

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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Photo by Craig Root

TARHEEL CHAPTER BMW CCA

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ON THE COVER:



Touring Joara : The 5th annual Touring Joara Sports Car

Tour was held Sunday, October 11th. Originally scheduled for Saturday, October 3rd the Tour was rescheduled due to the incredible amount of rain experienced throughout North and South Carolina. This was a 103 mile Poker Run driving through the scenic roads of Avery, McDowell and Burke counties between Morganton, Lake James and Little Switzerland including "The Diamondback" route 226A. Over 45 cars participated including BMW, Mercedes, MG, Fiat, Jaguar, Austin Healey, Corvettes, Mustangs and more. Touring Joara is a fundraiser for Exploring Joara Foundation.

100% of each participant's \$25 entry fee goes toward funding the foundation's work.

Exploring Joara Foundation is a nonprofit organization located in Morganton, NC that supports

(continued on page 9)

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **36** new and returning members and associate members. This brings our total chapter membership to **2,909!** 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*
How We Paint Our Wagons

One of those enduring legends in American automotive history has it that when ol' Henry Ford started making Model T's assembly-line style, back in 1913, he didn't offer buyers much of a choice when it came to the color the cars came in. People knew they could have their Tin Lizzie in any color they wanted, as long as it was black, and that was that.

At least, that's the way I've heard the story told. I suppose there's some truth to it, although personally, I wouldn't know. I don't hail from that far back, despite rumors to that effect you may have picked up from any of my blabbermouth friends.

However, having said that, I'll cautiously admit to having been around the car scene for quite a while – long enough to have learned that tales like that make good cocktail conversation but tend to skimp on telling the whole story. In this instance, it's the paint job aspect that gets short shrift.

Truth is, like with clothing, the automotive scene has its fashion trends too. Most car nuts will acknowledge that fashion – in body styles, interior finish and, yes, color – is part and parcel of the personal connection they have with their favorite rides. And as in haute couture, most car fashions tend to come and go; some, like white-wall tires, remained in vogue a lot longer than others, like tailfins, which mercifully didn't last past the 1950s. But the one constant since practically Year One has been the availability of an ever-growing range of body colors.

Heck, even Ford must have relented way back when; I can think of any number of photos I've seen of Model T's done up in bright shades, like brilliant red or canary yellow.

Now, I don't pretend to be a guru on the subject, but it seems to me that, for as long as there've been cars, body colors have been associ-

ated with a kind of pecking order. It's like small fun cars and sporty, high-end ones typically got the bright color treatment, while dark shades – black in particular – tended to show up at the two poles of the scale: utilitarian vehicles (read cheap or commercial) at one end and cars favored by the heavy hitters (read officialdom, captains of industry and so forth) at the other.

Nowhere is this more evident than in the range of paint jobs BMW bestowed on their products from the outset – the early days of the red and yellow Dixi's – and on through the 1930s, with their two-tone 319s and silver or red 328s. The same was true of their early post-WWII output – the red 700s and two-tone Isettas, in sharp contrast to the (usually) black or dark blue Baroque Angels.

What's more, this pattern persisted as BMWs became part of the mainstream here in the U.S. Oh, it wasn't 100 percent consistent. Beauty is in the eye of the beholder (i.e. the buyer), which is why you would occasionally spot a 2002 in Atlantik Blau. But most of the '02s wore lighter colors, and who could forget the bright orange tii's. The first 3 Series (E21) went for more muted shades but rarely came in anything at the darker end of the spectrum, as did the next generation, the E30. (The 'battleship gray' of the hallowed E30 M3 was a special case, kind of like a warrior's chain link armor.)

Consistent with their sports sedan image, most E12 Fivers came in various lighter shades – mainly silver but also some red and (for a mercifully short time) a lime green that looked great on an '02 but left an absolutely nauseating impression when used on a 530i. Meanwhile, the 'big' cars – Bavarias and later on the Sevens – tended to come in predominantly darker colors: Riviera and Atlantik Blau, as I recall, but also silver and green (including the relatively rare Reseda Gruen

you saw on 745i's and gray market Sevens like my Green Monster). After all, for some people, even a big BMW was a sports sedan. And the coupes, from the 3.0CS on through the E24 6 Series, rarely wore anything other than a light coat.

What strikes me about all this history is that during all those years, black was not the predominant color of the cars BMW sold or, for that matter, what buyers looked for. But that's changed big time.

Seems to me that, once you get past the 1990s models, every second or third BMW I see on the road today is black. And in light of what I've described before, this shift to the Dark Side leaves me puzzled. Okay, I can understand the guy who drives a big Seven wanting to project an image of respectability, success, whatever. And in the same vein, I guess I can accept an all-black Fiver too. Cars like that are, after all, status symbols first and foremost. (Sorry folks.) But a late-model 3 Series or Z4 in black looks, well, funereal at best, which certainly doesn't fit the cars' performance image. (It wasn't always so, as any E36 or Z3 own-

The Editor's Desk...

Does anyone just "go for a drive" anymore?

I don't know about you, but just going for a drive with no specific purpose or destination in mind was a common Sunday afternoon activity when I was growing up.

We would all be sitting around the table with our belly's full of pot roast or some other heavy mid-Sunday offering and dad would say, "let's go for a drive". Off we would go to exotic places, like the airport to watch the planes take off, Kinzua Dam, Niagara Falls, or just a drive through the Allegheny National Forest (father's favorite).

What grand memories of fighting with my sisters (sisters can be difficult you know), playing the license plate game or better yet, "punch bug".

Mike Pugh's submission (End Game in this issue) got me thinking about these memories and how I don't really here about people just "going for a drive" anymore. Seems a shame.

Sure, we attend driving events from time to time, but this somehow lacks the spontaneity of those drives of my youth. Come on Karen, let's go for a drive. *-ed.*

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er will tell you.)

(Since I'm not exactly a fan of any passenger vehicle that one climbs UP into, I'm excluding the various SAVs from this discussion.)

I know; I'm an opinionated SOB. I'll also admit that certain M models look gorgeous in black – in a Darth Vader kind of way. But there's arguably something wrong with a sporty car being all black. Objectively and subjectively, it feels wrong for any number of reasons. Like for instance, given its size, a black Z4 is less visible; and black sure doesn't flatter its classic sports car shape. (Unlike a Porsche's silhouette, which looks like an armored beetle in black, the Z4 looks more like a cockroach.) As for the black 3 and 4 Series cars I see everywhere, they merely look grubby. (Compared to, say, a silver car, black must be a pain to

keep clean and shiny.)

What's more, this whole black thing is in sharp contrast to the vibrant colors you see on Minis and certain small and mid-size domestic makes. (Heck, even the Pope rides in a bright blue Focus.) It makes me wonder why anyone would prefer his or her 'small' BMW in solid black. Perhaps it's because BMW models that used to be on the small side have succumbed to the national obesity epidemic. More likely though, it's the notion that since a BMW is a 'luxury' car, it must come in an appropriately sober shade.

Considering our favorite marque's sporting roots, this kinda strikes me as bass-ackwards thinking – if you were to ask me, of course. But then, perhaps it's merely the curse of having joined the mainstream.

The Oak Tree Grand Prix Weekend at VIR on August 22, 23 was a huge success!

We had the largest group we have ever had. We had a great location, Parade laps, hot laps and hot pit tours, good food and exciting raffle prizes from our generous supporters.

The Tarheel and National Capitol Chapters would like to thank the following supporters for their contributions to our raffle:

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Down East Area Coordinator Change

Bob Thomas, the Area Coordinator for the Down East/I95 area has resigned. We wish to thank him for his many years of service. His hard work is much appreciated.

Curtis Banner has agreed to take over the position. He will be announcing the date/time of the monthly meeting soon. We appreciate his willingness to be Area Coordinator for this area.

If you are from the Down East area, please contact Curtis, welcome him and offer your support. curtis.banner@gmail.com

Thanks to Bob for his service and Welcome Curtis! **-Brenda Dunlevy, Activities Chairperson**

TARHEEL CHAPTER 2015

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CLUB RACING REPORT

BY PAUL HOECKE

Pippy Wins At O'fest; BWR Season Ends On Down Note

Hello, fellow club racing fans! As expected, the Oktoberfest club race at NJMP in late September was a biggie. The numbers alone tell the story: A field of some sixty racers representing a dozen classes; and a three-day schedule consisting of four sprint races – all of them for points – plus an hour-and-a-half enduro. To say this made the weekend a pretty busy one would be an understatement.

Of more immediate interest though, the event also handed IP racer Dennis Pippy, our chapter's lone representative, several shots at adding to his stash of championship points – opportunities he made pretty good use of.

To put it in a nutshell, Pippy ran in all four sprint races and scored well in three of them, including a class victory (finishing second overall) in the last sprint, plus placing fourth in the first race and second in Sprint No. 2. He probably would have finished in the money in the third sprint too, had it not been for a two-lap penalty for his car's being underweight, (He did choose to sit out the long race, but so did a good many other racers, probably because of its team format and the fact that it required a separate registration.)

Pippy's results may have been enough to keep him in the running for the South Atlantic championship in IP, but the jury is still out on that as you read this. Viewed in perspective, Pippy achieved these results while competing in the event's larg-

est class – fourteen entries – which included at least one major contender (Steve Fiore) for the regional IP crown. And having raced (and scored points) at more BMW CCA Club Racing (CR) events than any other local hot shoe (seven of the nine CR events which have, so far, seen local racers compete), Pippy has one more chance, Roebbling Road, to add to his points toward gold this season – providing current leaders don't show up. So stay tuned.

From our perspective, the Oktoberfest race made for some interesting comparisons with another big CR event we're familiar with – last April's race at VIR, which brought almost as many racers to the track. One thing that stood out is that although both tracks were built with the same 'motorsport country club' concept in mind, they differ in the way their respective track configurations are put to work. Where VIR events always use the entire 3.27-mile circuit which can accommodate 50-60 cars at one time, club races at NJMP typically run on either its 1.9-mile Lightning course or the 2.25-mile Thunderbolt circuit.

Given a field the size of the O'fest race, both NJMP courses would have had a crowd problem. So, faced with putting on four sprint races plus an enduro and three days to do it in, race officials resorted to some logistical sleight of hand. They used both courses and split the field into two run groups: Group A which consisted of the fastest

cars, mainly C-Mods and I-Prepared; and Group B, comprising the 'less fast' crowd – mostly I and J-Sport as well as M3 Touring racers. The two groups (each numbering not quite thirty cars) raced separately in three of the sprints – the first one on Lightning and the other two on Thunderbolt – but ran combined on Thunderbolt in the fourth sprint. By then, it seems that attrition, especially in Group B, had shrunk the field to manageable size. (The smaller field for the long race ran on Thunderbolt as well.)

We won't speculate how this game of musical chairs affected individual racing strategies. But by all accounts, most everyone had a good time. The weather sure helped. But what seems clear is that running a net total of eight races took a lot of work. Small wonder that the event required twice the number of race officials we are used to seeing: Larry Fletcher and Roland Nieves in T & S; Comp Stewards Bruce Heersink and Dean and Meredith Croucher; and Bruce Smith, Mike Hinkley and Pat Spikes doing their thing at the Tech shed. Our caps are off to all of them for a job well done.

We have little to report about the local NASA scene. The most recent event, the Mid-Atlantic Region's 'OktoberFast' race at VIR, took place after we filed this report. At this point, the only detail we can relate is that three local BMW racers, all of them NASA aficionados, had signed up: Phil Franz in GTS3; Paul Patrick in Spec E30; and Jon 'the Jet' Kozlow serving as Time Trials instructor in TTD.

Turning to the pro front and our favorite local pro team, BimmerWorld Racing (BWR), the story ain't that great. All we can say is that James Clay and his troops closed out the 2015 IMSA CTSCC season in less than stellar fashion. Mind you, it wasn't for lack of trying or ability; the team managed a scattering of Top Ten finishes, including a fourth place at Road America. But an unhappy combination of teething problems with their F30 turbos and more than a dash or two of crappy racer's luck denied them the podium and ultimately left them floundering in the wake of their Street Tuner (ST) competitors by season's end.

Clay had hoped that 'long, flowing' tracks (like Road America and VIR) would allow the team's

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F90s to show their full potential, but Round Nine on the 3.4-mile COTA track in mid-September proved otherwise. Clay and Jason Briedis, in the No.84 car, started 10th but ended up 16th at the checker. Starting five slots behind them, the duo of Andrie Hartanto and Tyler Cooke in the No.81 BMW finished 22nd. It was rather ironic that the two Caymans of BWR's 'satellite' team, Next Level, did better, as Dan Rogers and Seth Thomas finished fifth while the Greg Liefoghe/Eric Zimmermann Cayman came in seventh.

The series finale at Road Atlanta early last month added insult to injury as the entire event ran in what could only be described as monsoon conditions. (We managed to follow most of the action as it was streamed live on the IMSA website.) The rain caused qualifying to be canceled and grid positions to be assigned based on points, which placed the BWR cars way back in the pack. But by dint of some truly great driving, the Hartanto/Cooke duo managed to take

the checker in seventh place, on the tail of the two Next Level Caymans which finished fifth and sixth. However, Clay and Briedis had to be content with only making it to the finish in 22nd place.

At this point, we hesitate making any firm predictions as to where this leaves BWR for the next season. Clay clearly has a lot of faith (not to mention investment) in the F90 turbo chassis. But the edge that smaller, lighter cars have over the F90s – something Clay has mentioned repeatedly – isn't going away. And then there's the apparent fragility of the turbos, mainly their susceptibility to heat under the hood, which must be giving Clay and company fits.

With the start on the 2016 season just a short couple of months away, the folks at BWR don't have much time to fix problems and prepare for Daytona. One big plus Clay can be sure of is his drivers. We think they can beat all comers, provided their cars are up to it.

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ON THE COVER:

public archaeology in the western Piedmont region of North Carolina. Contributions from Touring Joara 2015 provide support for public and private school students of all ages and their teachers. This year's event will support educational opportunities for an additional 400 students. Programs include an Archaeology Explorers Camp for middle and high school students working with professional archaeologists to excavate archaeological site, and learning about artifacts from the past while having 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. 30 Spanish soldiers occupied the settlement for 18 months 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 7:30 am with a Driver's meeting at 9:45 and the first car off at 10:15 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 that we know today. The roads were dry, winding and can be challenging to drive particularly when avoiding wild turkey and black bear!

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

The stops included:

Catawba Meadows Park archaeological site in Morganton. The Joara Foundation is creating two replica Native American houses. Additional plans

include a museum, interpretive center, stockade and native gardens. Exploring Joara Foundation continues to construct the reproduction of two Native American houses with a stockade fence and garden demonstrating how Native Americans were living in Burke County when Juan Pardo arrived in 1567. Melissa Timo, EJF's archaeologist talked about the plans, activities and opportunities provided for those of all ages.

Brown Mountain Overlook on Highway 181 provides a beautiful view of the mountain and valley area known for the Brown Mountain Lights. For more than a century, local residents, tourists, scientists and researchers have seen and studied this phenomena. We didn't have any reports of anyone in our group seeing the lights that morning, although I did talk with two people on the Tour that have seen the lights multiple times.

Linville Falls Winery located on US 221 just north of the Blue Ridge Parkway and the Linville Falls community was the second card stop. Owned and operated by a local family it is a picturesque stop including hiking trails and gorgeous vineyards nestled alongside Fraser fir Christmas trees. Unfortunately, the winery's product was not available for sale on Sunday morning due to local regulations.

South Creek Vineyards and Winery near Nebo, NC was the last stop on the Tour. The vineyard includes a historic century plus Renaissance farmhouse and award winning Bordeaux style wines. A fantastic barbecue lunch was available and ten prizes were handed out to the lucky poker hands.

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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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!

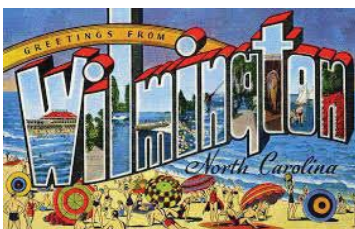
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- What: An adventure filled ride to a crown jewel on the North Carolina coast, the Port City of Wilmington. This is a family friendly event that the inner child in all of us can enjoy!!!
- When: Saturday, **November 7th at 10am**
- Where: Departure from the Starbucks parking lot at the White Oak Shopping Center in Garner. Feel free to come any time after 9 for tire kickin', story tellin' and coffee. Address for Starbucks is 180 Cabela Drive Garner, NC 27529
- Who: Rob Mclsaac is organizing the event.
- Objective: A great lunch at the German Cafe in the old Cotton Exchange on the Wilmington waterfront. From there, many attractions await including the USS North Carolina, the Seaboard Railroad Museum and a water taxi tour of the area.
- Duration: Figure 2 hours of driving each way. If we roll at 10, expect to be home between 6 and 7pm.
- Contact Information: For details, connect with Rob Mclsaac at Raleigh.BMWCCA.Activities@gmail.com or 919-880-8012.



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LOCAL SCENE

ASHEVILLE AREA DINNER

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

Where: Carrabba's Italian Grill
www.carrabbas.com
332 Rockwood Road
Arden, N.C. 28704

(828) 654-8411

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: The Forest clubhouse at Cape Fear National golf course, located in the Brunswick Forest development in Leland, which is just off Highway 17 south of town.

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

12 TARHEEL CHAPTER FOOTNOTES

Downtown Concord

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.

<http://www.tarheelbmwcca.org>

TRIAD AREA EAST DINNER (Greensboro)

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

TRIANGLE AREA DINNER (RALEIGH)

Date: **3rd Tuesday each month**
Time: 6:30 pm
Where: California Pizza Kitchen
Triangle Town Center
5959 Triangle Town Road, #2121
Raleigh, NC 27616
Main Entrance, by Barnes & Noble
(919) 792-0333

Directions: Triangle Town Center on the north side of Raleigh, at the intersection of I-540 and US-1

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

TRIANGLE AREA DINNER (CHAPEL HILL)

Date: **1st Wednesday each month**
Time:
Where:

No information at this time - Area Coordinator position open.

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

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

BMW CARS FOR SALE:

1987 325is In all original, super condition - a no rust California car shipped to North Carolina in 2014. The car has the manual 5 speed transmission. It has 201,500 miles and is bronzit metallic over beige. I have many of the records showing meticulous maintenance over the years to include new timing belt, battery, o2 sensor, shocks, clutch, master cylinder, steering rack, and more. I have talked with the three previous owners to confirm the proper maintenance and have had the car inspected by a BMW Master Mechanic (Master Tech Automotive - Hickory, N C). This is the best unrestored E30 325is that I have seen. Asking \$6,800. Call Howard at 828-758-3049 for more information and pictures.

1999 328is 5 speed manual transmission, 201,000 miles, Car is in excellent shape inside and out. Recent maintenance includes new bilsteins, driveshaft and flex disk, brand new tires, ignition barrel, fuel pump, and clutch. Complete with all keys, remotes, manuals, and full service history for the life of the car. \$4990 obo. Call Kyle: 910.619.6336

2008 135i Coupe Monaco Blue With Savanna Beige Leather. Six speed, 117k Miles, Great condition. Sport and Cold Weather Package . Many upgrades including BMW style 343M 18" wheels, new Michelin Pilots. BMW Performances carbon fiber rear spoiler, front aerodynamic kit with all cooling ducts and cold air pack installed, blackout front grills, BMW short shift kit and Cobb Tuner. Priced at \$16,800, clear title in hand. Located near Charlotte, NC. Email Ben at: bferrell120@yahoo.com

2011 Z4 Convertible, 6 speed manual, heated seats. M package, 33k miles, great condition, space grey with black interior, 6 cylinder-last of normally aspirated. Priced to sell at \$31,500. Asheville NC. Call 828.734.1535 or email smfc@att.net.

2014 335 xDrive Gran Turismo WBA3X9C53ED153621 3 Series Gran Turismo hatch-back luxury in mint condition. Exterior: Mineral Grey Metallic; Interior: Black/Red. Loaded with Sport Line, Sport Seats, Cold Weather Package, Driver Assistance Package, Driver Assistance Plus, Dynamic Handling Package/Adaptive M Suspension, 8 spd Sport Automatic Transmission, Premium Package, Technology Package, Automatic High Beams, Active Cruise Control, All Season Tires, Heads Up Display, Navigation, Concierge Services, Harmon Kardon Surround Sound, Carbon Fiber Shift Lever, Expel Clear Bra. MSRP\$63,285. Asking \$49,000/OBO. 20,000 miles. Contact Zev Elias 540-529-4246, Brainexplorer@msn.com. Roanoke, VA

BMW PARTS FOR SALE:

2005 MINI Cooper S Engine R53

Supercharged engine with ALTA cold air and throttle body, catalytic converter with headers, 43,000 miles; was removed from wrecked MINI Cooper that had rear end damage; selling AS IS; no shipping, must be picked up in Shelby NC; \$1800; Please contact Ron Ivester at 704-734-7745

4 E-34 BMW 535 Honeycomb mag wheels FREE!!! Very Good condition/with hub caps. You pay shipping cost or pickup at my home in Goldsboro, NC. E-mail John at Johnthesilverfox@aol.com.

E36 M3 S52 Race Prepared Motor Newly rebuilt (Only 2 hours on the motor) S52 engine, by Billy Revis at Motorsports Connections, with the following components replaced: all new seals, gaskets, rod bearing set, main bearing set, JE forged pistons, Arrow connecting rods, ARP head stud kit, timing chain, oil pump, oil pump chain, VAC race cam 286/272, VAC big bore 75mm throttle body, VAC 30lb injectors, Ferrea custom valve set, Miller War Chip, Head was ported and polished by Henry Lawrence, the block came from a donor car with automatic transmission and was decked, bored, honed, and line bored. The Dyno sheet shows 290 WHP and recently ran at a NASA event on VIR's Full course, and was the overall race and class winner in the October NC SCCA race on VIR Full, with race lap times of 2.07 and 2.08. Included in the sale of the engine would be stock BMW M3 5 speed transmission, and Active Auto works headers. I have plans to install a S54 engine over the winter. Asking \$14,500 for everything. E-mail contact: ChiggerRacing@gmail.com or call: Charles at 434-251-9093



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END GAME



Photo by Mike Pugh

Mike Sperber and Mike Pugh make a quick run up north of Greensboro to the VA mountains - 400 mile round trip, great fun! Nothing like driving an O2 on winding back roads with a friend to get you in a good mood!

MISCELLANEOUS:

E9X M3 BFGoodrich Track Tires

Four P265/35ZR -18 BFGoodrich g-F tires mounted on 18x9 TRMotorsport MT1 MG matte grey wheels. Used two track weekends. Stored in bags and heated/cooled indoors. \$1,200. Also Performance Friction (2 weekends) and Cool Carbon (new) brake pads. \$150 each or \$1,400 for all. Charlotte, NC. Call 704-773-6183 or email dfmitch@gmail.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 O2 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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CALENDAR

NOVEMBER 2015

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

November 7	Cars N' Coffee - Charlotte
November 10	Roanoke Area Dinner Triad Area West Dinner
November 17	Triangle Area Dinner (Raleigh)
November 18	Cape Fear Dinner Triad Area East Dinner
November 19	Charlotte Area I Dinner
November 24	Asheville Area Dinner
November 25	Sandhills Area Dinner
November 26	Charlotte Area II Dinner

**BMW CCA Club Race - Roebling Road
December 11-13, 2015**