can for the whole package, including mounting, balancing, valve stems, and tax, title, and license. It can be daunting, but it's not impossible. It just takes setting a goal (or budget), some research, and ultimately, arming yourself with some facts.

Many of us fellow chapter members drive cars with high-performance low-profile summer tires. Those of us with newer vehicles that were equipped with run-flat tires when purchased have to decide if the higher price and different ride/handling characteristics (harshness due to stiff sidewalls and harder tread compounds) are worth the replacement cost. I will admit that the newest generation of run-flats are very much improved in all ways – but they're still more expensive and most of the time will require a replacement instead of a repair. There are good and bad things about run-flats, but that's something usually dictated more by convenience/safety versus cost. For this article, I'm going to concentrate on non-run-

flats, since many of us have collectively expressed a dislike for run-flat tires.

So where do we begin? Most of us are looking for a good price at the front end; some of us are looking for performance first, and then there are those of us who want this purchase to last awhile. Your definition of a "good price" is usually whatever your wallet/budget can handle, but there are always tradeoffs, same as with treadwear and performance. Your most common type of driving will usually dictate the type of tires you should buy. If your driving is mostly commuting/highway cruising, you'll be looking more at treadwear and comfort rather than all-out cornering power.

Up until recently, the "Z-rated" performance tires on our cars meant softer compounds for handling at the expense of tread life. All-season tires, which are better in wet and colder/snowy weather, generally have harder rubber compounds and last longer, but they give up a fair amount in handling. Also, low-profile tires tend to ride more harshly than higher-profile. As wheel diameters increase, section width has to decrease to keep

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the overall tire diameter as close to original as possible. Translated, this generally means that 17" tires and wheels will give a more comfortable ride because the higher sidewalls will flex more and provide a cushion against road irregularities than 18", 19", or 20" tires and wheels with the same overall diameter. But - the same sidewall flexibility that gives that comfy ride also compromises handling by reducing the size of the contact patch (literally meaning where the rubber meets the road) when making turns.

A quick note – the tire rating (Z, Y, X, H, etc.) reflect the tire's sustained-speed rating and also generally reflects how hard or soft the tread compound is. As an example, Z-rated tires are considerably softer than an H-rated tire, with correspondingly more grip but far less treadwear. There's another rating factor called UTOG, or Uniform Tire Quality Guide, which gives a numeric scale on which to judge treadwear, with the smallest number having the lowest tread life. As an example, a great many Z-rated tires have a UTOG number of anywhere from 140 to 280 – relatively low. A Z-rating means they're safe at sustained speeds of 150+ mph – but they're also "summer" tires, which don't handle well in cold weather. All-season tires can be anywhere from H- to Y-rated for lower speeds and temperatures and don't handle as well as Z-rated, but their UTOG is well over 300.

OK – enough of the technical stuff. Here's what I do when I look for tires – I peruse the tire-vendor websites and I actually read the reviews of the tires that are candidates for purchase. It's amazing how what you might think is the absolute best choice can quickly move down the list after reading other people's experiences with that tire on their cars. Another good source of info is from

one of the online forums, such as BimmerPost.com, where you can submit a post about what you're considering and get input from drivers of your same car type. I'll give you an example: we all consider Michelin tires to be the "Egg McMuffin" of performance tires – but it turns out that not only are they pricey, they are sometimes noisy and have lower tread life. Many people swear by them; others swear at them; however, they are for the most part held in very high regard despite their higher cost.

But if your budget constrains you (like most of us), there are alternatives that not only provide great performance, but are quieter and have better tread life at a much lower cost. How do they do this? Clever engineering and the use of multiple tread compounds across the surface of the tire. A couple of examples: Bridgestone RE-760 and Continental Extreme Contact Sport are two Z-rated summer tires with treadwear ratings of 320 and 340, yet they are less expensive, quiet, ride very smoothly, and provide great grip in wet and dry conditions. Now – I'm not trying to recommend or denigrate any specific brand here, but giving you some insight into my selection process. I chose the Contis for my 228i with 18" wheels, resulting in a great ride, better handling, and improved wet-weather characteristics, all at a very reasonable price. I also replaced the 19" tires on my M3 with the same brand and model, and they work well for my type of driving, which doesn't include any track time.

In conclusion – buying new tires (re-tiring) is a process that greatly resembles retirement planning. Careful research, including insight into the personal experiences of others, will result in peace of mind without having to give up the things that matter to you the most! **-Alan Greene**

Running the Car Club

In the inaugural issue of Bimmer Life magazine, there's a great story about how the E36 M3's finally made it to the US market. A stunning performer in its day, it was also breathtakingly ex-

pensive due to the exotic engine and the folks in Munich said "nicht" to getting it set to sell here.

The BMWCCA had other ideas and began an orchestrated write-in campaign to encourage a re-

think on that. Amazingly enough they did, and the car arrived here with a milder engine, a simpler transmission ... and was an instant success.

While a bit down on power compared to the Euro-spec car, that doesn't mean it isn't powerful of course. And now, at a quarter century old, that simpler drivetrain (which was originally developed for an M3 car that never was built in South Africa) is much less expensive to maintain. I know this personally since I'm fortunate enough to own one, a survivor 1997 that was in the original owner's family until "retiring" to my garage last year.

On a stunning Saturday recently, while practicing good Social Distancing skills, I had a chance to enjoy a 120-mile blast through three

counties east of Raleigh with a Porsche Boxster as my wingman. The E36 is simply brilliant. Effortless and light to drive, she never seems to get flustered and is always willing. The car pulls strong in any gear and rewards finding the right line through a turn with explosive exuberance on the other side. It never feels anything other than confident on the twisty bits. The only thing that hurts when driving this one is my face ... from all the smiling and chuckling I seem to do.

Our adventure run took us from Raleigh out toward Louisburg, then into Bunn, over to Seven Paths ... and eventually back into "downtown" Bunn for a stretch. One of the striking things about the E36 M3, beyond the brilliant performance window, is just how good the visibility is. In an era before all the airbags were fully employed, the window pillars seem diminutive and the glass expansive; all very engaging. Also, beyond the scream of that S52 engine, the snick-snick of the perfectly balance gearbox in mechanical heaven. Each of the parts here is world class; the sum of the parts is exquisite.

Warm sun and crystal-clear skies made for a great backdrop for getting a pair of middle-aged German athletes out for a bit of a stretch. That's also a sure-fire way to relieve some serious cabin fever ... **-Robert McIsaac**



THE CLUB CAR



THE **E36 M3** BECAME A HUGE HIT IN THE US, BUT IT DIDN'T HAPPEN UNTIL A VOCAL CONTINGENT OF **BMW CCA MEMBERS CONVINCED BMW TO BUILD IT. MEET THE M3 THAT TURNED THE U.S. INTO A HOTBED OF ENTHUSIASM FOR M CARS.**

BY **JACKIE JOURET**, WITH **RICH BREKUS**
PHOTOS BY **ZACH SUGGS**

When the second generation M3 debuted in Paris in September 1992, BMW had no plans to import it to the U.S. Eventually, of course, that decision was reversed, and the success of the E36 M3 made the U.S. BMW's largest market for M cars worldwide.


How that happened is a fascinating story, one that involves the enthusiastic members of the BMW Car Club of America and some dedicated engineers and executives within BMW of North America and BMW's M division in Munich.

First, a little background: BMW Motorsport was formed as BMW's racing division in 1972, and its engineers began offering high-performance road cars almost immediately. These evolved into "M" versions of BMW's 5, 6, and 3 Series automobiles, as well as the M car, the M1. The earliest M cars weren't offered in the U.S., but customer demand encouraged BMW to add the catalytic converters and other equipment needed to make these cars U.S.-legal.

Starting in 1987, the M cars arrived here en masse, and soon U.S. enthusiasts were enjoying the same M3s, M5s, and M6s that drivers in Europe had enjoyed for years. The cars were expensive, however, and they required a lot of labor-intensive maintenance. Dedicated enthusiasts didn't mind, but the majority of BMW's customers weren't interested, after initial demand was satisfied, the cars proved almost sale-proof until the price was reduced dramatically. For example, BMW of North America sold 1,296 E34 M5s in 1991, but then the next 382 cars took two full years. By then, the second generation M3 had debuted at the 1992 Paris auto show, and BMW NA had no plans to import it—or any other new M car—to the U.S., largely because of cost. "They were making the most advanced spaceship you've ever seen with a hot-rod motor, manual valve adjustments, really high compression, and which would have fallen into the highest insurance classification in Germany and the U.S.," says Erik Wainberg, then BMW of North America's Motorsport manager. "It would have cost \$55,000 or \$65,000, and it would have been a maintenance and insurance nightmare."

A few enthusiasts would have purchased it anyway, but not enough to justify the cost of federal certification for crash safety and emissions compliance. Even before the car debuted, BMW was lobbying for a less expensive version—and it was a group of enthusiasts within the BMW CCA, led by late *Roundel* columnist Bob Roemer,

BMW Car Club of America Tarheel Chapter





Raleigh “Dinner” for April Was a Virtual Hit

Once again, as we grapple with the impact of the COVID-19 pandemic, we found it necessary to have our monthly meeting in virtual style. No worries, however, since the gang all brought their preferred adult beverage to relax with. Instead of kicking real tires, we had a chance to ruminate on what we would have driven tonight, had we actually been able to get on the road! It was a robust turnout with 17 people on the line from around Raleigh ... and as far away as Greenville, Wilmington and Andover (Massachusetts). Clearly, we’re making the best of the current situation.

Brian Marks was our guest tonight and he shared some great tips on interior maintenance and repairs. Brian owns the Fibrenew franchise in Raleigh / Wake Forest and his work is clearly “superior”. He showed us a couple of terrific project cars he has underway now, including a personal favorite ... his E46 M3 Touring. Ah, yes, the elusive wagon that Munich never released to the wilds is actually living here in The Triangle! Brian talked about leather care, changing colors and a wide array of other issues. His website is here: <https://www.fibrenew.com/north-raleigh-wake-forest/>. Also, he has an impressive project car done for / with the AMMO NYC team that involved changing the color of a car’s interior. This is seriously cool stuff and great to see a local business in the national spotlight: https://www.youtube.com/watch?v=ke57Vxj_SeM&feature=emb_title.

After peppering Brian with questions, we talked a bit about the revised event schedule we have for 2020-21. We don’t know for sure that the event moratorium will be lifted on June 1, but we’ll plan for that and adjust as needed. Dwayne Mosley offered up some great insights on things at the National level and has some ideas on future guest speakers (e.g., paint-less dent repairs).

We’ve had a chance to have Bimmer Performance Center and Fibrenew join us recently for events, but Scott Morford pointed out that we can now invite people from pretty much ANYWHERE to come to our get-togethers, which raises a number of interesting ideas. For example, someone from Korman’s out in Greensboro, the experts on restorations

(e.g., my Dad’s E30) could easily join a future event. Not a bad way to turn lemons into some good lemonade. If you have ideas on others to include in the future, please let me know.

We’re all looking forward to getting out and driving again ... and dining at Farina’s! A number of folks have downloaded the route sheets from our Box account, while others are enjoying social distancing at speed on new routes of their own design. Good friends, great cars ... keep the good times rolling even in the shadow of a pandemic!

-Robert McIsaac



Chasing Springtime on Mother's Day

Not much doubt that the COVID-19 pandemic is putting in a crimp in our planned driving activities for this season. That's a small price to pay as we collectively look to minimize the damage from the contagion. Most of us are carefully socially distancing now ... and Mother's Day seemed like another opportunity to "do it at speed". We connected with the Activity Coordinator from the Down East area in an effort to plot a course for our planned June picnic adventure to Buckhorn Lake.

We met initially in Wilson at the Whirligig Park, a fantastic display of "art meets engineering" in the form of the work of Vollis Simpson. Ironically, there was someone at the park "passing thru" from Delaware, who happens to live now in the same town I did as a youngster. From about 20 feet apart we swapped stories about all things in the Blue Hen State ... and about local icon, Vollis.

After that and a proper walk-about in the park, we jumped in the white Bimmers and blasted off to the small town of Bunn, where we had a brief pit stop to address several issues and kick some tires. Ironically, while parked, several other

we hopped back on the road for a blast across the country side on our way to Buckhorn Lake. If you follow the map or the GPS, this is best accom-



plished on "yellow line" State highways. We completely ignored that and went for the "as a crow flies" route which took us over hills and dales, around farmer's fields, past plenty of cows out for an afternoon chew and with the unmistakable signs of spring sprouting all around us. There were acres of wild flowers, mostly yellow and white, to admire. As my navigator pointed out, "they are probably weeds" ... but the sheer beauty of the yellow carpet surrounding us was clear. They were simply fantastic.

After a few bursts to make sure that the valve train was properly cleaned, and the oil in the F87 / M2 was nicely circulated, we arrived on the shore at Buckhorn. Spectacular day to watch the boaters carefully launch their charges into the calm waters ... and check out the picnic grounds for our planned event at the end of June. Clearly closed now, we have fingers crossed that another 6 weeks will give us a green light for adventure. And if it doesn't? No worries ... we can simply do parade laps around the lake! Any excuse at all to race through the gears is fine on our end. Be nice when "Zoom" means something other than a conference call! **-Robert McIsaac**



Bimmers went by including an F30 and an E90. Lots of waves and smiles from long distance.

Properly refreshed with some hand sanitizer,

LOCAL SCENE

ASHEVILLE AREA DINNER

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

Where: Different Location Each Month

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

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

CAPE FEAR AREA

Date: **4th Thursday each month**
Time: 6:30 pm

Where: The Forest restaurant at Cape Fear National Golf Club
1281 Cape Fear National Drive
Leland, NC 28451

Email Matt Sarkela for information at matt.sarkela@gmail.com.

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: **1st Thursday each month**
Time: 6:30 p.m.

Where: The Speedway Club at
Charlotte Motor Speedway
5555 Parkway S., 6th Fl, Concord NC

Please email Andy Barbee for more information at clt2thbmwcca@gmail.com or (704) 701-2294

DOWNEAST AREA BREAKFAST (Greenville, Wilson Rocky Mt)

Date: **1st Saturday each month**
Time: 8:30 a.m.

Where: Scullery Coffee House and Creamery
431 Evans St
Greenville, NC 27858

Email Alex Kordis for information at alexkordis@tarheelbmwcca.org

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

Contact Alex Kordis Area Coordinator for Down East at alexkordis@tarheelbmwcca.org if you are interested in joining them for meetings.

NORTHERN MOUNTAIN AREA DINNER

Date: **2nd Wednesday each month**
Time: 6:30 p.m.

Where: Booneshine Brewery
465 Industrial Park Drive
Boone, NC 28607
828-278-8006

Cost: Only what you eat and drink.

Contacts: John Cochrane (jgcochrane1968@gmail.com) or Mike Langley (michaelrlangley@aol.com)

A fun gathering of BMW friends for a discussion of all things car related.

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 roanoke.tarheel.bmwcca@gmail.com for more information.

SANDHILLS AREA

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

Where: Scrub Oaks

SOME IN-PERSON EVENTS ON HOLD UNTIL FURTHER NOTICE

Contact event organizers for updates and alternative virtual events

5780 Ramsey St #108
Fayetteville, NC 28311

ScrubOaks is a contemporary american restaurant that also offers a great sports bar setting. Many regulars frequent the Kings Grant golf club and stop by afterward for a meal. Wednesdays offer half off wine (bottle and glass)

Contact Danny Miller for more information mperfor-mancelife@gmail.com

TRIAD AREA WEST DINNER (Winston-Salem)

Date: **2nd Tuesday each month**
Time: 6:00 p.m. Drinks, 7:00 p.m. Dinner
Where: Sixty Six Grill and Taphouse
3440 Frontis Street
Winston-Salem 27103

Please contact Marc Schatell for more information at marc@tarheelbmwcca.org

TRIAD AREA EAST DINNER (Greensboro)

Date: **1st Tuesday each month**
Time: 5:30 p.m.
Where: Mac's Speed Shop
1218 Battleground Ave
Greensboro, NC 27408

Please contact David Harrison for more information david.harrison@outlook.com

TRIANGLE AREA DINNER (RALEIGH)

Date: **3rd Tuesday each month**
Time: 6:00 p.m. Tire Kickin', 7:00 p.m. Dinner
Where: Farina Neighborhood Italian
Lafayette Village
8450 Honeycutt Rd #100
Raleigh

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

TRIANGLE AREA DINNER (CHAPEL HILL)

NONE SCHEDULED AT THIS TIME

Joyner's EST. 1993

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SUCH A DEAL

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

BMW CARS FOR SALE:

1997 M3 Sedan Arctic Silver, gray interior, automatic trans, SSR wheels (original M-Contour wheels also available) 200k +/- miles, runs well, but needs AC compressor. Recent struts, shocks, bushings, ctrl arm refurb front and rear, no rust and the paint looks great. Well cared for, excellent daily driver. \$3,800 Located in Concord NC. Email rblood@yahoo.com

1998 BMW Z-3 Roadster 2.8 liter 6 cylinder engine, 5 speed transmission, RWD, traction control, ABS (4 wheel), air conditioning, power windows, power locks, cruise control, power steering, dual air bags, side air bags, dual power leather seats, alloy wheels, hunter green, asking \$6995, call 704-530-3695 ask for Sherie, or email me at sheriebrooks57@gmail.com

2013 E93/M3 DCT Convertible In fantastic condition. Alpine white exterior with fox red interior. Carbon fiber trim. 32,050 miles. Premium, com-

fort/convenience, and winter packages. All maintenance up to date and Blackstone oil analysis for the last 2 years. Clean Carfax from new and records since I purchased in 8/2018. Title in hand. Garaged and ceramic coated finish. Only taken out on sunny days. No excuses on this last-year, normally aspirated, V-8. VIN WBSDX9C59DE786214 Mike, 704-905-4376 (m) Charlotte

E30 Convertible This is a car that I have owned for some 28 years w 100250 accurate miles to date. Good Black original Paint. Interior Beige leather. We replaced some of the bolsters, and had the roof restitched. Dash is solid. It has now been stored for over a year in Eastern NC under a fitted cover. Sale forced by limited garage space. Looking for \$ 7500 jdale@ec.rr.com

BMW PARTS FOR SALE:

Schroth E46 Quick Fit Pro Harness Black 4 point driver's side harness by Schroth Racing made specifically for the E46 BMW. For sale new at Turner Motorsports: <https://www.turnermotorsport.com/p-390805-e46-schroth-quick-fit-pro-harnesses/?pdk=AgEB> This is a complete harness including the two outboard anchors and grips added to the ends of the shoulder and lap belts. I used this in my E46 330ci and it really keeps you firmly in your seat during track days! I no longer track this car and I have removed the harness which is in excellent condition. Original purchase documents available. \$200 including shipping within the continental USA. Paypal or cashier's check. 4535rhs@gmail.com

MISCELLANEOUS:

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

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

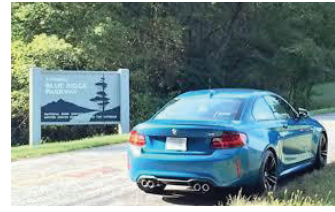


Brilliant Blowing Rock!

NC Balloonfest, Boone and The Highlands All Await ...



- What: A weekend adventure to Western NC to explore the fall beauty in the area. This is also a chance to take in the NC Balloonfest, the Linville Gorge, Grandfather Mountain, Little Switzerland and a bevy of brilliant sightseeing adventures that are waiting to be "unpacked". Downtown Blowing Rock has a great set of culinary and microbrewery adventures to also be explored! Dining and Driving away across the Old North State heads west.
- When: Depart on Thursday, **October 15, 2020** at 10:00am. Come early for coffee at 9:00am!
- Where: Departure from Leith BMW, 5603 Capital Blvd, Raleigh, NC 27616
- Objective: A fun and enjoyable weekend away that offers great driving, terrific food and some fantastically interesting adventures ... and fall foliage!
- Where to Stay: Hemlock Inn, 134 Morris St Box 422, PO Box 422, Blowing Rock, NC (828-295-7987). The Inn at Ragged Gardens, 203 Sunset Dr, Blowing Rock, NC (828-295-9703). Green Park Inn, 9239 Valley Blvd, Blowing Rock, NC (828-414-9230). Many other options but don't wait too long! Make your own reservations for Thursday, Friday, Saturday nights.
- Duration: Depart on Thursday (10/15) morning ... home on Sunday afternoon (10/18).
- Contact Information: For details, connect with Rob McIsaac at Raleigh.BMWCCA.Activities@gmail.com or 919-880-8012.



Hundred Dollar BBQ Run?

Chasing The (Alleged) Best BBQ in NC!



- What: A cruise to Carthage, NC, to the Pik 'n Pig ... a great opportunity for "Dinner and an Air Show". This is the place folks fly into with their planes for the aforementioned \$100 sandwich. It will be considerably less costly in a Bimmer ... but no less fun!
- When: Depart on Saturday, **August 15th** at 10:00am. Come early for breakfast and/or coffee at 9:00am!
- Where: Departure from the Starbucks at 180 Cabela Drive, Garner, NC 27529
- Objective: A great day, an awesome meal, a terrific show and some fascinating photo ops. Pik 'n Pig is located at 194 Gilliam McConnell Road, Carthage, NC 28327
- Duration: Figure 6+ hours including driving.
- Contact Information: For details, connect with Rob McIsaac at Raleigh.BMWCCA.Activities@gmail.com or 919-880-8012.



END GAME

Photos by Robert McIsaac



Yep...

Footnotes classifieds...

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

**Classified advertisements can be
emailed to the Editor's attention at:
newsletter@tarheelbmwcca.org**

WANTED: Your photos and stories.

Got a tale to tell about your Bimmer, photos you want to share with your fellow **Footnotes** readers, or just a suggestion?

Email your submissions to newsletter@tarheelbmwcca.org.

Come on, you can do it...
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(336) 375-4516



Summer 2020 M Club Day

Big Fun @ BMW Performance Center!



What and Where:

- Each year, the Tarheel and National Capital BMWCCA Chapters sponsor major events at the BMW Performance Center in Greer, South Carolina. These events give us access to the facilities and the instructors at a remarkable location ... at a deeply discounted price. This school is a special program designed by the Performance Center staff specifically for our chapter members.
- The price covers the training sessions ... and the use of current model ///M Cars for the event. M2's, M3's, M4's and M5's were the highlight of the adventure in 2016, 2017, 2018 and 2019. We expect more of the same for the coming year. Best of all perhaps, is the opportunity to have a great learning and driving experience while using someone else's Gas, Tires and Oil!
- Remember the old adage that "no car is faster than a rental!".

When:

- The "spring" event is on Saturday, August 29th, 2020

Next Steps

- Registration now open: msreg.com/August2020MClubDay

Contact Information: For details, connect with Rob McIsaac at Robert.McIsaac@tarheelbmwcca.org



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

**///M Day at Performance Center, Greer SC
August 29, 2020**