

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

FOOTNOTES

Volume XLIII No. 10

October 2015



Photo by Brad Day

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ON THE COVER:



The Vintage 2015:

This months cover features a 2002 Touring from The Vintage 2015. While I was not able to make the event this year, it was another great success by all accounts.

And, for those of you who like to plan ahead, Scott Sturdy has posted the information on The Vintage 2016 at MotorsportReg.com.

The 2016 event will be held May 20-22, 2016 in Asheville, NC and will celebrate BMWs 100th anniversary! The venue for the Saturday portion of the event is at Hot Springs Resort and

Spa—they have a beautiful piece of property, surrounded by mountains.

I understand that registration for next years event will open some time in December or January on MotorsportReg, so mark your calendars and we will see you at The Vintage 2016! **-ed.**

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **67** new and returning members and associate members. This brings our total chapter membership to **2,926!** 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*
What I Read This Past Summer

Summertime, we're told, is when the livin' is easy. In my case, though, it ain't necessarily so. It may be true for working folks who choose the hot months to take a well deserved vacation. But as a happily Retired Person, I find that my list of Things To Do is longer than it ever was when I was working for a living. It also knows no seasons.

In other words, I get to take breaks when said list allows me to do so.

Oh sure; there are the usual domestic and horticultural tasks which come and go as the year goes by. But as a dedicated BMW nut and shade tree wrench, I also have sundry car projects on hand, and they have a tendency to just keep going all year round. That is, they usually do. But this year was different. Or, more precisely, summer was pretty much a bust when it came to car work.

Mainly, it was the near-100-degree temps and 80 percent humidity that put a serious crimp in my wrenching activities. Unlike your stereotypical Griot's Garage customer, I live up to my shade tree calling; i.e. most of the work I do on my BMWs is in the open air – in our carport or the shaded area behind our house. It works for me, most of the year, weather permitting, but not this time around.

As the mercury climbed and even the local bird population chose to sit out the daylight hours under a big leaf, I too decided to declare a moratorium on outdoor activities. To hell with it, I said to myself. This is your hobby, not your job. The projects can wait. It's time to kick back, plant your butt in a cool location, sip something

refreshing, and catch up on stuff you've ignored, namely reading back issues of the piles of automotive literature you've accumulated.

So, as super hot July segued into somewhat less-hot August, I pigged out on everything from ROUNDEL to Dan Neil's 'Rumble Seat' car tests, with tidbits from R&T, Autoweek and SCCA's Sportscar thrown in for good measure. You might call it a readathon, except I did take a few breaks to catch the CTSCC races at Lime Rock and Road America streaming on the IMSA website – and of course devote a couple of hours to my BluRay video of Steve McQueen's 'LeMans' (which never, ever gets old).

That sort of full immersion in an ocean of car lore is bound to have an aftereffect. It did in my case. Namely, having absorbed dozens of test results, commentaries, critiques and letters to the editor, I came away from this sensory overload with mixed feelings about the automotive scene. On one hand, the sheer scale of technological advances is more than impressive. But that's no revelation; you probably knew that already. On the other hand, though, a few trends in what gets written up big time left me a bit puzzled.

Like for instance, there's the obsession with horsepower that seems to be the focus for journalists these days. Mind you, it's not about exotics; it's about cars that are supposedly intended for you and me. Well, maybe it's much richer versions of you and me, since the featured cars are typically 500-600 hp M6s, Mercedes, Bentleys and the like. Anyway, it's like they're appealing exclu-

sively to the quarter-mile and a cloud of burnt rubber crowd. But it's my experience that fun and performance is not the exclusive province of rip-snortin' 600-hp juggernauts – particularly not for daily driving. (I love the cartoon that shows this couple in a Ferrari, sitting in traffic, as the lady says to the guy at the wheel: 'It certainly idles nicely.') As far as I'm concerned, nothing beats the fun of, say, flogging a 1.9-liter Z3 down a country road. The sweet sound of that four-banger revving to the red line is at least as exhilarating as any multi-horse monster.

So you'll understand how happy I was to discover that I'm not alone in this. Dan Neil's June 6 report on the 2016 Miata reflects his second thoughts about horsepower, noting that autocrossing this 155-hp car yielded the same time around the course (41.7 seconds) as a "fire-breathing, world-beating 650-hp Corvette Z06" (his quote). He then concludes that piloting a "12-cylinder, seven-figure streamliner to more than 200 mph" may qualify as some kind of fun, but "then there is the kind of fun where you come

The Editor's Desk...

BMW announced that three of its models – the 2 Series; the 4 Series; the 5 Series – were the top ranked vehicles in their categories according to the J.D. Power 2015 U.S. Initial Quality Study (IQS). BMW ranked 6th among all the brands, considerably above the industry average.

"IQS is the leading indicator of customer delight in the initial phase of ownership as it measures not only how well our vehicles perform but also how well our dealers are doing in demonstrating the functions of the new vehicle," said Ludwig Willisch, President and CEO, BMW of North America. "The model rankings show improvements across the board from existing to new models with the clear challenge being to improve and simplify technology."

It's great to see that our favorite marque and their network of dealers is focused on quality. Seems most companies find it all too easy to overlook this in the quest for our dollar. Has there ever been a better time to be a BMW fan? Well, the e30 era comes to mind, but that's my personal bias....-ed.

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home with your license and your life. That's the Miata." To which I'll only say: Amen!

Okay, maybe all cars today have a weight problem – due to added safety gear and sound insulation? – which would demand more oomph under the hood. (Funny how that mirrors the general public's growing obesity problem.) Even small cars aren't immune. I guess it's why the new Mini John Cooper Works, the "most powerful production Mini ever" (July 2016 ROUNDEL) needs 231 hp to get to 60 mph in 'only' 6.1 seconds. Anyway, this is one trend that seems to be heading in the wrong direction, like Alice in Wonderland having to run as fast as she can just to stay in place.

Another journalistic flavor of the year – actually the past decade – that has me wondering about its future is whiz bang hi-tech propulsion. Ostensibly it's to replace internal combustion (IC) as a means of reducing CO2 emissions. In itself, it's a laudable goal, despite the fact that cars contribute only about 20-25 percent of total emissions worldwide. But so far, only hybrids – including BMW entries such as the I8 – have been proven to be a reasonably practical alternative – with help from IC motors of course. (Small won-

der; petro-fuels – gasoline and diesel – are hard to beat in terms of energy content by volume. It's been said that a gallon of gas contains the energy equivalent of something like an hour's worth output from Hoover Dam.) But other alternatives, though enthusiastically touted by the automotive press, face an uncertain future. Let me count the ways.

In my not so humble opinion, pure electrics will make it eventually – when, not if, energy storage capacity improves to give them a much longer range. But so far, only a few carmakers – like BMW, Ford, and Tesla at the high end – seem to be in that game for keeps. (A cute sideline here is the E-Bike being developed by Ford. It's powered by an electric motor, and it's foldable, therefore fits a Focus or Fusion trunk. It's intended for commuters who will leave their cars at an edge-of-town park-and-ride and complete their trip on two wheels through congested city streets.)

But when it comes to hydrogen – well, the whole idea strikes me as pretty close to a blind alley. For one thing, unlike fuel cells, which are just another way of using electricity, H2 as a fuel in its own right is REALLY scary. It may sound cool, but it's highly volatile rocket fuel, for goodness sakes!

TARHEEL CHAPTER 2015

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Oct 3	* 5th Touring Joara European and Sports Car Poker Run			WEB: www.exploringjoara.org
Oct 3	Bimmers, Beemers and Brats - Roadtrip to Wilmington	Robert McIsaac	919-880-8012	robert_p_mcisaac@gmail.com
Oct 16-17	*20th Annual EURO Auto Fest - BMW Performance Center			WEB: www.euroautofestival.com/2015-show/
Oct 16-18	*NCC HPDS Summit Point	National Capital Chapter		WEB: www.nccbmwcca.org
Oct 24	BMW ///M Club Day Performance School - BMW Performance Center	Greer, SC Stephen Dean		stephendean@nc.rr.com
Dec 5-6	*Optima ChumpCar World Series - VIR			WEB: www.chumpcar.com
Dec 11-13	BMW CCA Club Race - Roebeling Road	Mike Hinkley		MHink00011@aol.com

* Not a Tarheel BMW CCA sponsored event

And what about infrastructure (read: Fueling Stations)? At last report, there were only twelve such facilities in the entire US of A – and ten of them were in California! (I'll bet they all have No Smoking signs posted along a 100-meter perimeter.) But I'll be charitable and say that the jury is still out on that case.

In short, all the glowing journalistic babble aside, this whole alternative propulsion scene strikes me as paralleling the history of early hominids. Evolution produced all sorts of versions of our predecessors, but eventually only one survived. (Remember VHS vs. Betamax?)

Finally, one topic I came across had me scratching my head because its tone ran counter to everything BMW shade tree wrenches are about. Seems there are purists who can't stand the idea of modifying a BMW in any way that's not 'factory-approved'. They feel this robs a BMW of its soul or something like that. (As one might expect, this controversy is limited to the Letters to the Editor in ROUNDEL.) My reply to them is:

Balderdash! These scoffers miss an important point: Modifying a BMW is nothing less than homage to the versatility and elegance of its over-all design. (This dawned on me some forty years ago when I first got a good look at the cavernous engine bay of a Bavaria. Wow, I said to myself. You could easily stick a 289 cc V8 in there. Or maybe not, as I subsequently found that I was quite happy with the M30 Big Six.) My point is, some mods (like swapping a LS1 Chevy V8 into an E34) make for outrageous and cheap fun; others (like the Holley 4-barrel carb that replaced the Godawful Solex 4V in my 730) are absolutely necessary. Done right, a Bimmer will accept such 'upgrades' gracefully – and they'll WORK just fine, purists' rants notwithstanding.

Well, folks, that's about it. Now that fall is here, I'll be resuming my regular wrenching routine, meaning my reading matter will probably pile up again until the next break. So look for my next book report after Christmas – maybe.



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Car Care Tips

Times have changed. Just following the manufacturer's recommendations is not enough maintenance if you plan to keep your vehicle past its warranty period. A 10-15k Mile Oil Change is not optimal and will harm your engine in the long run. Don't just follow the dashboard indicator. Think about it.



BMW Turbocharged Engine Intake Valves Before and After Pictures to Demonstrate the Benefits of a Walnut Shell Blasting. This Vehicle burned 93 Octane, Top Tier Fuels, and only had 60k Miles on the Odometer. Good Fuel and Additives are not enough anymore.



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CLUB RACING REPORT

BY PAUL HOECKE

Curtis, Pippy Go For CR Gold; BWR Battles Gremlins

Well, fellow club racing fans. This is October, meaning that the last event of the 2015 BMW CCA Club Racing (CR) season is barely two months away. And judging by past experience, it looks like none of the remaining races between now and the Roebling Road finale in December is being held close enough to home ground to attract members of the Tarheel Chapter racing fellowship.

What this boils down to is that the odds of any number of local hot shoes capturing 2015 class championships, at the national or regional level, are not all that great. In fact, at this point in the season, it appears that only two local racers, April Curtis (DM) and Dennis Pippy (IP), stand a good chance of taking any kind of gold this year.

Mind you, that's no reflection on the competitiveness of the other hundred or so club racers in our midst. It's just that all those others haven't been exactly flocking to the track of late. As we've pointed out time and again – probably ad nauseam – showing up and taking part is more than half the battle. And in that respect, Curtis and Pippy have certainly outdone the rest of our homegrown racing crowd in the months since the VIR race this past spring.

More important though is that in doing so, these two track warriors have also racked up a fair number of class victories at recent CR events.

Having posted two wins at Summit Point in July, Pippy battled a bunch of class rivals at NJMP in August (something we overlooked in last month's report). It was a three-sprint event, and judging by the attrition – multiple DNFs that cut the field to about half its original size by the third

race – the action on the 1.9-mile Lightning course must have been hot and heavy. But Pippy finished in all three races; he moved up in the field and capped the weekend with a class victory, finishing second overall in the last race.

Meanwhile, Curtis – with three class wins at that same Summit Point race to her credit – skipped August but returned, loaded for bear, to run in the Labor Day weekend race at Road Atlanta. She teamed up with Mike Hinkley to win her class in the enduro, and went on to post two more class wins in the weekend's two sprint races.

Road Atlanta also marked the return to the fray of local I-Prepared racer Rich Abraham. He'd been on the sidelines due to major problems with his car since before VIR, so his showing up at the track on Labor Day says that he is ready to show his stuff. The fact that he finished as high as third in an eleven-car class and beat perennial IP front-runner Krista Williams to the checker in the last race says as much.

As we went to press, the most recent CR event, the Oktoberfest race at NJMP, was still in our future, so any results will have to wait until next month. What we can tell you is that Pippy was still in the running. At last report, he was one of fourteen IP racers competing in this event, which no doubt posed quite a challenge. But there's still Roebling Road, for him and Curtis too, so stay tuned.

On the pro racing front, heat gremlins as well as just plain bad luck continued to bedevil James Clay and his BimmerWorld Racing (BWR) teammates in their quest for gold in the IMSA CTSCC

series. Those of you who were at VIR in August have a good idea of how things went down in Round Eight. However, all you absentees from that event deserve a brief rundown of what happened, so here goes. (We weren't there, bodily, either; but we cheated; i.e. we watched most of the action as it was streamed on the IMSA website. It wasn't nearly as good as being there, but it served our purpose.)

Basically, the race did not fulfill BWR's hopes of doing well on the team's home track. As Clay's press release said later, "the 2.5-hour contest delivered more frustration than fruitful outcomes for the team." And it all came down to the same kinds of slipups and breakdowns that the team had experienced in several previous races.

To quote Clay again, "the best results were captured prior to the race," as Andrie Hartanto, Tyler Cooke's opening co-driver, qualified the No.81 F30 fourth in ST, while Jason Briedis, Clay's copilot in the No.84 car, placed eighth on the grid. On top of great lap times in practice, this looked like a portent of great things to come. It wasn't.

Hartanto ran well during most of his stint, until a big off-course excursion put him back a bunch of spots. At first it looked like a replay of his run at Road America, where he and Cooke finished fourth – and would have done better had it not been for Hartanto's spin which took him an extra effort to recover lost ground.

But it was worse this time around. Within a couple of laps after his spin, Hartanto was in the pits, and the car's hood was up – with small flames flickering atop the engine! Needless to say, the car went behind the wall the minute the fire had been doused.

Briedis and Clay did better, but only in the sense that they finished the race. Both drivers did their best to stay competitive, but Clay only managed to take the checker in 18th place, a big comedown from the duo's starting position. We don't know what the problem was. Clay was pretty closemouthed about it, saying only: "We have come far on this N20 turbo engine and it performed well even in hot conditions at VIR, but we had a couple of ancillary issues that caused



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problems.”

In Clay's defense, one indication of the tough racing conditions at VIR was that of the 39 starters – 12 GS and 27 ST entries – thirteen were not running at the end. Perhaps the most dramatic episode – and the funniest one from some standpoints – came at the very end of the race, when the two GS frontrunners, an Aston Martin and a Nissan, ran out of fuel, allowing a Porsche driver who had bided his time in third place to take the checker for the overall win!

As you read this, Round Nine – at Circuit of the Americas (COTA) – is history; and Round Ten, the series finale, is underway at Road Atlanta. Following the debacle at VIR, Clay said he was looking forward to tweaking his two BMWs some more with an eye on “getting closer to Victory Lane” in one or both of those two races. Since deadlines put us a lap down, as it were, we'll report on those races in upcoming issues. And having caught the action on the IMSA website, we can assure you that our reports will read like we were there.

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Mike Pugh and a few others got their rare 2002s together in Raleigh for a drive. They included Bob Breed's Touring, Ken Worsham's Baur and Mike Pugh's Baur. Interestingly they all were imported from the Netherlands. Thanks for photos Mike, looks like a great time! **(all photos by Mike Pugh)**

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

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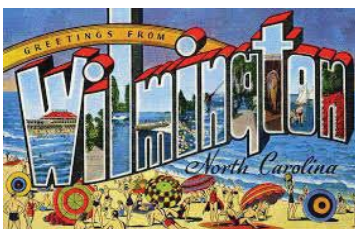
BMW Car Club of America Tarheel Chapter



Bimmers, Beemers and Brats! Road-trip Slam to Wilmington



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

(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: Acropolis Cafe
Cornelius

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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 (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

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:

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 M3 hardtop Convertible (E93)
V8, 414 hp
Has HENDRICK Autoguard Platinum BMW warranty until 12/2018 or 78,975 miles
40,748 miles
6 speed Manual
Alpine White w/ Fox Red Novillo leather
Immaculate
Dealer serviced & maintained
Lady driven
Garage kept always
Has been weekend only car not

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daily driver
Convenience Pkg., Premium Pkg.
2, Navigation, heated seats, wind-screen,
Please call 704-460-5444

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.

MISCELLANEOUS:

E9X M3 BFGoodrich Track Tires
Four P265/35ZR -18 BFGoodrich g-F tires mounted on 18x9 TRM Motorsport 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

<http://www.tarheelbmwcca.org>



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END GAME

Photo by Brad Day



Bo Gray presenting the "A funny thing happened on the way to The Vintage" award which was accepted by Roundel's Hack Mechanic: Rob Seigel for Brian Ach who's car only made it half way to Winston-Salem, then had to turn back and miss the event.

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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TARHEEL CHAPTER
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PO Box 39403
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CALENDAR

OCTOBER 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	31

October 2-4	Tarheel & Toe Driver's School - VIR
October 3	Bimmers, Beemers and Brats
October 3	Cars N' Coffee - Charlotte
October 7	Triangle Area Dinner (Chapel Hill)
October 13	Roanoke Area Dinner
	Triad Area West Dinner
October 15	Charlotte Area I Dinner
October 20	Triangle Area Dinner (Raleigh)
October 21	Cape Fear Dinner
	Triad Area East Dinner
October 22	Charlotte Area II Dinner
October 24	BMW ///M Club Day Performance School-BMW Performance Center
October 27	Asheville Area Dinner
October 28	Sandhills Area Dinner

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