

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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# TARHEEL CHAPTER BMW CCA

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## ON THE COVER:



### July Dinner Event in Raleigh? Wunderbar! It

turned out that the thunder we heard on the evening of July 18 was not the weather, but rather a herd of BMWs arriving for our monthly dinner at the Triangle Town Center. This time of year in North Carolina always provides some interesting and entertaining weather experiences. For the last few weeks, it has seemed that every late afternoon has featured thunder, lightning and a brief but impressive monsoon like weather system. On the drive to the rally point it looks like our dinner meet-

ing might experience the same meteorological show. Dark and ominous clouds featured prominently on the horizon.

Miraculously, however, the evening stayed dry and turned increasingly pleasant as the clock

*(continued on page 4)*

## MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **54** new and returning members and associate members. This brings our total chapter membership to **2,824!** Our membership is the lifeblood of the Club. Without your participation, there would be no Club. We offer a wide variety of activi-

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

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# PAUL HOECKE *Notes from the road* Enough About Super Cars Already

It's been said that reading is the best activity for when you're sitting down. And I agree. I like reading. In fact, I'm drawn to pretty much anything in print, fiction, politics, history, news (real news, not the fake kind), although I draw the line at some stuff, like certain regurgitations on social media. But when it comes to car reviews and related stories, I'm an absolute sucker.

Reviews are what I go to first, whether I happen to be perusing ROUNDEL, Road & Track, Autoweek, or a mere newspaper for that matter. And it's not because I'm looking for cars to buy. Goodness knows I've got enough of them to drive and play with. No, I read these stories for entertainment, pure and simple. Which is also why I consider Cory Farley's 'Travels with Farley' in Autoweek and Dan Neil's syndicated weekend piece, 'Rumble Seat', to be tops.

By the way, did you know that Dan hails from our neck of the woods? And that he was the featured speaker at one of our Annual Banquets some moons ago? I guess it therefore figures he'd be good at writing about cars, seeing as how we're a kind of car guy and gal oasis in a world that seems to increasingly view cars as mere appliances. But I'm digressing.

Anyway, I love reading Cory and Dan's stuff because of their writing styles, especially their humor. I think they both are head and shoulders above most everyone else's work in this respect, even though they're different. Farley mostly writes about crazy, stupid things people do with cars. (His recent column, about big-box store lots being "the best place to see clowns" since Ringling Bros. quit, is a hoot. Look for it in Autoweek's Aug. 21 issue.) Neil, on the other hand, pretty much sticks to reviews, which are a whole lot more fun to read than, say, Consumer Reports (but more on that later). So, for the time being, I'll

stick to Neil's stuff for this piece too.

Neil never fails to rattle my funny bone, whether his review is favorable or not. Like for instance, there's his article this past July about the most recent version of the venerable Toyota Land Cruiser. He thought its styling was kinda frumpy; but the way he put it – "wearing a housecoat" – was outstanding. The image of a Land Cruiser in a housecoat, maybe wearing hair curlers too, still has me chuckle weeks later.

Then there's his review (also in July) of the 2018 VW Atlas. A mid- to full-size, three-row SUV built for the North American market in Chattanooga, TN, it's big, brawny and Oh, so roomy. But Neil being Neil, he adds his own spin, reminding us that VW was founded by Dr. Ferdinand Porsche, designer of the WWII Tiger tank (and Panther, I might add). It's therefore an "irresistible" irony (he says) that VW now "wants to sell [Americans] what they want. Which is tanks." It kinda puts the U.S. car market in a new perspective, don't you think? (P.S. Neil seems to like the Atlas; he thinks that, styling-wise, it's more purposeful than some of what he calls the "steel-bodied flower arrangements" – i.e. the Chevy Traverse, GMC Acadia, Honda Pilot and Toyota Highlander – it competes with. Note that he doesn't mention any BMW SAVs.)

There's only one thing about Neil's reviews that's been bothering me of late. Every so often – actually more often than not, I find these days – he'll wax eloquent about some outrageously powerful, ridiculously fast and insanely costly super car. Now, I do get why he does it. I suspect a lot of us mere mortals are suckers when it comes to being allowed a peek at what the One Percent crowd buys and drives. If nothing else, it lets us fantasize about pulling up at, say, the Monte Carlo casino, tossing the keys to the valet, and stroll-



ing in to meet the glitterati, martini in hand, (The name's Brown, Joe Brown, my good man.) But in our real world, that's like gazing at the crown jewels. You know – look but don't touch.

More to my point, these exotic monsters are about as practical for daily driving as using a toothbrush to clean a stable. Oh sure, they may represent the way-out-there leading edge in automotive technology. But that's mainly for engineers and crystal-gazing futurists to ponder. So when automotive journalists review these cars for (supposedly) the general public, I'd wager they do it for professional brownie points, personal kicks and not much else. (I trust Neil will forgive me if I suspect him of getting his jollies from road-testing one of these adrenaline specials.)

So here's a thought: Wouldn't it be nice if Neil were to back off the super cars and stick pretty much exclusively to testing and reviewing cars that you and I are likely to consider, including BMWs? To be fair, he does some of that, as I've said above. Heck, he'll occasionally even give a minivan a whirl. But I for one would vastly prefer

### The Editor's Desk...

The Tarheel Chapter BMW CCA 2018 election season is upon us. The 2018 nominations for four of the eight elected Officers of the Tarheel Chapter CCA Board will open next month.

The Officer positions up for nomination/ election this cycle are: Vice President, Treasurer, Newsletter Editor and Custodian.

In the November issue you will find the annual call for nominations for each open position. If you are interested in nominating an eligible candidate for one of these Board positions, submit your nomination per the instructions next month.

As in previous years, the election ballot will be included in the January issue of **Footnotes** and you will also be able to vote (in January 2018) on the Chapter web site at [tarheelbmwcca.org](http://tarheelbmwcca.org). The election results will be announced in February 2018.

The Board works year-round to ensure our Chapter provides the best possible experience for our members and your active participation is not only necessary but is an important part of keeping our Chapter strong. **-ed.**



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it if he'd do it full time, and here's why: He is a car guy, so I'd expect his review of any car, be it the latest BMW 2 Series Coupe – or the Ford Fiesta or Chevy Bolt or whatever – to cover all the areas essential to the knowledgeable car buyer..

Best of all, though, reading it would be so much more fun than the canned, pedestrian prose you find in your garden variety 'consumer-oriented' report. Hey, I'm just sayin'...



## ON THE COVER:

ticked forward. That was all it took for us to have a great turn out for the dinner; by the end, we had 25 people and 15 cars grace the parking lot of our favorite local dining venue.

As is normally the case, we had plenty of interesting and exciting things to kick the tires on. Thunder frequently comes in the form of

"M cars" and we were not disappointed! Several late model M's, including a beautiful M3 and a crowd favorite M4 were there, complemented by a stunning 440 Grand Coupe. Also of note was a very strong E39 contingent including a beautiful Alpine White M5. We also had a strong group of oil burn-

ers including a 335d, an almost new X5d and an X3d-M. The beautiful M-Poster (235M) was also in the house.

And, of course, our youngest regular at the dinner arrived with her stealthy black X6-i. Julia put on a fine demonstration of both fashion and driving technique before the business meeting was ready to kick off, at which point she slipped



her ride in next to the full-sized BMWs.

Within the hearty crowd we had three new members who shared their own original moments with Bavaria's finest. Not surprisingly, many have fond memories of their initial experience in cars such as the 1600 and the 2002.

After reviewing upcoming driving and eating

events it was the will of the group that we head inside to explore the menu. Alas, this was our first get together since our regular host, Bradley, headed off to law school. It gave us a chance to meet the new guy, Luke, however, who is terrific. After a minor snafu with the credit card reading machine, we were set to roll.

Basically that meant it was time to roll back to the parking lot to kick more tires!

By 9:15 it was time to saddle up and head for home. With the humidity down and the moon out it made for a delightful ride to put the Bimmer back in the barn. The good news? We are only a few weeks away from our next adventure! Time to wax the wheels. **-Robert McIsaac**

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# CLUB RACING REPORT

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BY PAUL HOECKE

## Five Local Drivers Win at Road Atlanta; BWR Lands Podium Spot at VIR

Well, club racing fans, this is October, which means it's serious crunch time for any local racers who are still looking to score a few more points toward a class title under the BMW CCA Club Racing (CR) banner. And some of them are trying to do just that, judging by the half-dozen local track warriors who showed up for the Labor Day weekend race at Road Atlanta.

Contrary to what we reported last month (based on early entry lists) Phil Antoine didn't make it to the track. But fellow Spec E36 racer Bert Howerton did, along with three I-Prepared drivers, Craig Lippe, Dennis Pippy and Rich Zulman, plus perennial D-Mod contender April Curtis. Mike Hinkley was also there, to co-drive with April, do a bit of racing on his own, and provide moral support.

The three-day event comprised four races, starting off with an endurance race on Friday, followed the next day by the feature sprint, and rounded out with two sprints on Sunday. And the Tarheel contingent made its mark, as five of our hot shoes chalked up a combined total of eight class victories.

We think Zulman did best; he posted two class wins, in the feature race and the second sprint, as well as second place in the long race, and did all that while finishing second and fourth overall in a 30-plus car field. He only got aced out in the last race, in which Lippe won IP in pretty handy fashion.

Howerton, the lone racer in his class, came away with four solo Spec E36 wins. And Curtis teamed up with Hinkley to win D-Mod in the enduro. She also finished second in two of the sprint races. Hinkley then drove her car in the last race, but copped a DNF. The same fate befell Pippy in the long race, which caused him to sit out

the feature sprint. He returned to the fray in the remaining two races but only managed to finish toward the tail end of the class both times.

After Road Atlanta, we see only two races on the CR calendar which local hot shoes are at all likely to run in. One is this month's Bluegrass Bimmers event at the National Corvette Museum track near Bowling Green, KY; and, of course, there's the season finale at Roebbling Road in December. To be brutally frank, we normally wouldn't expect a lot of our racers to go to Kentucky – except that one, Howerton, had signed up as we filed this report. This still leaves Roebbling Road, which underscores our point about this being crunch time.

Turning to the Eastern ChumpCar scene, the only event local drivers are sure to participate in going forward is the 'Double-8' endurance race at VIR on the first weekend in December. For those of you unfamiliar with ChumpCar protocol, the Double-8 label stands for two 8-hour races, back-to-back on successive days. Teams are made up of between four and as many as eight drivers who spell each other during each race. And although this is not a Tarheel Chapter-sponsored event, past history says that several teams consisting at least partly of local hot shoes are bound to take part.

The ones we know of include Bad Brains (which typically includes Tom Tice and Rich Abraham, among others); Red Rooster (probably with Scott McDuffie as one of the drivers); and No Panic (which in the past has included Mike Hinkley and Reg Williams). Of course, given both the challenge and fun of these hell-bent-for-leather events, more local teams may want to show up by the time December rolls around. So if you enjoy watching endurance racing on a shoe string, try to <http://www.tarheelbmwcca.org>



wangle some sort of pass for this event. It's an ordeal, but it's also sure to be an absolute hoot.

Meanwhile, on the pro front, things are really starting to look up for BimmerWorld Racing (BWR) in their chase of the gold in IMSA's Continental Tire Sportscar Challenge (ICTSC) series. Racing in Round 8 of the series at VIR in late August, the duo of team owner James Clay and co-driver Tyler Cooke in the No.84 328i claimed a spot on the ST podium by finishing second. Added to their podium finish at Lime Rock (and despite the disappointing and controversial outcome of the rain-shortened race at Road America), this moved them up to fourth place in the standings. BWR's other entry, the No.81 328i of Ari Balogh and Greg Liefoghe, also did well, finishing fifth in a hard-fought race.

As those of you who were at the race can attest, the BWR guys achieved all this in pretty dramatic fashion. Starting on the pole, Clay briefly lost the lead on the first lap but quickly regained it and stayed in front during his stint. After taking over under the first of two full course yellows,

Cooke continued to lead until, with 48 minutes to go, he was passed on the restart following another caution. Fighting back, he set the car's fastest lap as race time was elapsing and took the checker just 1.3 seconds out of first place. Meanwhile, Balogh had started seventh but a spectacular off-course excursion set him back so that he was running 13th when Liefoghe took over. But Liefoghe managed to battle back and had regained the seventh spot when the second yellow was called. With sixteen minutes to go in the race, he was running sixth. He then put the pedal to the metal, setting No.81's fastest lap and, with just 2.5 minutes left in the race, moved into fifth place. He was edged out of finishing fourth by the JDC-Miller Motorsports 228i, the only other BMW running in ST.

By the time you read this, Round Nine at Laguna Seca will be history; and the series finale, at Road Atlanta, will be about to start. We will probably have the results of both races in next month's issue. In the meantime, we wish Clay and his troops the best of racer's luck.

# TARHEEL CHAPTER 2017

|              |  |                    |              |                                  |
|--------------|--|--------------------|--------------|----------------------------------|
| Oct 7        | Drive to Richard Petty Museum - Randleman, NC          | Robert McIsaac     | 919-880-8012 | robert.mcisaac@tarheelbmwcca.org |
| Oct 13-15    | *E30CCA Oktoberfest 2017, Concord Speedway             | socialm@e30cca.com |              | www.e30cca.com                   |
| Oct 14       | *BimmerWorld 20th Anniversary Celebration - Dublin, VA | James Clay         |              | www.BimmerWorld.com              |
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| Oct 28       | Drive to Spartanburg ///MDay Spartanburg, SC           | Robert McIsaac     | 919-880-8012 | robert.mcisaac@tarheelbmwcca.org |
| Oct 28-29    | ///M Day at Performance Center Spartanburg, SC         |                    |              | Registration on MotorsportReg    |
| Nov 11       | Jaunt Around Raleigh                                   | Robert McIsaac     | 919-880-8012 | robert.mcisaac@tarheelbmwcca.org |
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| Oct 31-Nov 4 | *48th Annual Oktoberfest - New Orleans, LA             |                    |              | Registration on bmwcca.org       |
| Dec 2-3      | *ChumpCar Double 8-VIR North Course                    |                    |              | www.chumpcar.com                 |
| Dec 7-8      | Club Race School Roebbling Road, GA                    | Mike Hinkley       |              | clubracing@tarheelbmwcca.org     |
| Dec 8-10     | BMW CCA Club Race Roebbling Road, GA                   | Mike Hinkley       |              | clubracing@tarheelbmwcca.org     |

\* Not a Tarheel BMW CCA sponsored event

# Cruising in Havana

My wife Jan and I recently returned from a Cruise out of Tampa to Key West, Havana, and Cozumel. We both had visited the first and last ports, but, as with many others, we had never been to Havana, Cuba. We all know that there are a great deal of 1950s American cars in residence there, and undoubtedly, some of us have seen a few TV shows about that scene. But to actually go there and cruise the city in a car nearly as old as I am was a much-anticipated revelation.

Mind you, it's not just the cars, but to actually be in a Communist-governed country that has until only recently been on the no-go list as far as travel is concerned was quite an exciting concept. As we were meeting with family from Texas at the Port of Tampa, there was a considerable amount of pre-departure coordination going on as far as port excursions, particularly in Havana. We were able to arrange a 2-hour tour for all 7 of us in two cars, each with an English-speaking guide for \$25 each rather than the \$299 per car via the cruise line excursion offering.

A travel visa is required in order to enter Cuba, which we obtained at the port prior to boarding our ship. You're given a choice of specifying which kind of "educational, people-to-people tour" you'll be taking – one organized via the cruise line or just on your own. We chose the latter, and this enabled us to leave the ship and go through security and customs first at about 7:15AM. We had

about 90 minutes before our meet-up with our pre-arranged rides and guides, so we decided to do some exploring in the early morning sunshine (believe me, there was no shortage of sunshine on this day, nor any absence of humidity).

Immediately outside the port terminal there was a nice plaza where we were to meet our tour guides. There was an old church adjoining the plaza with some bronze statuary, so we started taking photos and decided to walk down one of the nearby side streets. What we saw was the real thing...narrow brick or stone streets, people making their way to their occupations, lots of really old architecture, and, not surprisingly, some areas we in the US might call "depressed" and what we would refer to as "tenement buildings". Among all this were some very nicely renovated buildings housing cafe's and businesses and even



apartments mixed in with everything else. This city goes back hundreds of years, and evidence of its age was rampant in this sector of town.

As you might suspect, we saw lots of vehicles in this area near the port – JAWA motorcycles, Russian Lada and Moskvitch cars, older American sedans, and even an MG 5-door hatchback. The government-run Taxis were newer Audis and Mercedes and other recent foreign makes, but the majority of the "locally-owned" axis were refurbished 1950s automobiles, many of which were the only

source of income for their owners. To be able to get the “taxi stamp” for their windshields, the owners have to pay a Government fee every month, anywhere from \$600 to over



\$2,000 for some specialized vehicles. Considering that our guide, a college-educated young man who had previously taught history and philosophy at one of Havana’s high schools, was paid the equivalent of \$30 USD per month as a teacher, one can only imagine how hard these taxi drivers have to work to make ends meet. The self-employed have to pay most of their earnings to the Government, and our guide decided that being in that profession was much more lucrative than being a teacher.

Back at the Plaza, our “chariots” arrived at 9AM - a 1952 Buick convertible and a 1950 Chevrolet convertible – both immaculate inside and out. Our tour route took us past the Artist’s market (which we later shopped at) and along the Malecon, which is the main roadway through the city. We also went through a tunnel under the harbor to visit a huge statue of Jesus located in a scenic park on a hill overlooking the harbor. As we parked, we noticed that the lot was full of other 1950s GM and Ford cars, all spiffed up and looking great. I learned from our guide (and watching some TV documentaries) that many of the American cars had engine swaps from Russian cars and some even had marine

diesel engines. You could spot the diesel conversions with their large tailpipes and sooty exhausts.

Some of you may remember the good ol’ days before emissions controls and catalytic converters and such to clean up the air. Havana has no such things, and for me, it was back to the late 1950s/early 1960s as far as the air quality was concerned. If you’ve never breathed in unburned gas from a pre-emissions car or truck, it’s quite a shock (according to my niece and grandson who were wrinkling their noses). Idling at a stoplight with the morning traffic could definitely make your eyes water and your head start to hurt from the fumes.

I was expecting a rather wild ride around the city past all of the sight-worthy monuments and buildings (such as Revolution Square and the Capitol building), but traffic flow was not terrible and we felt safe at all times. Seems like all of the 50’s cars have multi-note air horns (yes, dear, that is “La Cucaracha”) that are used when making turns in places where sight lines are limited. They all



want everyone else to know where they are to avoid fender-benders. Considering what it would cost to fix any damage, they are pretty careful drivers. Jan, in the front seat, wanted very much to “play” the air horns, but our driver put the kibosh on that notion.

Alas – as hard as I looked in all parts of the city, I saw no BMWs of any vintage. I was hoping to spot some of the older 1950s



models, and maybe some more recent imports, but none were to be found. Actually, we passed a Mercedes dealership and there were no cars in the showroom or even parked in their lot. Considering Havana's size, you would think there would be a lot of cars, but per capita, the number is surprisingly small.

You can bet that there are a lot of very skilled mechanics, upholsterers, fabricators, and painters in the population mix, though. All you had to do was look around to see remarkable cars over 60 years old being driven daily.

All this may change once tourism ramps up – there are places in Havana where new high-rise hotels are going up and that part of the city looks very modern, in a Miami sort of way. One thing is for sure – the natives are elated that we Americans are now able to visit their country, even for just a short while. Everyone was smiling, and you didn't have to look far to find a fellow car enthusiast – or a dozen. Havana is a mixture of the very old and very new, and while they don't seem to have any BMWs, they certainly like to drive and show off their cars. Kinda sounds familiar, doesn't it? **-Alan Greene**



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# Twists and Turns

Twists, Turns, Keeping a steady pace, and then some late breakfast or lunch at a unique place off the Blue Ridge. It was your choice.

We all started out at Highway 68 and Interstate 40 meeting at a stand alone Dunkin Donuts with BMWs waiting outside and BMW enthusiasts waiting patiently for me to show up.

I must admit. I was going way too fast to show up in time. Ask Arthur. He was riding with me. I think we arrived at 8:31am. Everyone had complimentary coffee and we talked about our drive up and some some club rules.

We were headed toward the Blue Ridge Parkway from our location. Was it going to be a boring cruise controlled 65mph or a twisty ride up to remind ourselves why we drive these cars? Twisty it was.

I led the pack with the Smurf DINAN M3 with Mr. Dunlevy playing tug of war about mid pack keeping the BMWs together in rare traffic (very little) and some slower areas with a BMW Z3 keeping things at the back of the line together (Thank you for that). A great team effort. I tried to take every twisty section Arthur pointed out on the map. It was worth it. Of course the drive up is the best part when we are all together on those curvey roads and the way back is a secret because

nobody is around and everyone can go at their own pace. Don't tell. Slow, fast, who knows. Just be safe.

We arrived at the Mill about an hour and a half after our 9:00am departure. We lined the cars up and took some pictures. Some members even met up later on and took some of their pictures later. Yes I had everyone park in front of a grave yard. No it wasn't intentional.

I still love and own BMWs even though

I'm Sicilian and own an Italian car. I wasn't trying to get rid of my dad either. (: He was a joy on the ride up until the A/C quit working in the M3. That's another story. We all walked toward the Mill and enjoyed the quiet and beautiful scenery.

Everyone had a chance at their

own pace to learn about the Mill and also watch some quick exhibits of homemade chairs and how the saw Mill worked and was powered by water. An older fella explained the process. I was so hungry I forgot. I think it was 18 minutes to make one cut on a log?

After taking some pictures we headed up to the restaurant, toured the quite interesting gift shop while waiting on our tables to be ready. Some had late breakfast. Some had lunch. Everything was country fresh and country good. Great conversation, meeting



other members, and enjoying the day. I think there will be another one of these planned I'm the future.

The way back was fun. Everyone left as they needed and I am sure Mrs. Dunlevy made sure the M6 wasn't going over the mountain side. Yes Paul and I wanted to make a little VIR out of the mountain but then we remind ourselves why we have HP-DEs. That's what is great about Paul. A BMW member for so many years and still a smile on his face when you talk about a fast turn. I love it.

Brings back fond memories of the club from my 20 years and over 100 BMWs ago. I don't normally participate in drives like this but it was fun. I am usually track only since 1998 before VIR at Roebbling and other tracks. This is not my thing but it changed my mind. It was really nice.

The BMW Club has a lot of nice people. I even met some track guys and gals up there. I urge everyone to participate in these events. It's different. Next time I will pick the pace up a notch if I can get approval. It's very hard not to press that GO pedal. **-Carmin Cupani**

## Where In The World Is Hookerton?

That, it turns out, is a fine question. It is southeast of Farmville, southwest of Winterville and just a bit east of Snow Hill. And yes, these places are all in North Carolina.

Which may beg another question. Why would you want to go to Hookerton? That's quite easy it turns out: ice cream! Hookerton is the home of The Simply Natural Creamery, a magical place that is an amazing venue for all things "dairy", including ice cream. All made from the milk of some very content Jersey cows who seemed to be frolicking in the heat.

How do we know all of this? Because a merry band of the Bimmer faithful got together on Sunday, July 23 for a cruise to check the place out! It routinely appears on a list of The Top Ice Cream establishments in NC so we clearly needed to "give it a go".

Pete Osta was good enough to create a "direct yet scenic" route that gave us a taste

of the byways in Greene and Pitt counties. Seven cars and 14 folks made the journey ... with 5 Bimmer's being complemented by a pair of Bow Tie offerings. The roads provided a great scenic tour of some of NC's best farm-



land before depositing us in Jersey cow country. We arrived around 1:20 on a Sunday afternoon ... and a line was already forming for the 1:30 opening! This is a happening place apparently.

Actually, this is a happening place definitively. The ice cream was terrific ... the freshly made waffle cones filling the air with the sweet smell of magical goodness. The general agreement that this is "wunderbar".

A return trip explored more byways and led through farms and small towns before we returned to The Triangle. A great time was had by all on what turned out to be National Vanilla Ice Cream Day. **-Robert McIsaac**



# Nothing Could Be Finer...

than a Bimmer Club dinner meeting in Carolina. Or, I suppose, a long off-camber sweeping turn on a mountain road, but I digress!

On an evening that was “seasonably warm”, and with an imminent threat of a thunderstorm, we had our Raleigh dinner meeting on August 15. Despite the somewhat dubious weather forecast, we had another great turnout! A grand total of 28 folks arrived in 20 cars, to give the vaunted California Pizza Kitchen staff a real workout. Yet another birthday celebration and a round of boisterous singing highlighted a fine dining experience!

Of course, before we got to that there was serious business to attend to in the “parking lot huddle”. We had a number of new members with us, including someone who has temporarily relocated to the Raleigh area from Northern Virginia. Also on the docket was a review of upcoming trips which includes both Pete Osta’s cruise to Little

Washington and Howard Wasserman’s jaunt to Asheboro and Level Cross. It wouldn’t be a proper event without food of course, and in both cases we will have the opportunity to experience some of the finest Hot Dogs

in the entire Old North State! This kicked off added discourse on other fine Hot Dog Emporiums in the area including Shorty’s in Wake Forest and Percy Flower’s store in Clayton. Those are some fine eats I can personally attest to!

Julia was with us again, albeit without her kid sized X6M. Apparently

it doesn’t fit in the back of her Dad’s M5. No worries however since she was treated to a visit to Leith for a sit in the real thing. One wonders if her Mom knows ...

All too soon, it was closing time at the CPK. Out in the parking lot we discovered just how much rain we had dodged. Rooster tails all the way home but it was so totally worth it. And, of course, there’s another adventure right around the next apex! **-Robert McIsaac**



## Bimmers Carving Apexes to Little Washington

To be fair, the locals would prefer that we just call it “Washington”. Named for our first President, this bucolic port town on the edge of the Pamlico Sound, was named for the heroic leader from Mount Vernon long before he lent his name to the nation’s capital. Old Washington clearly doesn’t have a ring to it ... so many have simply come to call it “Little”. In any case, whatever you call it, this is a

wonderful place for a venture at the controls of a Bimmer!

Pete Osta was the Rally Master for the day, laying out a grand route taking us through the byways of rural Eastern Carolina. We met at our usual place on the eastern side of Raleigh to break bread and drink coffee before pushing off at 10am. We were hoping for a good turnout but the results



fairly dramatically exceeded expectations. By the time we were all organized, we had 19 BMW's and 28 people ready to descend on our target city. What a great way to start the day!

Of course, with a group this big, some challenges were to be expected. In reality, this felt a bit like one of those great expeditions where everything is carefully planned, only to have reality step in and toss a few monkey wrenches. Ten minutes out from the rally point, for example, we found that a late arrival had missed the jump off. No worries! We gave him a way to get ahead of us on the Interstate so he could meet us in the small burgh of Fremont. Oddly enough someone else from Wilson was going to meet us there anyway so our contingency planning seemed in good order.

Then a small difference on the route sheet caused a moment of confusion ... which had 9 of the cars go off course, with the one person who really knew the route ... in the last car! A five-minute detour allowed us to reorganize on the side of a country road (slightly wider than my driveway). From there, we free-styled our way by creating a new route that would ultimately get us to Fremont. Like a well-oiled machine our two groups were now less than five minutes apart, rapidly closing in on a pit stop near Ayden. Good news was that we were all together. Slight problem? We had the parking lot of the local convenience store so full we had to organize traffic control to make an escape back onto the road!

By now we had the "two groups are better than one" thing down, with Pete leading the first group with a bright red 435 ... and the second trailing our X3dM ... both lead cars being very easy to spot from anywhere. The balance of the cruise into Washington was a

breeze.

One there we immediately connected with a group that had driven up from Wilmington to enjoy the sights and sounds of Bimmers on the prowl. Washington has a wide range of dining options, including the world-famous "Bills Hot Dogs". Although the dogs and the white chili are great, the lack of A/C made this a Plan B for most of our group, who instead enjoyed the indoor seating of a terrific seafood emporium close to the docks. A little funny to show up at a place like this with no warning ... and ask if they could possibly come up with seating for approximately 28. The staff did a great job of pulling the tables together and we had a delightful time swapping tales and enjoying the company of the other Bimmer aficionados. The crab cakes and shrimp burgers come highly recommended, by the way.

After the lunch, we headed over to the estuarium (i.e., an aquarium for the estuary) which gave us a very educational journey around this unique ecosystem. It was a great experience which included a wide range of hands on activities for kids of any age.

As we headed back to the main street, we noted that the skies to the east were getting very dark ... and that our very favorite ice cream emporium in Eastern Carolina, Simply Natural, could be on our way home if we were flexible about directions. We jumped in the cars, spooled up the turbos, and headed for Hookerton. Once again, a great experience resulted. Can't say enough great things about the Coffee Toffee flavor.

With the sun beginning to fade in the west, it was a great time to make our way toward home. Today was further validation that life is, in fact, Better in a Bimmer! **-Robert McIsaac**

# LOCAL SCENE

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## **ASHEVILLE AREA DINNER**

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

Where: Asiana Grand Buffet  
1969 Hendersonville Road  
Asheville, NC 28803

(828) 654-8879

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

Area Coordinator position is open in the Cape Fear Area - Please contact Brenday Dunlevy at [activities@tarheelbmwcca.org](mailto:activities@tarheelbmwcca.org) if you are interested in filling this roll.

## **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  
48 Union Street S  
Concord, NC 28025

## **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**

Date: **2nd Monday this month (10/9)**

Time: 6:30 p.m.

Where: Pepper's Restaurant  
240 Shadowline Dr  
Boone, NC 28607  
(in the Harris Teeter Shopping Center)

Meet on the left side of the restaurant, bar side of restaurant, hostess will know where the BMW Club will be inside.

For info contact John Cochrane (865) 250-4727 or email [JGCochrane1968@gmail.com](mailto:JGCochrane1968@gmail.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@](mailto:tvth996@)

<http://www.tarheelbmwcca.org>

me.com

**TRIAD AREA WEST DINNER (Winston-Salem)**

Date: **2nd Tuesday each month**  
Time: 6:00 p.m. Drinks, 7:00 p.m. Dinner  
Where: Cities Grill and Bar – (336)765-9027  
2438 S.Stratford Rd.  
Winston-Salem, NC 27103

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

**TRIAD AREA EAST DINNER (Greensboro)**

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

Please contact Carmine Cupani for more information at  
ccupani@carminesimport.com

**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 for more information at  
raleigh.bmwcca.activities@gmail.com

**TRIANGLE AREA DINNER (CHAPEL HILL)**

Date: **1st Wednesday each month**  
Time: 6:00-6:45pm People arrive on the top floor  
of the parking garage for car viewing and stories  
6:45pm Walk to the restaurant for dinner  
Where: Hickory Tavern (next to the Hampton Inn  
www.thehickorytavern.com  
300 East Main Street, Carrboro 27510

Please contact Jeff Krukin for more information at  
jeff@jeffkrukin.com

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**1987 M6 Coupe** black with Lotus white interior. Car has 107k miles and is in very good shape. It is #559 of only 568 units imported by BMW NA in 1987. It has new tires new ss exhaust new battery two new shocks. This car has two flaws. It has a small rear main leak and my BMW mechanic told me to wait until it needed a clutch to address. I have a quote from him in writing for \$1550 for new clutch install and repair leak. The air conditioner stopped working but it has worked before. I believe judging from what these cars are going for on Auto Trader and such that I have this priced very well at \$27500. It has a clean Carfax and Vin Check. The car was delivered in Texas and spent most of its life in the south. I live in Tega Cay SC (just over stateline from Charlotte) and I have owned the car for 8 years this month. The average asking price is around 56k and the ones priced near mine have many more miles on them. You can contact me at [jr96cc@comporium.net](mailto:jr96cc@comporium.net) or call or text 704 400 2750 (JB Reeves). Thankyou for looking

**2004 BMW M3** convertible. Great

care, well maintained. New tires, 85,000 miles SMG transmission. Silver with grey interior. Cold weather package.  
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**2007 Alpina B7** Rare and Immaculate 2007 Alpina B7 (WBAHL83577DT89221) in Alpine white over natural brown leather. This car has been BMWCCA owned since original purchase with myself being the 3rd owner. Car has always been garage kept and all maintenance performed by BMW dealer. Every option including rear entertainment and no mechanical issues. You will not find a cleaner one and finding one in alpine white will be an even bigger task! Car is still driven occasionally so miles may not reflect this post. There are plenty out there for less money but none as clean as this one. Car will come with original wheels. Serious inquiries only please!  
84K miles \$29,500  
contact Yusuf B. (901) 355-1004

**2015 M3 6spd** Original owner, middle age professional. Title in hand since purchase. Always garaged at home and office, minimal wear. EXECUTIVE PACKAGE: Head up display (HUD); heated steering wheel; Comfort Access keyless entry; rear view camera; Park Distance Control; XM radio; CD player --- ADAPTIVE M SUSPENSION (3 settings) --- POWER REAR SHADE and manual side shades --- HEATED SEATS front and rear --- NAVIGATION --- Bluetooth hands free --- MANUAL transmission --- ALPINE WHITE exterior -- Sahkir Orange (red) leather interior -- Carbon fiber roof -- Rear tires are NEW; front tires at 50% -- BMW all weather mats and also original carpet mats -- Factory warranty and free dealer maintenance

through 8/2018 -- No apologies car in excellent condition. Bone stock. Never tracked or abused or even accelerated hard before warmed up. -- This is my 4th M car, best yet. Contact: [crgbox@gmail.com](mailto:crgbox@gmail.com)

**E36 M3 Coupe Race Car Bundle (kit)** Body sandblasted, seam welded, reinforced, primed and painted gray on underside and interior. Sunroof removed and panel welded in to replace it. Full welded cage from front shock towers to rear shock towers. Fenders, hood and trunk lid detached but included. Coil over suspension with ProTrac double adjustable, remote reservoir shocks that have been factory recertified. Ground control adjustable camber plates and dual rate springs. Aluminum racing radiator with water/oil cooler separate. Multiple booster/master cylinder/ABS pump combos  
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## MISCELLANEOUS:

<http://www.tarheelbmwcca.org>



**2 Pirelli Cinturato P7 tires 225/45-18 91Y.** 7/32 of tread left. Came off a 2014 328d Sport line. \$50 each. In Charlotte, NC. Contact Dave Hurwitz davehurwitz@earthlink.net or 510 318-1078

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

**Tarheel Chapter BMW CCA Email List** Join us online: The "list" provides a casual, online forum for chapter members to discuss BMW's and BMW CCA events and related topics of interest to local members. Basically it's a sort of electronic discussion board, almost anything

is free game, as long as it has some connection to BMW's (no matter how remote the connection might be). To join the list surf on out to: <http://www.topica.com/lists/tarheelbmw/> Info on how to subscribe or unsubscribe can be found on this page. If you want a shortcut to subscribe simply send an email to [tarheelbmw-subscribe@topica.com](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 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 [zsc.ca.org](http://zsc.ca.org)



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Front End Package

# END GAME

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Photos by Alan Greene



Here's one more from Havana - great pics Alan, thanks!

## **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 [footnotes@carolina.rr.com](mailto:footnotes@carolina.rr.com).  
Come on, you can do it...  
We would love to hear from you!

## ***Footnotes* classifieds...**

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

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

**Classified advertisements can be  
emailed to the Editor's attention at:  
[footnotes@carolina.rr.com](mailto:footnotes@carolina.rr.com)**

# Fall 2017 M Club Day

## Turning Money into Noise @ BMW Performance Center



- What: An early Fall cruise to the BMW Performance Center in Greer, SC.
- When: Depart on Friday, **October 27<sup>th</sup>** at 2pm. Return on Sunday, **October 29<sup>th</sup>** in the afternoon.
- Where: Departure from the Starbucks parking lot at the White Oak Shopping Center in Garner. Feel free to come any time after 1:30pm. Address for Starbucks is 180 Cabela Drive Garner, NC 27529. *Note that we will head south to avoid the Charlotte rush hour "experience"!*
- Objective: This will be an overnight adventure that will take us to participate in a driving school at the BMW Performance Center ... driving their M-Cars. Registration for the event is now open at [msreg.com/Fall2017MClubDay](http://msreg.com/Fall2017MClubDay).
- Objective Alternative: An alternative agenda (site-seeing / shopping) will be arranged for non-driving spouses. Greenville is a great place to tour!
- Dinner: Macaroni Grill, 105 E Beacon Dr, Greenville, SC 29615 (Target 7pm)
- Suggested Hotel: Marriott Courtyard (GSP), 115 The Parkway, Greenville, SC, USA 29615 (AAA Rates). There is also a close Hampton Inn option.
- Duration: Figure 4.5 hours of driving each way (each day).
- Contact Information: For details, connect with Rob McIsaac at [Raleigh.BMWCCA.Activities@gmail.com](mailto:Raleigh.BMWCCA.Activities@gmail.com) or 919-880-8012.



# Riding With The King!

## An Early Fall Cruise to the Richard Petty Museum



- What: A spirited, family friendly, adventure to Central NC's storied town of Randleman to see The King of stock car racing's museum. An epic tour of NC and NASCAR history, followed by an amazing lunch in Asheboro. The museum is located at 309 Branson Mill Rd, Randleman, NC
- When: Depart on Saturday, **October 7<sup>th</sup>** at 10:00am. Come early for coffee at 9:00am!
- Where: Departure from Panera Bread in Apex (1001 Beaver Creek Commons Dr, Apex, NC 27502).
- Objective: A fun and enjoyable family outing that promises terrific roads ... and some iconic Carolina eats. Lunch will be at Mike's Chicago Dog: A bit of Chicagoland in the Piedmont. Mike's is at 103 N Fayetteville St, Asheboro, NC.
- Duration: Figure 5-6 hours including driving.
- Contact Information: For details, connect with Rob McIsaac at [Raleigh.BMWCCA.Activities@gmail.com](mailto:Raleigh.BMWCCA.Activities@gmail.com) or 919-880-8012 or Howard Wasserman at [howard@hwasserman.com](mailto:howard@hwasserman.com)



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

# CALENDAR

## OCTOBER 2017

|               |  |
|---------------|--|
| October 7     | Cars N' Coffee, Charlotte<br>Drive to Richard Petty Museum |
| October 9     | Northern Mountain Area Dinner                              |
| October 10    | Roanoke Area Dinner<br>Triad Area West Dinner              |
| October 14    | Southern Grace Distilleries                                |
| October 17    | Triangle Area Dinner (Raleigh)                             |
| October 18    | Cape Fear Dinner<br>Triad Area East Dinner                 |
| October 19    | Charlotte Area I Dinner                                    |
| October 25    | Sandhills Area Dinner                                      |
| October 26    | Charlotte Area II Dinner                                   |
| October 28    | Drive to Spartanburg ///MDay                               |
| October 28-29 | //M Day at Performance Center                              |
| October 31    | Asheville Area Dinner                                      |

**Jaunt Around Raleigh**  
**November 11, 2017**