

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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TARHEEL CHAPTER BMW CCA

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ON THE COVER:



There's no such thing as a free lunch...or a cheap BMW -

Our '95 525i, Ginger, turned 20 this year. She had just a tick over 190k miles, and has been in great health. But, she's not getting any younger, her resale value was out the bottom, and she needed tires. I was faced with putting some tires on her, refreshing her suspension, replacing the oil pan gasket, dealing with her other little quirks, the little nagging things that keep you awake at night. Or...

Take a look and see what other folks are getting rid of. Like E39s a few years newer. Maybe a slick 540 6-speed, or even a newer '03+ 525i.

I posted Ginger for sale on Craigslist. I linked the posting to Facebook. In 13 minutes I had a friend interested in the E34 for his teenage son. He came to see the car on a rainy Monday night, we went for a test drive, and they mulled over the asking price. A price was met the next morning, and I set about readying the E34 for her next owner. We said our goodbyes to Ginger, and she rode on off to begin a new chapter in her life.

So, with the sale of the E34 pending, I looked closer at what was out there. I've always been

(continued on page 8)

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **49** new and returning members and associate members. This brings our total chapter membership to **2,905!** 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*
In Praise of Ragtops

A sure sign that spring has finally arrived – not just officially but for real – is all the pretty cars that I’ve been encountering of late in my neck of the woods. Mostly it’s been on sunny weekends, on the back roads I tend to favor. But it’s been like that for over a month now, since the start of March Madness, so there’s no mistaking the trend.

Like the swallows of San Juan Capistrano, flocks of shiny BMWs, Audis, Minis, Mercedes – with a few Miatas, Corvettes and an Alfa or two in the mix – have been swarming up and down the two-lanes in ever greater numbers. Hey, I’ve even spotted a Maserati once or twice. For a car nut like me, seeing a coddled fair weather garage queen like that is a clear indication that the last vestiges of winter are behind us.

Considering our kindly Carolina climate, that’s as it should be. But what I find particularly striking is the number of convertibles amidst all this glittering machinery. It seems to contradict the *ROUNDEL* article this past January, titled ‘Did the Recession Kill the Sports Car?’ Yeah, I know; sports cars don’t have to be convertibles. But judging by the array of ragtops I meet up with, it sure looks like, at the very least, tales of the open roadster’s imminent demise are gross exaggerations.

Okay, so maybe sales aren’t what they used to be a few years back; after all, statistics don’t (ahem) lie. But tell that to all those drivers of both genders, hauling ass down the said two-lanes in their TTs, CLKs, Miatas – and every kind of BMW rag top of course, from 318s, Z3s and 4s

to the latest F83 M4. (Oh yeah, I’ve seen one of those too. At least I think so; it was going pretty fast in the opposite direction.)

These drivers don’t seem to know, or care, that their cars are allegedly not the top of fashion anymore. And I think it’s their way of heeding the call of poet Alfred Tennyson – as it applies to cars. You may recall how he’s the guy who said something about spring being when a young man’s fancy turns to love. (Nowadays, ol’ Alfred would’ve included young women as well.) Except in this instance he’d surely mean the love of being able to blast down a country lane, with nothing but the blue sky overhead and never mind the windblown hair or the occasional case of sunburn.

Come to think of it, he’d also have to scratch the part about these drivers being young. From what I’ve observed, it ain’t necessarily so. In fact, these open-air aficionados appear to be predominantly mature, often grey-haired individuals of both genders. Considering the price of some of these ragtops, this may be a matter of showing off years of success, but I think there’s a lot more to it than bucks.

These fresh air fans could have chosen to join the legions of “people preferring sport utility (or activity) vehicles and crossovers,” to quote the *ROUNDEL* article. But they haven’t. Okay, maybe they have some of those too-tall, overweight shopping day chariots stashed in their garages. Yet the very fact that they choose to greet spring by taking to the road with the top down says they’re not garden variety drivers. They evidently love it, and I think I know why.

The Editor's Desk...

I suspect they find it liberating to drive an open car. It's the very antithesis of the cocoons so much of the public prefers today. You could say it's like riding horseback through the countryside. The difference is that your spirited steed is a machine; the wheel is your reins; and the loud pedal your spurs which send your ride charging over hill and dale at your will. I think it's that simple, and it's nothing new.

In that sense, convertibles are throwbacks to an era many decades ago (actually more than that) when cars replaced horses for transportation. Sure, cars were status symbols too. But the profusion of runabouts and open touring cars in the 1920s and early '30s says that a lot of people found driving with the wind in their faces exhilarating. What's more, it didn't end there. I hardly need to cite automotive history – the MGs and Triumphs GIs brought home after WWII; the longer, lower convertibles Detroit produced in the 1950s and '60s – to illustrate how top down driving has had its adherents ever since. They may have differed in their choice of cars, but they

Since it's been a while since I updated you on my shop fun, I thought I would catch you up. As always seems to be the case, all of the projects/ maint. has stacked up over winter.

First up this summer will be the suspension in the e36 M3. The car has become a real hand-ful in slick conditions. I think every bushing in the rear end decided to go on strike. So bad as to cause the entire suspension to move around under the car in very unpredictable ways. You can actually feel the car steering from the rear as it loads and unloads. Made for some fun commutes in the slick winter weather I can tell you!

Next up will be the front suspension on the e34 Touring. For those who remember, this car has a custom coilover setup and very stiff springs/shocks. Well, as happens every few years, I have bent another shock and I have NO suspension movement on the right front again. Takes left-handers like nobodies business, but she got parked as I really don't need to bend any more rims on this car... Stay tuned, I may get some work done this month! *-ed.*

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clearly shared a love of soft tops..

So it's small wonder that the exhilaration of flying low in an open cockpit continues to lure drivers today. It's also why I'm not surprised that four of my neighbors drive convertibles, three of which are BMWs. The cars are nothing spectacular, a mix of older and newer 3-Series; the fourth neighbor drives a Miata. (There used to be a Z3 two houses down, but the guy moved.) What's striking is that driving a convertible is about the only thing they all have in common.

Their choice isn't a function of gender – one driver is a woman, two are guys, and the Miata appears to be a joint venture; nor is it age – three of the four still go to work every day. The funny thing is, the only other aspect the BMW drivers have in common is that none is what I'd call a real car nut. They don't fuss over their Bimmers; they don't drive them daily; mainly it's on sunny weekends; and so far, I've failed to convince two of them to join the club. But they all claim they wouldn't part with their ragtops.

Oh, their love affair with their rides isn't with-

out problems. Janet next door may complain how her 318 couldn't handle all that snow back in February, but she says she "absolutely loves" the car. (It appears she's also passed her affinity for BMW convertibles to her kids; her grown son drives an E93.) And Dan across the street has struggled with a leaky top. I know it because he puts a tarp over the top every time the forecast is for rain. Yet he insists the car is a keeper. As for the third guy (I think his name is Ed), he lives a half-mile away, so I don't see him much. But there was that one time, in a shopping center, when I've had to help him with a top that wouldn't close. That's when he told me that he's owned the car, fading paint and all, for over ten years and doesn't regret it one bit. Clearly, the cars' fun quotient trumps any notions of practicality.

To put it in a nutshell, this may not be a representative sample, but it sure looks like ragtops are a fixture in this neighborhood.

If I sound like I'm biased, it's because I am. I'll readily admit that I get the whole wind-in-the-face thing. After all, my very first car – the one I

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May 2-3	*The 24-Hour of LeMons - Carolina Motorsports Park			WEB: www.24hoursoflemons.com
May 2-10	* 32nd Annual Tire Rack One Lap of America			WEB: www.onelapofamerica.com
May 9	BMW ///M Club Day Performance School - BMW Performance Center	Greer, SC	Stephen Dean	stephendean@nc.rr.com
May 9	Tire Rack Street Survival CVCC Newton, NC	Danny Staley		adstaley@wilkes.net
May 17	*THSCC Autocross 4	Tristan McBride		WEB: www.thscc.com
May 22-24	The Vintage 2015 - Old Salem, Winston-Salem	Scott Sturdy	scottsturdy@yahoo.com	WEB: www.atthevintage.com
May 30-				
Jun 1	* National Capital HPDS Summit Point			WEB: www.nccbmwcca.org
Jun 7-8	*THSCC HPDS at CMP	THSCC		WEB: www.thscc.com
Jun 26-28	Tarheel & Toe Driver's School - VIR North Course	JoElla John	540-992-3040	jjohnmcoupe@aol.com
Aug 7-9	*Optima ChumpCar World Series VIR			WEB: www.chumpcar.com
Aug 22-23	Tarheel/NCC Corral at Oak Tree Grand Prix/TUDOR Race		VIR Grand Course	WEB: www.imsa.com
Aug 30	*THSCC Points Autocross #3	Tristan McBride		WEB: www.thscc.com
Sep 21-26	*46th Annual BMW CCA Oktoberfest Absecon, New Jersey			WEB: www.bmwcca.org

* Not a Tarheel BMW CCA sponsored event

actually owned – was a ragtop. Okay, so it was only a lowly '63 Rambler 440. (It was long before I could afford a BMW.) In some ways, it was terrible – drum brakes all around, dicey front end – but it served my purposes. My dates loved it; its short wheelbase and power steering let me park in spots a Beetle couldn't; its top was hard to close (manually) but tight. And it was a hoot to drive with the top down as I haunted college campuses all over the Northeast.

Nowadays, I drive sedans. I haven't owned a ragtop since I got my first BMW, a Bavaria, some forty years ago. But fresh air driving is still in my blood. Any chance I get – weather permitting – I'll crank down a couple of windows, open the sun-roof, and let the wind compete with the engine's bellow and the bluegrass blasting from the stereo. Vicariously, I'm clearly one with the top-down crowd. And who knows, there may yet be a ragtop in my future.

Come to think of it, something like a Z3 would be nice.

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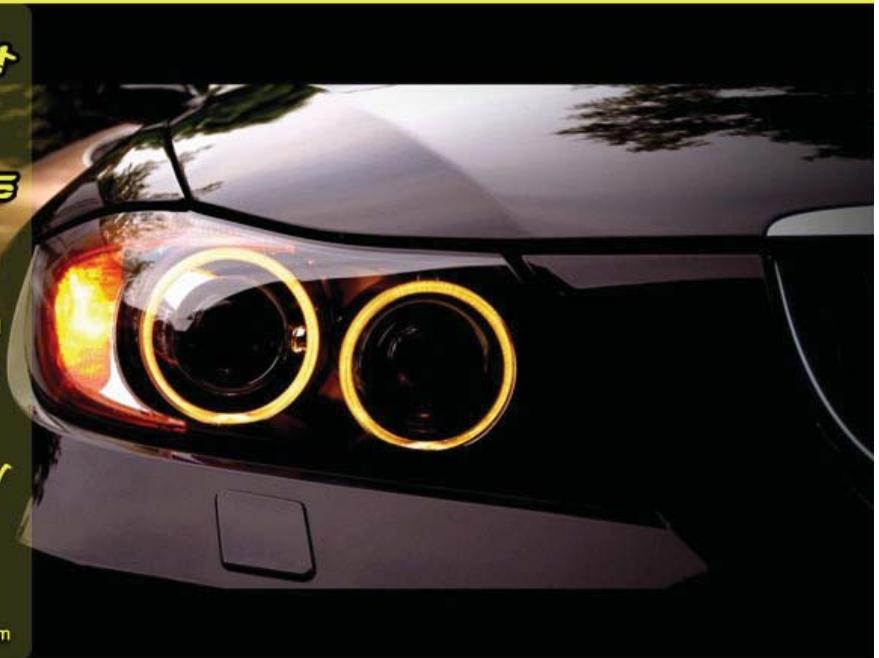
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CLUB RACING REPORT

BY PAUL HOECKE

Antoine, Wilkins Win At COTA; Sebring Top Ten For BWR

Hello again, fellow club racing fans!

Now that last month's club race at VIR is in the history books, we may definitely consider the 2015 BMW CCA Club Racing (CR) season to be in full swing for our homegrown racing crowd. But if you're expecting to read the results of that race today, don't hold your breath. The event took place a week after we had to file this report. So, unless you were there and took notes, you'll have to wait for the whole story in next month's issue.

About the only details we can tell you at this point is that local racers made up about one-fourth of the field and were represented in six of the ten classes. That's to be expected, to say the least, VIR being our home track and all that. But, to be fair, this was actually not the first club race of the season for several of our local track warriors.

As we previously reported, three local drivers – Phil Antoine, Jack Wilkins and Dennis Pippy – kicked off the season early, back in March, when they took on some forty other drivers in the North American Challenge race at the Circuit of the Americas (COTA) in Austin. The event comprised three sprint races and an enduro, and our hot shoes did pretty well. Antoine posted a sprint win in Spec E36; Wilkins racked up two sprint victories driving Antoine's car; and the two teamed up to win the long race as well. Pippy also made his mark in IP, with a first-place finish in one sprint and a close second in another one.

This month will see club racers head for Sebring, the site of the (presumably) first annual Bud Merrill Memorial Race. Despite the distance,

this race may for obvious reasons draw a few local hot shoes. And a couple of weeks later, two events, at Barber and Mid-Ohio, may attract some of our drivers as well. But since both races take place the same weekend, it's a tossup insofar as which of the two is more likely to see Tarheel racers show up. Our bet is that it's going to be Barber.

With all that's going on, there may be little cause for us to look back on last season except for one: The 2014 CR Class championships. With April Curtis the only local driver to win the top spot nationally in her class (DM) we'd be badly remiss if we weren't curious how local racers placed in our Region. However, for reasons we're not aware of, official class standings by region were still unavailable when we filed this report. It's a pretty safe guess that Curtis' national class crown would've handed her the regional title as well, but that's about it for now.

The only other tidbit regarding the 2014 national rankings we can share has to do with local Spec E36 rivals Antoine and Tom Tice. Somewhat to our surprise, Antoine ended up seventh nationally, 1.5 points ahead of Tice who finished eighth. This was despite the fact that Tice's finishes were generally higher throughout the 2014 season than Antoine's. (You may recall that Tice was also the 2013 Spec E36 champ both nationally and regionally.) How this happened is summed up by one word: Participation. Antoine finished thirteen races vs. Tice's ten, which gave him enough participation points to edge Tice. We thought we'd mention this only because it kinda illustrates

Woody Allen's infamous adage to the effect that 99 percent of Life is Showing Up.

Speaking of showing up, four local drivers joined battle in the two 'March Madness' races staged by NASA's Mid-Atlantic Region at VIR. Racing with the Thunder run group, Jason Tower posted second and third-place finishes in Spec E46; and Sanjeev Duggal finished fourth and third in GTS3. The Lightning run group saw Carter Hunt and Paul Patrick take on a large Spec E30 field. Both finished in mid-pack in the first race Saturday, but did not run in the Sunday event.

On the pro front, BimmerWorld Racing (BWR) resumed their quest for the gold in IMSA's CTSCC race series with Round Two at Sebring in March. The race proved to be a difficult one for the team, as high temperatures proved to be at least as tough an adversary as the competition.

James Clay's teammate Jason Briedis qualified the No.84 turbo seventh on the grid, and Clay was able to run as high as third during the 2.5-hour race, but the duo eventually had to settle for a ninth-place finish. "We have been battling high

inlet temperatures since last season, which resulted in some engine failures last year," Clay said later. Given the hot weather forecast going into the race, he and his team chose to play it safe by not pushing power too much. Evidently, it was a smart move.

The No.81 team of Tyler Cooke and Andrie Hartanto wasn't quite as lucky. Hartanto qualified thirteenth, but got spun by another car during his stint. The time lost while he sat stationary proved costly. Cooke was able to stay in the race but never regained lost ground and ended up finishing twentieth.

As you read this, Team BWR is about to race in Round Three of the series, all the way across the country at Laguna Seca (aka Mazda Speedway). If our editor allows us a few days' grace, you can expect to see results of that race here next month. After that, BWR will have almost eight weeks to haul all the way back east and prep the cars for Round Four at Watkins Glen, which takes place late next month. So stay tuned, and keep it between the ditches with the shiny side up.



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ON THE COVER:

intrigued by a 325i touring, maybe one of those to complement my '01 325i. Started looking at Craigslist, and ran across this:

Mar 12, 2015 ... Selling my 1999 BMW 528i Wagon, automatic, green with tan leather interior, heated seats, full power, cold air, hot heat, very nice interior, ...

...and on and on. Communicating with the seller, I got this:

"We loved this car but have 6 cars right now. It has about 165,000 and has been a pretty good car. It developed a slight miss on the way home last month. Changed the ICV and installed new plugs, suspect it's a small vacuum leak or possibly one of the coils over 1 or 3. Really suspect the vacuum leak.

I'm traveling a log right now and don't have much time to chase the leak. Almost new tires, current inspection, and nice interior. Will deal due to the slight miss/idle issue. Should be an easy fix. Thanks- (owner's name withheld).

Asking price was pretty low. I talked to him

on the phone, and without much work, the price went down by \$800. Wow, that was a quick price drop. I asked him for the VIN, and was told "yes, I'll send it to you." Emailed him again, "oops, sorry forgot, will send it". I never got it. My spidey-senses were tingling.

I arranged with the seller that I would meet him at 6pm at his house in Winston on 3/23. I left work early, went and got some cash, and was home ready to roll to Winston, when I got an email from him saying "I have a slight problem. My son's birthday is this evening in Charlotte. Trying to figure out how to make everyone happy." This was at 3:30 when I'm ready to roll west. More spidey sense tingles. He "rearranged" his schedule and said come on, take a look. All the way there I had a sense of dread.

We rolled up, and it looked pretty good cosmetically. Even the interior looked nice. But it had the look of a car that had not been driven much lately. Remember that line in the email above about "current inspection"? Keep that in

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mind. I shouldn't have doubted that, right?

I opened the hood, and wow, pretty messy under there. Just dirty everywhere. I don't keep my cars concours pretty, but I at least know where the new dirt is. The owner really was chatting me up, and showing my family all the features of the car, while I was at work inspecting the mechanicals. He seemed interested in "distracting" me from checking the car closely. I checked the fluids; coolant a bit low, oil looked ok, P/S fluid ok, brake fluid ok. Belts didn't look good. I cranked it up and noticed an immediate intake boot leak, and it missing on multiple cylinders. This was not a "slight" miss by any stretch.

I don't know how anyone could have changed out the ICV without noticing the HUGE cracks in the air intake boots. I got out some electrical tape and set to work on closing up the gaping holes in the intake boots, but was not very successful. I put all the boots back on, put the airbox back in, and buttoned it all up. It still ran poorly, but better. I had brought a few coils from

home, but it would be a crapshoot which two to swap without a code reader (which I did NOT bring). I put the car in drive and it would move forward without complaining. It would back up. He stated it would not overheat. He said he had used it as his daily driver, that he had taken it to VIR a few times (not tracked). Said it was a good reliable car.

The car looked too good NOT to make an offer on it. I made my offer, he accepted, and the title was produced. I brought along a bill of sale, he agreed to go have the title signed over the next morning, notarized, and mailed to me.

So my boys piled in the car with me, and my wife followed. I stupidly did not even drive it up the street before agreeing to the car. That being said, I probably wouldn't have abandoned it just yet. We set off up the street, and out of the neighborhood. Once out on Stratford Road, I could tell something was amiss in the driveline/suspension. It felt like the car was going to shake itself apart. Felt like the center support bearing



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was gone, or a u-joint was shot. I totally blew it; didn't road test it, just grabbed it based on how it "looked". That said, I don't think I would've made another lower offer, or if he would've taken it.

We stopped for dinner at Village Tavern, and made a game plan for getting home. I would lead; my wife and kids would follow, back to Apex. After dinner, I got in the car to start it up, and the steering wheel started to dance. Up, down, up down. Interior lights went crazy. Brake lights stayed stuck on for miles.

My wife called me in the car and asked why I was riding the brakes on I-40. And then it quit doing that and was normal. Then it would go crazy again. It was missing badly, shaking like a wet dog, and I wondered if I'd get home without it self-destructing.

We finally made it home, shaking and rattling the whole way. We got the car in the garage, and I set about unpacking a few things from it, poking around. I pulled the spark plugs out and found a set of Autolite 5224 single electrode plugs. Really? In a BMW? Factory recommended NGK BKR6EQU or Bosch 4417. I had a take-out set of 4417s that I put in instead of the Autolites.

That's when I found it; buried in the glovebox was a 2014 Inspection Receipt/Statement, with the word "PASSED" at the top, but the word "FAIL" down in the OBD2 Test Results. Further digging netted another document stamped "WAIVER", for failure to pass emissions inspection. I'd been had. Remember the seller had stated "current inspection"? Yeah, me too. I emailed the seller at 1:30 in the morning with some unhappy sentiments. He replied back the next morning saying:

"it's okay if you don't want the car, I haven't signed the title yet. The emissions was for the exhaust carbon that I had not addressed yet. I had it over at my mechanic to diagnose the emissions

and that is what they found."

Hmmm, no apology in there for misleading me on the inspection "status". He offered to take the car back and return my money. I was hot. More digging showed it had experienced a code P1421, and the owner himself said it had P0301 and P0304 codes showing. Should be cylinders 1 and 4 misfire.

I picked up a new pair of intake boots from Leith Tuesday at lunch, and installed them Tuesday evening. My Dad came over, and brought his code reader. We ran the motor as-is, and were getting misfires on 1 and 5. We then checked compression; it was good on 1 and 5. We decided to pull the injectors and take a look at them. We did so, and they looked dirty, but not terribly. We cleaned them a bit (injector tips and body), then used a 9V battery to pulse them and check for actuation. All 6 worked. I cleaned up all the o-rings, lubed them, then put them all back in.

I then decided to move all my coils from my M54 over to the E39. I did so, fired it up, and it ran smooth as silk. Coils. It was the coils. Over the prior weekend, after I had seen this car's Craigslist post, I found a set of 6 coils on Amazon for \$80. That was too cheap not to buy, as I have another OBD2 car I could use them on, so bought them. So, I took my

original coils back out, put them back in my M54, and waited for the new ones to arrive.

My new ones came in the next day. I put them in, the car ran perfectly, and had the thought that I'd try to get in an OBD2 drive cycle and see if the car would pass emissions. I took it out for a quick loop, and it ended up setting all but 2 system readiness monitors, so I swung by my corner shop to try for an inspection. The car ran well, but the rear subframe bushings were shot. What I was feeling on the way home Monday night was the misfiring car setting up driveline vibrations, making the rear end amplify



the misfiring. Under acceleration now, with all six cylinders firing and no lean condition, it accelerated smoothly.

The mechanic pulled the car in at the shop, with no codes set, and no MIL lit. About 3 minutes later, he pulled it back out, and said "computer won't even let me pull it up, since it's not "due" for inspection until September". Darn. I had no way to know that whatever I had done would let it "pass" emissions.

I had to make a choice, take a leap. I was not in it for much money yet. It had potential. I told the seller to send the title. I did some internet research, and found that the electrical gremlins were likely due to the 6-pole switch attached to the ignition cylinder. I spent about 45 minutes removing that, cleaning up the contacts, and re-installing.

So now here I am, awaiting some inbound parts; rear subframe bushings, crankcase ventilation kit (hoses and valve), an oil filter housing

gasket, belts, and after seeing the P1421 code come up again, a secondary air valve. The former owner indicated he had changed the secondary air pump, but the valve looked original (had a "99" date code).



Title work is underway, I got it registered today, and it's mine to do with what I wish. Insurance, surprisingly, is less for the E39 than the E34 was. It needs a lot of work. I'm hoping my boys will help and learn along the way. So far, everything seems to work.

Ginger, our E34, was in FAR better shape mechanically than this car. We owned her for 16 years. I spent hours with her new owner (and his Dad) discussing every little aspect of the car, am providing the new owner with a CCA membership, and will be guiding him through the next oil change/radiator flush/brake fluid flush in a few months.

I hope this thing works...

***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**

WHATS HOT

Upcoming Events!

May 2 Charlotte Karting: The May Karting Event will be held at GoPro Motorplex in Mooresville, NC. Contact Andy Barbee at 704-701-2294 or andybmwcca@carolina.rr.com for details.

May 2 Pinehurst Concours: The 3rd Pinehurst Concours d'Elegance vintage car showcase will be on Saturday, May 2 at Pinehurst Resort. Gates open at 9:00 AM. If you wish to put your car in a non-judge display, The Fairway Club, it must be done as a part of the Tarheel BMW CCA. Registration is on line and the cost is \$105.89. Spaces are limited. You must use this link: https://events.cuetoems.com/pcde_2015/OnlineTicketSales.aspx?l=bmw15 and enter Tom Hart as the "Club Designee" on the check-out page. Spectator Tickets are also available online. Cost is \$26.89 each prior to day of event, a \$15 savings over tickets purchased at gate. Kids 12 and under are admitted free. <http://pinehurstconcours.com/tickets-on-sale-for-2015-pinehurst-concours-delegance#sthash.0jLVfEGU.dpuf>

May 9 Tire Rack Street Survival: A Street Survival School will be held in Newton, NC at the Catawba Valley Community College. Registration is on MotorsportReg.com and ends May 8th. For details or questions, see www.streetsurvival.org/frequently-asked-questions.php or contact Danny Staley at adstaley@wilkes.net.

May 9 ///M School: If you missed registration for NCC/Tarheel Chapters Spring ///M Club Day at BMW Performance Center in Greer, South Carolina, contact Stephen Dean stephendean@nc.rr.com for details of future events.

May 22-24 The Vintage: This year's Vintage, the 12th, is in Old Salem. The event is the largest gathering of vintage BMWs on the East Coast and brings cars from all over the US for a long weekend of activities. The weekend activities include driving competitions, tours and social gatherings. But the highlight is the Saturday display of cars. The classic BMWs will be displayed throughout Old Salem's historic district among half-timbered buildings constructed by Moravians who immigrated to North Carolina over 200 years ago. In addition to exhibitors and vendors offering BMW souvenirs, parts and restoration services, there will be food and beverages. See website: atthevintage.com For details, contact: Scott Sturdy 336-773-1809 scottsturdy@yahoo.com.

**Don't Forget to Participate in the Monthly dinners in the area closest to you!
E-mail your area coordinator to be added to/removed from their distribution list.**

Save the Dates:

August 23-24 The Tudor Race at VIR: The Tarheel and NCC Chapters of BMW CCA are excited to announce that we will have a Car Corral and Reception Tent. We look forward to offering our members and fellow BMW CCA members in our region a great place to watch the races, food, fun and fellowship

with fellow enthusiasts. Watch our website and VIR's website, as there will be information on registering to be a part of the BMW Club Corral.

If you attend a Tarheel Chapter event, a volunteer made it happen! Get involved by volunteering today! While you may not have a lot of time, there are plenty of ways to get involved: registration at HPDS, preparing packets for HPDS, Street Survival registration and cone placement and help with local events. Submit your name and contact information TODAY!

Keep your email addresses up to date: Please update your email address for better communications: We are using more electronic communication for updates and announcements. The email address being used is the email you have listed with the BMW CCA National Office database when you joined or renewed your membership. Please make sure your email address in the National listing is current or you will miss important announcements. Go to BMWCCA.org to verify or change your address.

ATTENTION: If you want to receive monthly printed copies of FOOTNOTES, log onto the National Website using this link and update your profile under the heading "Receive Chapter Newsletter via" to "USMAIL" and a printed copy will be sent monthly. Please address questions regarding the switch to a digital format to chapter officers.



SAY WHAT...

Send your questions and/or comments for "Say What..." to Footnotes via email at footnotes@carolina.rr.com.

No Say What... this month!

Save the Date: August 22-23, 2015

WHAT: 2015 Oak Tree Grand Prix at Virginia International Raceway in Alton, Virginia

WHEN: August 21-23, 2015

WHO: **YOU!** BMW CCA members from all over the South Atlantic area and elsewhere

DETAILS: Our Car Corral and Hospitality Tent will be located trackside with a great view of the uphill esses and will offer the following:

- * Parking with the BMW CCA Club Members
- * A large tent with tables and chairs and of course shade
- * Food and drinks throughout the day
- * A nearby jumbotron with a live feed of the race

This is the 3rd year of the Oak Tree Grand Prix sports car endurance race held at VIR. BOOK YOUR HOTEL RESERVATIONS NOW. THINGS FILL UP FAST.

Additionally, representatives from the BMW Performance Center will be in the corral and have once again donated a M School. Those who purchase the Hospitality Tent tickets will be eligible to win this via a drawing to be held on the day of the race. Register to be eligible!

The event tickets for drivers and passengers and the parking passes will be sold separately by VIR giving the most flexibility to choose how many parking passes and event passes you need.

The Hospitality Tent Ticket/Pass will be sold on MotorsportReg. **Join the Tarheel and National Capitol Chapters of the BMW CCA for fun, food and fellowship at VIR.**

Tarheel BMW Club Event: Star Power

The Tarheel BMW car club run scheduled for March 21 got off to an auspicious start when the weather turned out to be clear, with the promise of sun, as we got rolling. This was a rather significant improvement over the last drive which was conducted in near monsoon conditions!

Once again the good folks at Leith BMW provided us with a cozy place to eat a terrific breakfast made up of hot sandwiches from Panera, coffee, orange juice and some pretty amazing fresh fruit. Not a bad gig when you can sit around the Rolls-Royce show room having a great meal and terrific conversation. A special thanks to Roland Lewis for the local hospitality and support. While we wished we could've stayed there considerably longer, we had a schedule to maintain! As 10am rolled around we had a quick "driver meeting", reviewed the navigational aids and got the call for "gentlepeople, start your engines!". In anticipation of good weather we had coordinated the run with the BMW motorcycle club with the idea being that Bimmers and Beemers would meet at a rally point along the way.

After a brief blast down the interstate, designed to get us out of Raleigh PDQ, we found ourselves in the rolling countryside east of town. Ducking off the super-slab gave us the chance to enjoy a cruise down through Johnston County which offered an opportunity to explore some great roads with nice "twisties" and the occasional burst to blow out some carbon. We had quite a collection of vehicles for the day including a Z3, Z4, an X3d and a ZHP. All told we had 6 cars and 13 people along for the ride.

All too soon we found ourselves inside the Smithfield city limits and at the back gate to the Ava Gardner museum. Although we'd had a loose plan for the car (BMWCCA) and bike (BMWMOA) "teams" to meet at the museum we managed, mysteriously, to arrive at exactly the same moment. Adding oils heads and air heads to the mix

made it look like a Bavarian Festival had wandered into town. All told, we now had 20 people head into the museum, likely the biggest crowd they'd had in a long while. Perhaps ever. Good news too since we qualified to a nice discount off the normal street price for admission.

Built around a private collection of memorabilia from Ava Gardner's life, the place is a treasure trove of movie materials from the 1940's through the 1960's. A movie sets the stage and we spent the better part of an hour sorting through the "good stuff".

Then we did the logical thing ... and went looking for another meal. The NY Deli across the street afforded us some great options. How can you possibly go wrong with a sandwich dubbed "The Knickerbocker"?

On the way out of town, we stopped to pay our respects at Ava's graveside ... and then peeled off for home. Or, in some cases, a chance to visit the local outlets stores. Either way, it was a great opportunity to enjoy another of NC's jewels that is hiding in plain sight just waiting for someone to stop in. These trips go much too quickly, of course. Time to plan another one!

-Robert McIsaac

**BMW Car Club
of America
Tarheel Chapter**



LOCAL SCENE

ASHEVILLE AREA DINNER

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

Where: P.F. Chang's China Bistro
Biltmore Park Town Square
26 Schenck Parkway
Asheville, N.C. 28803

Call for directions (282) 681-2975

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

Contact Chris Joyner at mrbimmer@reagan.com for more information.

CAPE FEAR AREA

Date: **3rd Wednesday each month**
Time: 6:30 pm

Where: Panera Bread Company,
3506 Oleander
(in front of Independence Mall)
Wilmington, NC

For dinner information, call Alan Greene at H (910) 228-5037, C (910) 512-5652 in Leland, email: cagreene48@gmail.com - Please RSVP by 3rd Monday for headcount.

CHARLOTTE AREA I DINNER

Date: **3rd Thursday each month**
Time: 7 p.m.

Where: Waldhorn Restaurant
12101 Lancaster Hwy (Old Hwy 521)
Pineville, NC
(Located near Carolina Place Mall)
(704) 540-7047

We're still hanging out at the Waldhorn Restaurant on the third Thursday of each month. Contact Chris Webber at H: (704) 523-9118 C: 704-906-8876 or e-mail at christopher.b.webber@gmail.com to RSVP. Please join us (great German food and beer). See you there!

CHARLOTTE AREA II

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

Where: Union Street Bistro
Downtown Concord

16 TARHEEL CHAPTER FOOTNOTES

Please email Andy Barbee for more information at andybmwcca@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

Contact Abby Jane Carpenter for more information. carpentergreer@yahoo.com

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: **(4th Wednesday each month)**
Time: 6:30 p.m.
Where: Luigi's Restaurant
(www.luigisnc.com)
528 North McPherson Church Road
Fayetteville, NC 28303

Please come out and join us. Please contact Thomas Hart for more information at tvth996@me.com

TRIAD AREA WEST DINNER (Winston-Salem)

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

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

TRIAD AREA EAST DINNER (Greensboro)

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

TRIANGLE AREA DINNER (RALEIGH)

Date: **3rd Thursday each month**
Time: 6:30 pm
Where: Manchester's Grill
9101-153 Leesville Road
Pine Crest Shopping Center
Raleigh, NC 27613
(919) 676-3310

Directions: Manchester's is just 1 mile south of I-540, exit 7 on Leesville Road.

Please contact Gareth Holl for more information at hollsome@gmail.com

TRIANGLE AREA DINNER (CHAPELL HILL)

Date: **1st Wednesday each month**
Time: 6:00 pm Cruise in, 7:00 pm Dinner
Where: Bailey's Pub & Grill
1722 N Fordham Blvd
Chapel Hill, NC

Please contact Charles Alford for more information at THECAPN.bmwcca@gmail.com

Tarheel BMW Corral at "Cars N' Coffee" Charlotte. (Look for Tarheel BMW CCA flag)

Date: First Saturday each month
Time: 8 am – 11:00am
Place: NC Music Factory

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

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SUCH A DEAL

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BMW CARS FOR SALE:

1999 740i Complete maintenance records on request. Maintained by import motor works Cary, NC High-lights: Mileage 189XXX, Complete respray, New cooling system, New alternator, New windshield, New battery, New timing chain guides, New valve cover gaskets, New heater tri-pipe and valves, HID upgrade, 18" wheel upgrade
\$7500. skipv44@gmail.com 919-427-6537

1999 M3 170k miles, Artic Silver with black interior, absolutely immaculate E36 M3. It has high mileage, but I can assure you that its mechanical and physical condition is far better than a lot of cars with less than half the mileage. OEM spoiler, Sunroof, Heated seats, Trac-tion control, New factory M3 floor mats, Toyo T1R performance tires, Always garaged. UPGRADES: BMW LTW wheels, Umnitza xcons w/angel eyes, Eisemann race exhaust, ECIS intake, Shark injector software, Tein coilover suspension, UUC sway bars, adjustable, UCC short shift kit, UCC aluminum pedals, JT Designs protective panel, Alpine 9856 stereo/CD/Sirius radio/iPod connection, Turner front strut brace. RECENT

MAINTENANCE ITEMS include new: Head rebuilt, All hoses and belts, lower control arms, radiator, water pump, thermostat, windshield, all fluids. Oil changed frequently, often less than 3,000 miles with detailed records and receipts showing mileage and dates for the last 10 years. Many of the bearings, bushings, driveshaft, etc. and other wear items for high mileage car have been replaced. Overall condition of this car is excellent, very clean, amazingly so in view of its mileage. Car has been solid since I bought it 6 years ago. \$7,900. Contact: Bill, ©: 704.564.5353, vettescca@earthlink.net, Charlotte, NC

2009 328i xDrive Wagon -\$17,995 Beautiful Monaco Blue with Beige Dakota Leather interior and Dark Walnut trim. All Wheel Drive. Auto-matic Transmission. Logic 7 Surround Sound. Sirius Satellite Radio. Premium Package includes: Power Driver and Passenger Seat, Folding Auto Dimming Mirrors, Universal Garage Door Opener. Sport Package includes: 17" alloy wheels, Sport Seats, Paddle Shifters. Cold Weather Package includes: Heated Front Seats, Heated Steering Wheel, Ski Bag. Many more options such as: Comfort Access keyless entry, Park Distance Control Front and Rear, Rear side window sunshades, Bluetooth Wireless hands free calling, Xenon Adaptive Headlights, Maintenance in past year includes: 4 new Bridgestone Tires, Alignment, O2 Sensors, Cabin Filter, Brake Fluid Flush, Oil Change, Air Filter, and Spark Plugs. Located in Charlotte. 79,000 miles. Contact Dave Hurwitz: davehurwitz@earthlink.net or 510 318-1078

BMW PARTS FOR SALE:

E38 used parts Valve covers pair -

\$ 100
Crankcase vent valve - \$35
Catalytic converters - \$400
Engine oil pan upper part - \$200
Oil panel cover and new gasket - \$75
Oil level sender - \$30
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Spark plug modules - 3 - \$ 30
Knock sensors - \$50
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Power steering hose high side - \$50
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MID assembly - \$25
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Great price on package deal 919-427-6537 skipv44@gmail.com

Y spoke (12 spoke) OEM Sport Package wheels Taken from my 2008 750Li. Fronts are 20x9 and rears are 20x10. All have 5x120 lug pattern. Used but in great condition with no curb rash. Upon purchasing my certified pre-owned 750, I replaced these wheels with a new set of aftermarket wheels. These OEM wheels have been stored in their own box. Selling 750 because I bought a f10 M5. My understanding is these will fit years 2002-2008, but please double-check. Price for all 4 is \$1000, but negotiable. Thank you for your interest. kevin_lyall@hotmail.com

MISCELLANEOUS:

Roundel Magazines Roundel magazine archive from June 2002-March 2012. Only two or three issues missing. All are in excellent condition. Free. Chris (704) 608-0828



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END GAME



Photo by Katie Mertz

Our very own April Curtis receiving the Glenn Lucas award, presented by Bruce Smith, National Tech Steward for Club Racing & Mike Hinkley

Wheels set of four KOSEI Racing 7x15 Silver, 4x100 pattern, 38mm offset. Weigh 13.5 lb. each. Fitment for BMW e30, MINI, MIATA. Used but excellent condition. No rash, no bent rims. \$400 FOB Winston-Salem. Save \$100 plus shipping cost if purchased new from Tire Rack. Stan Simm 336-413-6189, ssimm@triad.rr.com.

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

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

THE 02 GROUP A special interest group for 2002 owners in NC. For more information about the group and how to join, check out our website: www.the02group.org

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





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SPECIALTY: BMW, Porsche, Audi, VW, Volvo and
Mercedes-Benz

PERSONAL: Married 16 years, three children

Foreign Accents

TRUSTED AUTOMOTIVE SERVICE

5316 W. Market Street • Greensboro, NC 27409
www.foraccents.com • swood@foraccents.com
T- 336 294 2137 • F- 336 852 6795

TARHEEL CHAPTER
 BMW CCA, Inc.
<http://www.tarheelbmwcca.org>
 P.O. Box 1208
 Harrisburg, NC 28075-1208

CALENDAR

MAY 2015

			1	2	
3	4	5	6	7	8
10	11	12	13	14	15
17	18	19	20	21	22
24	25	26	27	28	29
31					

- May 1-3 Pinehurst Concours D'Elegance
- May 2 Cars N' Coffee - Charlotte
- Karting Event GoPro Motorplex
- May 6 Triad Area Dinner (Chapel Hill)
- May 9 BMW ///M Club Day Performance School
- Tire Rack Street Survival CVCC Newton, NC
- May 12 Roanoke Area Dinner
- Triad Area West Dinner
- May 20 Cape Fear Dinner
- Triad Area East Dinner
- May 21 Charlotte Area I Dinner
- Triad Area Dinner (Raleigh)
- May 22-24 The Vintage 2015
- May 26 Asheville Area Dinner
- May 27 Sandhills Area Dinner
- May 28 Charlotte Area II Dinner