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

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Jeff and Dawn Dreibus and Craig and Kathy Root participated in the 3rd annual Touring Joara European and Sports Car Tour Saturday, November 2nd. This was an all-day Poker Run driving through the scenic roads of Caldwell and Burke counties between Morganton, Lenoir and Collettsville. Well over 70 cars participated including BMW, Mercedes, Ferrari, Cobra, MG, Fiat, Austin Healey and more. Touring Joara is a fundraiser for Exploring Joara Foundation. 100% of each participant’s $25 entry fee goes toward funding the foundations work.

Exploring Joara Foundation is a nonprofit organization located in Morganton, NC that supports public archaeology in the western Piedmont region of North Carolina. Contributions from Touring Joara 2013 provide support for public and private school...
You know how it is with anniversaries. Everyone has them. They come and they go, and some may pass without much notice. On the other hand, there are those that may be overlooked only at one’s peril. You know the ones I’m talking about – those occasions you better not forget or else you end up in the dog house, or more likely sleeping on the couch in the den. The rest usually fall kind of in between those two poles – except this year, when one of them deserves to get special recognition from you and me.

You see, it so happens that this coming March – the 17th to be precise – is when the Tarheel Chapter turns forty. As an occasion to celebrate, it probably doesn’t match your wedding anniversary or your Significant Other’s birthday in personal importance, but it sure beats Groundhog Day and the like hands down. Or at least it should, seeing as how you and I, plus close to three thousand other like-minded individuals have chosen to belong to this tribe of BMW fans. Our reasons for joining may range all over the lot, but whether you realize it or not, we collectively make up a pretty powerful agent for doing a lot of good in the world we live and drive in. That alone makes this anniversary worth remembering.

Of course, we didn’t exactly start with that objective in mind. Back in March 1974, when a little group of BMW crazies – most of them 2002 aficionados – got together at a private home in the Triad to form this chapter, their goal was mainly self-preservation. Oh, sure, there was the fun of driving small, sporty cars that could run circles around the wallowing dinosaurs populating the nation’s roadways back then. But BMWs were still a rare breed; dealerships were few and far between; so were independent shops; and getting parts was an adventure. A club looked like a great way to learn about working under the hood, for swapping tech tips and saving money by mail ordering parts as a group.

It’s why I recall the date of that meeting so well, and not because I was there. Actually, I wasn’t; I was in Durham, still trying to track down this group that the BMW-no-space-CCA president, the late Parker Spooner, had told me about. (In fact, I only caught up with charter members like Stan Simm and Phil Williamson the following month, at a meeting in a Greensboro tavern.) But I was in the same boat; my Bavaria needed service and parts, and I didn’t know a whole lot about either, despite having joined the Club in ’73. From my perspective, a local chapter meant strength in numbers, so joining looked like the ticket to salvation. It appears a lot of others felt the same way in the years that followed.

But that’s enough history. I bring it up only because relating these hoary old tales illustrates how far this chapter has come since 1974, not just in terms of size but substance too. We’re still BMW enthusiasts; we still offer membership benefits such as various club discounts and rewards; and we still revel in the Joy of Driving. But we’ve grown far beyond mere self-preservation. We’re not just a car club; we also do a heck of a lot in trying to make our roads safer. So forgive me if I toot our horn for a bit.

In the four decades since its start in 1979, our driver school program has taught thousands of our members to be better, safer drivers. That’s no mean feat, considering the paltry introduction to the art and science of driving that officialdom considers adequate training. (And if some track junkies use the schools merely to get their rocks off again and again, my reaction is: So what. At least they do it legally, which hopefully enables
Even with winter time in full swing, we still have plenty going on around the Chapter. In addition to our always full calendar of monthly dinners, events and so on, I would like to also remind you that our election for the 2014 Tarheel Chapter Board is currently underway and our Annual Banquet and Business meeting is coming up on February 8th.

Please submit your vote either via the paper ballot in this issue or online at www.tarheelbmwcca.org by the end of this month. The election results will be announced at our Annual Banquet and Business meeting next month and in the March issue of *Footnotes*.

If you have never attended the Annual Banquet and Business Meeting, you are missing out! Brenda Dunlevy has organized most of our more recent banquets, and she always does an OUTSTANDING job. She has a great program lined up for us this year and it’s a great event to catch up with your BMW friends too, so try and make it out - you won’t regret it! -ed.

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The Editor’s Desk...

More to that point, our participation in the BMW CCA Foundation’s Street Survival program introduces an ever-growing number of new drivers, teenagers really, to the physics and dynamics of piloting two tons of steel, plastic and glass. That too is something that’s missing from Driver Ed or, for that matter, from any instruction most parents are able to provide. (This may exclude parents who as club members already have the skills and can pass them on to their kids. If you’re one of them, my cap is off to you.) If we, the chapter, thereby keep any of these kids from becoming another deadly accident statistic, it’s another thing we should be proud of, whether we as individuals volunteer to help out at these clinics or support them indirectly by paying our dues.

True, you could say that in putting on these programs, we are merely living up to the mission statement in our Bylaws, which says in part that the purpose of our club “shall be to promote safe and skillful driving.” But we are able to do it in a

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big way because of our chapter's size and healthy finances. In other words, your membership alone makes you part and parcel of the chapter's efforts in this area. (Of course, volunteering to help the chapter run these programs – you know, chase cones, work registration and so forth – would make you feel even more involved. But that's up to you.)

What's more, our chapter's contribution to society at large extends beyond promoting driving safety. We have made substantial donations to a slew of organizations devoted to bettering the human condition in other respects – the American Red Cross, Susan B. Komens cancer research, and (thanks mainly to members Rich and Claire Broughton) the Michael J. Fox Foundation, to name but a few. Oh, and lest I forget, we've also supported the BMW CCA Foundation with cash donations. Okay, so maybe the latter reflects some self-interest on our part; after all, the Foundation (in addition to Street Survival) also works on preserving BMW and Club culture, including historic BMWs. But that's only fair, considering all the Classic BMW drivers in our midst. (I just had to say that.)

Perhaps the fact that this chapter has reached age forty is final proof that our mission is a worthwhile one. In human terms, forty is hardly old, not these days anyway. But for a voluntary organization such as ours, it's a lot. Barring a few exceptions, car clubs, especially those dedicated to a particular marque, aren't exactly known for longevity. They tend to fade away once the object of their admiration gets long in the tooth and its fan base shrinks to a few diehards. Trust me, I've seen it happen. The mere fact that this chapter has lasted all these years, through thick and thin, proves (at least to me) that in our little way we're doing more than okay in the grand scheme of things.

Ever so often, old friends remind me that we were the thirteenth chapter to join the BMW-no-space-CCA. They'll also remark that it must have been a lucky number for this club, notwithstanding all the silly 'Chapter 13' jokes that have popped up here and there among certain cognoscenti. Maybe there's some truth to that; being No. 13 does have some panache. But I think it's obvious there's a lot more than luck behind this chapter's success.

Speaking from my four decades-long perspective, I feel that the Tarheel Chapter could not have become what it is today without its members – people from all walks of life who not only “share a common interest in an uncommon automobile” (to quote an old club slogan) but care about the world we live in – and do something about it. So, when many of us get together next month for our Annual Meeting and its centerpiece, the Banquet, I hope we'll recognize our fortieth anniversary in appropriate fashion.

As for March 17, maybe I'll hoist a few libations with a few club veterans on that day. As luck would have it, that also happens to be St. Patrick's Day. Happy New Year!
The Tarheel BMW CCA Annual Banquet and Business Meeting
Saturday Evening February 8, 2014 6:00-10:00 pm
NC State University Club
4200 Hillsborough Street
Raleigh, NC 27606

This is the 40TH Anniversary of the Tarheel BMW CCA so join us to celebrate. Cash Only Bar at 6pm and Dinner Buffet to follow. Cost will be $40.00 per person. Free for children under 12.

We are pleased to announce our guest speaker will be Matt Russell, Product and Technology Communications Manager of BMW of North America, LLC, speaking on what’s in store for us at BMW in the future. There will be great door prizes, wonderful food and an interesting drive on Sunday to lunch.

Register on Motorsportreg or contact:
Brenda Dunlevy
6424 Littlewood Road
Kernersville, NC 27284

Registration will close Wednesday, February 2, 2014. For those of you spending the night there are several hotels nearby. We have chosen the Hyatt Place West 710 Corporate Center Drive as the central hotel.

Contact bedunlevy@triad.rr.com or 336-996-3149 for additional information.
Happy New Year, fellow racing fans! Welcoming the new club racing season is great—except for one little fly in our ointment. You see, January typically happens to be that time of year when we find ourselves in what CB-chatting truckers like to call the rocking chair—tucked in between the last hurrah of the preceding season and the action in the weeks and months ahead. As a result, we end up dishing out precious few news items and a lot of prognostication.

It’s no different this time around, except for one additional wrinkle. For the benefit of any of you who may be new readers of this column (or wonder if we’re trying to compete with ROUNDDEL’s Racing Lines), we want to take this opportunity to once again state the purpose of this monthly report.

First, this column is not only about BMW CCA Club Racing (CR); nor is it about all of the events on the CR schedule. That’s the job of ROUNDDEL Motorsports Editor Brian Morgan. Instead, our objective is to cover Tarheel Chapter racers exclusively, as they compete in any ‘amateur’ (i.e. non-pro) events, whatever the sanctioning bodies may be—CR, NASA, vintage groups such as the VDCA and SVRA, and so forth. It’s the least we can do for our local hot shoes. We only deviate from this rule in one instance: We cover one pro team, BimmerWorld Racing (BWR) because team owner James Clay and some of his troops are loyal Tarheel Chapter members.

Second, although this report is filed by Yours Truly (the individual whose name appears on the by-line) it’s impossible for one person to be at every event. Consequently, this column typically reflects racing news from several sources, including results obtained from websites, MyLaps and, most important, from participating racers, their crew members and friends. In other words, it’s a cooperative effort, which explains our use of the pronoun ‘we’. So, if you’re interested in making like a motorsports reporter and happen to be at an event in which local racers are competing, your comments will be most welcome. Just shoot them over to hph.freude@juno.com. (We promise you’ll be credited.)

Okay, that said, let’s get on with Item One on our list—namely wrapping up what news is left from the 2013 season. Filing deadlines being what they are, the final event of the CR season, at Roebling Road, is still in our future as we put this report to bed. What we can tell you is this: One week short of the event, two dozen racers had signed up, most of them from the South Atlantic Region; and more were expected. (Some guys we won’t name are habitually late arrivals.) The best part is that these entries included a sizable group of local drivers; the ones we know of were Phil Antoine (Spec E36), with Jack Wilkins as co-driver in the enduro; April Curtis (DM), with Bert Howerton co-driving; Tom Tice (Spec E36); and Mike Hinkley, who expected to partner with one of those late arrivals in the long race.

One more encouraging thing about this event was the racing school, which took place Thursday and Friday before the actual race weekend got underway. Run under the auspices of BimmerWorld, it listed fourteen entrants, which bodes well for...
the next generation of CR competitors. One aspect that struck us in particular was the assortment of cars students brought to the track. Along with an assortment of E30’s, E36’s and M3’s, they included an X5, a ‘79 E12, a Porsche Cayman, and an Audi TT Quattro. This mix of makes just had to have added some spice to the proceedings for students and instructors alike.

We should also note that this event once again ran jointly with the Vintage Drivers Club of America (VDCA). For them, this was their season final as well, so we expect it drew a lot of drivers along with some interesting vintage machinery. Like the VIR race every spring, it’s what makes the Roebling Road event a fun weekend for spectators. However, at press time, we had no word of any local hot shoes who may have participated. They usually include guys like Perry Genova and Skip Bryan in their 2002s and occasionally E30 drivers like Chip Stabler, all of them competing in Group 8. However, we haven’t heard from any of them to date. So, as it stands, we can only hope to have the results of the VDCA races – as well as the sprint and endurance race that made up the CR event – in time for our next report.

There’s little to report on the NASA front. What with the Mid-Atlantic Region having concluded its season two months back, the only event we can talk about is the Southeast Region’s ‘Santa’s Toy Run’ at Road Atlanta, which took place in early December, just after we filed this report. The only news we can relate at this point about that race comes from the Region’s registration site. It says that our homegrown racing crowd was notably absent from the two major run groups, Thunder (which includes the GTS classes) and Lightning, even though Spec E30 drivers made up a healthy chunk of the latter. (Where were you, Carter Hunt and Al Taylor?) However, a couple of local hot shoes did show up to do battle in two other competitions. Jon ‘the Jet’ Kozlow was set to duke it out with an Acura driver in Time Trials (TTD); and Chris Sneed was about to lead Team SNEED4SPEED (composed of him and two other drivers) in the enduro against four E1 class rivals (respectively driving a Porsche, a VW Cor-
rado, a Honda and another BMW). As usual, we’ll try to catch up with how these two made out in our next report.

Item Two on our list – local drivers’ standings in the CR class championship race – is necessarily brief. As previously reported, only two local racers, Dennis Pippy (M3T) and Tom Tice (Spec E36), have been serious contenders for the gold in recent months; and as of the first week in December (i.e. just prior to Roebling Road) their respective leads in the standings were unchanged. However, Roebling Road could change this – especially for Pippy, who was looking at a national championship. (Here’s where the prognostication really begins.)

Pippy’s closest class rival in the standings, Canadian Charles Benoit, was unlikely to show up at Roebling Road. However, John Paton, who beat Pippy in three out of four races at the Savannah Harbor race, was one of the entrants at the event; and Pippy hadn’t yet registered at press time. (Okay, so he is one of those late arrivals we’ve alluded to.) Anyway, you can see where this is going.

As for Tice, he hasn’t been close to shooting for a national crown (which Nat Ohrens seems to have in the bag); but the South Atlantic regional championship appeared to be within his grasp – if class rival Joe Cudby didn’t show at Roebling Road, which he hadn’t at press time. And so it goes.

Moving on, the news on the pro racing front is pretty exciting. As you may have read previously, BWR is set to enter four Street Tuner (ST) cars in this year’s Continental Tire Sports Car Challenge (CTSCC) series, which has been expanded to twelve races run under the IMSA banner. But that’s not all. The team will include some new faces, replacing John Capestro-Dubets (aka JCD), Connor Bloum and Greg Strelzoff; and there will be some new machinery as well.

Two of the new drivers, Corey Fergus and Kevin Gleason, will pilot the race-proven No.80 E90. Another veteran of previous seasons, the No.81 car, will have the equally-proven duo of Tyler Cooke and Greg Liefooghe at the wheel. The No. 82 team will also comprise two successful BWR regulars, Dan Rogers and Seth Thomas, but that’s where it gets really interesting. It appears the ‘82’ badge will initially be on the BWR’s ‘old’ E90, but at some point in the season it’s expected to transition to a new F30 that Clay and crew have been working on. And to cap it all, Clay will return to active racing at the wheel of another F30, partnered with new driver Jason Briedis, who is expected to add his considerable GRAND-AM racing experience to the mix.

Clay expects this one-two punch “will put us in a good spot when 2014 kicks off at Daytona.” As you read this, that race date is just a few weeks down the road, on Jan. 24, to be followed by Sebring in March. After that, BWR will run up a lot of mileage between races, as the CTSCC schedule will alternate between eastern and western tracks.

For us locally, the only bummer is that, to see BWR’s track warriors in action first hand, we’ll have to wait until August, when Round Ten in the series comes to VIR. We can hardly wait.
ON THE COVER:

students of all ages and teachers. This year’s event will support educational opportunities for an additional 600 students. Programs include an Archaeology Explorers Camp for middle and high school students working with professional archaeologists to excavate archaeological site learning about artifacts from the past while have a traditional camp adventure. Check out their website at www.ExploringJoara.org.

Have you ever heard of Joara? It is an important part of US history. In 1567 Juan Pardo arrived at Joara, a Native American town near present day Morganton North Carolina, to build a fort for Spain. For 18 months, 30 Spanish soldiers occupied the settlement before it was destroyed. Fort San Juan is recognized as the earliest European settlement in the interior of the United States and predates Sir Walter Raleigh’s “Lost Colony” by 20 years.

The day started at Catawba Meadows Park in Morganton, NC. Registration opened at 8:00 am with a Driver’s meeting at 9:45 and the first car off at 10:00 AM. Hot coffee and pastries were provided courtesy of the Mercedes-Benz Club of America. 10 prizes were donated by local artists and were given out to the top 10 poker hands at the end of the event.

We enjoyed the twisty rural mountain roads, the beautiful fall colors, and trod in the footsteps of European explorers and frontiers people that helped to make America what we know today. The roads were winding and can be challenging to drive particularly when avoiding wild turkey and black bear!

There were three stops where you received a playing card for the poker run and each stop was carefully chosen for its own unique story and location.

The stops included:
- Fort Defiance, on Hwy 268, began as a Revolutionary War stockade built by General William Lenoir to protect locals from Cherokee raids. Between 1788 and 1792, he built his home on the same site and named it Fort Defiance, in remembrance of the original fort. Lenoir a General in the North Carolina militia gained fame with his account of the Battle of Kings Mountain, a pivotal victory for the colonies during the Revolutionary War.
- Whippoorwill Academy and Village is located on the Ferguson-Carter Farm Hwy 268. The farm owner moved a number of buildings, originally built in the late 1700 and 1800’s, to this site. The Academy is a one-room schoolhouse built in 1880. It is now used as a museum with many historical items on display. Other buildings include a log smokehouse, two-room country store, a chapel and Daniel Boone replica cabin.
- Catawba Meadows Park archaeological site in Morganton is currently under construction. The Joara Foundation is creating two replica Native American houses. Additional plans include a museum, interpretive center, stockade and native gardens.

A great time was had by all, maybe next year we can get some more BMW’s out there!! -Craig Root

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What do you get when you combine 68 teen students, 24 dedicated Club Instructors, 20 or so volunteers, a fire truck, some corporate sponsors, and a great driving venue? If blended well, you get an outstanding Tire Rack Street Survival (TRSS) event!

For the second time this year, the Triangle Area pulled off a weekend-long TRSS school for some 68 teenage drivers. This BMW CCA Area was again fortunate to secure the Raleigh Police Dept’s Driver Training Facility in eastern Raleigh for the event. This venue has a 600x600-foot driving pad, along with a classroom facility and a plethora of cones for us to use, along with those provided by our event partners, the Tarheel Sports Car Club (THSCC).

Our venue accommodated six key driving elements, which all of the students executed individually with their in-car “coaches” throughout the morning and early afternoon. In the late afternoon segment, we open three of the key elements to allow students to combine the driving concepts which they learned in the earlier part of the day. Examples of driving elements included braking, tailgating response, slalom (vehicle control), obstacle avoidance, parallel parking, vehicle backing, and skid control.

It takes a tremendous amount of dedication on the part of many individuals to execute an event of this magnitude which involves many “moving parts” to be successful. In many ways, one might compare this to an HPDE event, in terms of the planning and logistics that go into it. When you really think about it though, teaching teens techniques of vehicle handling, weight transfer, and coming out of their comfort zone as a relatively new driver, requires a special kind of teaching discipline for our in-car coaches not to mention getting tossed around with the dynamics of the student’s vehicles throughout the day!

Needless to say, several individuals deserve to be acknowledged for their efforts and dedication over the entire weekend:

- Phil Antoine – Chief Instructor
- Mike Whitney – Chief of Course
- Stacey Mason – Volunteer Coordinator
- Ron Spencer -- Classroom Instructor
- Denis Kingberg – Event Organizer

East Wake Fire Department for use of their trucks and providing water for our skid-pad exercise.

…plus ALL of our Volunteer staff! Special thanks to all of you, and to our Corporate sponsors Leith BMW, Flow Mini of Raleigh, Tire Rack Inc., Michelin Tire, and of course the BMW CCA Foundation. -Denis Kingberg
This cut-out section contains your ballot for the 2014 officers. When you have marked your choices, write your membership number in the space above, then fold, staple and mail your ballot to: Karen Seymour-Blood at PO Box 1208, Harrisburg, NC 28075-1208. If there is an associate member in your household, you may mark your ballot twice. Be sure to write BOTH membership numbers in the space at the top of this page; the number is for validation purposes only and once checked off, it will be removed. If you would like to vote for someone whose name is not on the ballot, write their name in the space provided and mark the ballot accordingly.

Ballots must be postmarked no later than February 1, 2014.

You may also vote online at www.tarheelbmwcca.org through January 31, 2014.

The results will be announced at the Annual Banquet.

Thank you for voting!

Vice-President  April Curtis

Treasurer      Bud Boren

Custodian      Danny Staley

Editor        Bob Blood
Being a “shade tree mechanic”, I try to do most all my own fixes & maintenance on my own Bimmers. In reality, it’s the only way I can afford these German machines.

This “Say What” info is concerning the “Auto Dimming Rear View Mirrors” installed in most BMW’s these days. After purchasing my ’05 330Cic with only 26,000 miles on it, I found the inside auto dimming mirror not working.

After closer examination when arriving home with it, I found that the approx. top half of the mirror was “Clear” (no green tint) & the lower half was green. The two areas were separated by a curved transition line. I searched several internet forums and found this to be a common problem. If not replaced immediately, the corrosive chemical inside the glass would leak out & damage whatever surface it landed on.

I also noticed that Mike Miller had articles on this in both Bimmer (#120) & the BMW CCA Roundel magazines, with the only fix a costly replacement. For my convertible with SOS & home link, the cost was approx. $630 MSRP from BMW.

After searching the forums, I found a company in TX that will repair the mirror for $99, where they replace the bad glass with new auto dimming glass. If I recall correctly, it took 2-3 days for USPS to deliver it, he fixed & returned the same day & then 2-3 days to get it back to me.

Sure was cheaper than the replacement cost! Also comes with a 1 year warranty. Just thought I’d pass it on.

http://www.radar-mirror.com/Mirror_Repair.html -Richard Vaughn

Thanks for the info Richard! - ed.
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**ASHEVILLE AREA DINNER**
Date: **Last Tuesday each month**
Time: 6:30 pm
Where: LongHorn Steakhouse  
www.longhornsteakhouse.com  
3 Restaurant Court  
Asheville, N.C. 28805  
(282) 225-2838

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

Contact Richard at rvaughn29@charter.net for more information.

**CAPE FEAR AREA**
For dinner information, call Tom Deacon at H (910) 579-0520, C (910) 398-2694 in Ocean Isle Beach, email: tdeacon@atmc.net or Rich Brownston (252) 247-2074, C (252) 670-1599 in Wilmington, email: cbroughton@ec.rr.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: **4th Thursday each month**
Time: 7 p.m.
Where: Carolina Ale House  
Concord Mills Blvd  
Concord, NC

Please email Andy Barbee for more information at andybwmwcca@carolina.rr.com or call (704) 701-2294.

**DOWNEAST AREA** (Greenville, Wilson Rocky Mt)
No information available at this time.

**HURRICANE REGION AREA** (New Bern, Jacksonville, Morehead City)
No information available at this time.

**NORTHERN MOUNTAIN AREA DINNER**
No information available at this time.

**ROANOKE AREA**
Date: **2nd Tuesday each month**
Time: 7:00 pm
Where: Pizza Pasta Pit  
1713 Riverview Dr

Near corner of Electric Road & Apperson Dr.  
(540) 387-2885.

Announcements via BMW CCA Meet-Up Group - Roanoke.

**SANDHILLS AREA**
Date: **3rd Wednesday 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 WEST DINNER** (Winston-Salem)
Date: **3rd Wednesday 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: **2nd Wednesday each month**
Time: 7:00 p.m.
Where: Will move from month to month

For details contact Tony Tovsen tonytovsen@gmail.com.

http://www.tarheelbmwcca.org
TRIANGLE AREA DINNER
Date: 3rd Thursday each month
Time: 6:30 pm
Where: Manchester’s Grill
9101-153 Leesville Road
Pine Crest Shopping Center
Raleigh 27613
(919) 676-3310

Directions: Manchester’s is located just 1 mile south of I-540, exit 7 on Leesville Road.
As usual, it’s the third Thursday. They have a room large enough to accommodate us, and a great menu.
Please come out and join us - Victor Varney (650) 799-8666

Tarheel BMW Corral at “Cars N’ Coffee” Charlotte (Look for Tarheel BMW CCA flag)
Date: First Saturday each month
Time: 8 am – 11:00am
Place: NC Music Factory

Tarheel BMW Corral at “Cars N’ Coffee” (Look for Tarheel BMW CCA flags)
Date: First Saturday each month
Time: 8 am
Place: Waverly Shopping Center
at Tryon and Kildaire Farm
Cary, NC

For more info, see https://www.facebook.com/CarsAndCoffeeCaryNc

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BMW PARTS FOR SALE:

E36 M3 Front splitter adjustable ABS, designed by Sneeds to provide performance-enhancing downforce, drag reduction and improved engine cooling. Also acts like skid plate - protecting low front components from scrapes and debris. New $459, used $200. 919-818-0866 blaisekielar@gmail.com Durham/RTP

Racing seat Corbeau racing seat with bracket and slider used in an e30. No tears, has discoloration from sun, includes 2 dense foam seat pads which can be removed for more headroom $200. Also Snell 1995 and 2000 helmets – make offer. 919-818-0866 blaisekielar@gmail.com Durham/RTP

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

Tarheel Chapter BMW CCA Email List Join us online: The “list” provides a casual, online forum for chapter members to discuss BMW’s and BMW CCA events and related topics of interest to local members. Basically it’s a sort of electronic discussion board, almost anything is free game, as long as it has some connection to BMW’s (no matter how remote the connection might be). To join the list surf on out to: http://www.topica.com/lists/tarheelbmw/ Info on how to subscribe or unsubscribe can be found on this page. If you want a shortcut to subscribe- simply send an email to tarheelbmw-subscribe@topica.com. (make sure you send the email from the email address that you want to receive the list messages!!)

THE 02 GROUP A special
interest group for 2002 owners in NC. For more information about the group and how to join, check out our website: www.the-02group.org

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We welcome enthusiasts to our 14,000 square foot facility to browse the showroom getting a hands-on experience with the upgrades we offer. Products displays surround our knowledgeable sales team and a waiting room with window into the shop provides a viewing area to oversee installations.

STATE-OF-THE-ART
Our shop is specifically designed to accommodate our performance upgrades. We designed our lifts and they were custom-built by Rotary with low-profile arms and pads to specifically accommodate lowered vehicles with intricate underpanning and specific lift points.

Our Hunter Hawk-Eye Elite laser aligner pads clamp to the tires protecting the wheel face allowing us to perform alignments with ultra-precision and custom built roller ramps measure 1 foot to provide the lowest possible approach angle to the rack.

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At GMP Performance, our installation philosophy is to respect the original manufacturer's design and determine the opportunities for improvement.

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We also offer street and track vehicle maintenance services that exceed minimum recommendation levels to ensure a vehicle is capable of sustaining the performance enhancements we are installing.
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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. Come on, you can do it... We would love to hear from you!

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CALENDAR

JANUARY 2014

1  2  3  4
5  6  7  8  9  10  11
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January 4       Cars N' Coffee - Cary and Charlotte
January 8       Triad Area East Dinner
January 14      Roanoke Area Dinner
January 15      Triad Area West Dinner
January 16      Charlotte Area I Dinner
                 Triangle Area Dinner
January 18      Charlotte Karting Event
January 22      Sandhills Area Dinner
January 23      Charlotte Area II Dinner
January 28      Asheville Area Dinner

Tarheel Chapter BMW CCA Annual Banquet &
Business Meeting
February 8, 2014