

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

# FOOTNOTES

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Photo by Robert McIsaac

# TARHEEL CHAPTER BMW CCA

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## ON THE COVER:



**Bimmers, Beemers and Brats... The Epilogue:** Well, they say that the third time is a charm. It is also true that persistence can pay off big time, and in the case of our trip to Wilmington, this was absolutely true. Having been washed out by both a hurricane and heavy weather storms, we rolled the dice and planned a trip for mid-December. Fortunately for us, the meteorologist had a bit of a surprise in mind. Of course it wasn't perfect: we woke up to very heavy fog that morning and had to carefully navigate our way to the rally point. Once there, armed with fresh coffee, we had a chance to watch the sun gradually rise and begin the process of burning off the fog. Actually, vaporizing it, is a more accurate description. Despite  
*(continued on page 9)*

## MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **53** new and returning members and associate members. This brings our total chapter membership to **2,822!** 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*  
The Long Road Traveled

Let's face it: This month is, typically, not a great favorite of us Joy of Driving aficionados.

What with Mother Nature's moods blowing hot and cold – literally – those of us who prefer our BMWs to be rolling rather than sitting still find ourselves in a quandary: Should we head out and risk the slings and arrows of outraged weather gods, not to mention mud, icy patches, fallen trees and – Oh yeah – drivers who've forgotten everything about winter driving? (That is assuming they knew something about that in the first place.) Or should we leave our Bimmers tucked away, safe, warm and dry, while we use a trusty ol' winter-dedicated beater on our daily rounds?

It's a tough choice, and one that isn't open to everyone. I mean, most of us still need to get out there, to work or run errands. And how many of us have one of those fallback vehicles in reserve. Personally, I can't wait for Ray Korman's Open House next month. By then, conditions are usually a lot more tolerable, if not actually spring-like. (As I recall, the occasional snow flurries that have, at times, surprised everyone at this event don't amount to much.)

In the meantime, though, this is still February. As far as weather goes, I may yet be pleasantly surprised, but I'm not betting on it. And while I'm no chicken when it comes to driving in bad weather, neither do I believe in doing the Neither Rain, Nor Snow, Nor Gloom of Night thing to the max. (I'm retired, meaning I don't have to.) So I've been taking the safe route these past few weeks. Any time I stuck my head out the front door and things didn't look so good, I've retreated to the warmth of my abode and settled down to do something comfy and productive, like watching racing videos and reading.

Okay, maybe the former wouldn't cut it as a

productive activity with a lot of folks out there, but I think you'll understand. As for the reading part – well, I guess it won't surprise you if some of that also has to do with the whole automotive scene. And usually it's interesting, even thought-provoking stuff.

Like for instance, leafing through last month's issue of Scientific American the other day, I came across the magazine's monthly "50, 100 & 150 Years Ago" retrospective. One of two January 1916 pieces about cars was a story by an anonymous writer about how he took his "annual vacation this year [presumably in the spring of 1915] in the form of a trip by automobile to the Pacific Coast over the Lincoln Highway." It was revealing, to say the least!

(FYI, road trip junkies: Built in 1913, this was the first U.S. transcontinental road. It ran from New York City to San Francisco; its route corresponded for the most part to I-80, although some sections matched today's numbered US highways, such as US 33 in Pennsylvania and US 29 in Nevada; and it was evidently nothing like the roads we take today, as some of its sections remained unpaved until 1930!)

Two things impressed me about this story. One was the writer, who must have been a real pioneer in his day. It seems he'd made the same trip in 1913, when he was "one of perhaps 50 tourists who took the same journey." So his 1915 trip was a study in contrasts, as he was "but one out of 5,000 who essayed to reach the Pacific Coast by motor." Yet even then, two years after the highway's completion, the trip entailed "a series of experiences" that, in his opinion, would have trumped any adventure fiction at the time. He must have been a brave soul; too bad he didn't say what kind of car he drove.



## The Editor's Desk...

Several last minute items popped up on the calendar just as this issue was going to press, so rather than make you wait until next month's issue I will update you here:

First, 2016 BMW & Porsche Swap Meet is now on the calendar for March 19th in Mathews, NC. Contact John Meek at [jmeek911@aol.com](mailto:jmeek911@aol.com) or 803-324-4994 for further information.

Secondly, The Vintage 2016 will be held May 20-22 in Asheville/Hot Springs, NC and registration is now open. Information and a link to register can be found at The Vintage web site at [www.atthevintage.com](http://www.atthevintage.com).

This year The Vintage is celebrating BMWs 100th anniversary, so you won't want to miss it!

Lastly, mark your calendars for the annual Tarheel Club Race and Outing at VIR. This year the Outing will be held on Saturday April 9, from 9am-4pm.

Once again this year there will be a car corral, great places for viewing the race, a Tarheel BMW reception tent. At noon, BMWs and MINIs will be allowed to participate in free parade laps! -ed.



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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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sorts, and sooner than we may expect. At least, that's how syndicated automotive critic and prognosticator extraordinaire Dan Neil sees it.

I came across Neil's idea of the future in an article he wrote for a special Wall Street Journal publication (Dec. 2015) with the cover title 'The Future of Everything'. That certainly piqued my interest; I love futurist stuff, despite what the Great Yogi said about it being tough to make predictions about the future. But my enthusiasm quickly turned into something approaching heartburn when I saw the title of Neil's piece.

It read: Kiss Your Car Goodbye. Say what?

Well, that hit me where it counts! But once I'd gotten over my initial shock and started reading the article, I realized its title was a bit misleading; in characteristic fashion, Neil had gone for a dramatic opening by leaving out 'personal'. So it wasn't quite as scary as it looked. Yet even then, the idea that the personal car may become a thing of the past within the next couple of decades was still pretty hard to swallow for a car nut like me. (I also detected some flaws in the concept, but I'll get to that below.)

Basically, Neil's argument goes like this: The gazillions of cars now being produced and bought are "an ocean, an inundation" that threatens to overwhelm industrialized society. Yet their 'utilization rate' in the U.S. (i.e. the amount of time they are in actual use in a day) is around 5 percent; the rest of the time, they just sit there, "like condos on the beach." So, what if, instead of everyone owning cars, we could share them when we need them, just like condos? And he sees autonomous cars that don't require a human driver as being the driving force behind this transformation.

It's a lengthy argument, so I'll cut to the chase. Neil paints a glowing picture of a world where cleaned and fueled "vehicles a la carte" delivered to your doorstep upon request will eliminate the year-round costs and obligations of owning a car – insurance, car loans, maintenance – not to mention the decline in traffic jams and accidents that will result from these self-driving "automotive avatars." He also cites a Rand Cor-

poration report which says that sharing of autonomous vehicles will provide transportation for people unable to get around otherwise – i.e. "the blind, disabled, and those too young to drive."

It's a beguiling vision, to be sure – until you start asking questions. For one thing, this whole concept sounds like just the ticket for the millions living in heavily-urbanized metro areas. But what about the millions who live out in the countryside, places typical of our state? They'll still be out there decades from now. Will they have instant access to transportation on demand? I think not.

Another aspect of this concept that feels snarky is: Who will provide (read: own) these automotive avatars? Is it going to be the likes of Hertz, Avis and their kin; or maybe evolutionary versions of Uber and Lyft? In either case, their customers (i.e. you and me) will be beholden to these organizations in one way or another. It sounds like trading one creditor, today's bank that provides the car loan, for another entity which may not be as transparent. What's more, these entities will be competing with one another, so if you were to look around for the best price for a day or week in a pickup, or econo-box, or BMW, you'd have to have an account with each of these organizations. Talk about a financial morass! (The alternative – a Big Brother government agency that parcels out vehicles on request – is too dreadful an idea for even the bravest soul to contemplate.) There's more I could quibble with, but I think you get the picture.

Rounding out his vision, Neil claims that "twenty-five years from now, the only people still owning cars will be hobbyists, hot-rodders and flat-earth dissenters." I beg to differ. Given the size and nature of this country, there will always be vast numbers of people who will stick to personal cars, out of necessity or convenience. As for those 'hobbyists' he dismisses so easily, they're not going away any time soon. It has me wonder: Has he hung around any of our club members of late?

# Charlotte Area II Update

The Charlotte II area has been busy over the last few months. On August, 29, 30 we went on a Brew Tour to Asheville and surrounding areas. We went to Pisgah Brewing Company in Black Mountain, had lunch in Swannanoa, and went to Highland Brewing Company, before spending the night in Hendersonville. We saw a great band at the Southern Appalachian Brewery. Then Sunday a great drive (except for Andy's routing error, important to make sure the road is fully paved) before hitting one of our favorites, Highway 151, to get to lunch at Jack of the Wood in Asheville. We visited several other spots and of course several great places to eat.

We decided there were others we had to hit, so we planned another trip. It was held Halloween weekend. We went to Fonta Flora Brewing in Morganton, Blind Squirrel Brewing in Plumptree and Dry County Brewing in Spruce Pine on Saturday. After a night at Little Switzerland Inn in Spruce Pine, we made an early morning run up the Diamondback (in the wet with lots of fall leaves so it was nice and slow), then we took a leisurely drive



up the Blue Ridge Parkway to Blowing Rock Brewing. Of course, there was the usual sightseeing and eating....you can never get to all the interesting places to visit in our beautiful mountains!

Our monthly dinners always land on Thanksgiving so we moved them to Black Friday. We had our fourth annual Black Friday Speedway Drive & Dinner on November 27th. We amused ourselves with a drive on Charlotte Motor Speedway after

making a \$25 donation to the Speedway Children's Charities and signing the waiver. After great



driving on the track, we took a tour of Cabarrus and Stanley Counties before having dinner at our usual monthly dinner spot, Union Street Bistro in downtown Concord.

Euro Envy again hosted our Holiday Party for us at their shop in Concord on December 3rd. We had 50 people attend with some great BBQ. The food was wonderful and everyone had a great time, we even did a little driving or riding (Tricycles) and then our annual chinese ornament swap (don't get attached to that ornament, someone will steal it) after dinner.

On December 9th, we had our fifth Karting event of the year. We had lots of fun racing with everyone. There was some close competition between Andy, Hugo and Kyle for fastest lap. The three were within 4 tenths of a second of one another in the last race (still wet) but Hugo showed his middle aged spuke and beat both Andy and Kyle.

1. 21 Hugo Carreras 70.562
2. 7 BillyBob 70.859
3. 25 Kyle Lombardi 70.961

After Karting a group of us went to Mac's Speed Spot in Cornelius for BBQ and Brews (seems to be a theme here).

Bob Atkinson and Andy Barbee are already planning lots of events for 2016 and they don't all involve beer or wine. Maybe a Tennessee Whiskey Tour? **-Andy Barbee**

# CLUB RACING REPORT

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BY PAUL HOECKE

## A Blurry Look In The Rearview Mirror

This is that time of year when we're tucked in between two racing seasons. Officially, 2015 is ancient history and the 2016 BMW CCA Club Racing (CR) season is off and running. But in reality, the 2016 action is still in the future, at least as far as our neck of the woods is concerned. Namely, as we file this report, all of the CR events are taking place out there, west of the Father of Waters.

It's kind of like being in what CB-talking truckers call 'the rocking chair' – the space between a rig in front and another one in back. We know what's behind us, but when it comes to what's in front, the view is limited. It's okay when you're motoring down the super slab on cruise control, but it's frustrating when we're supposed to be telling you about all the action our homegrown racing crowd has been getting into and we can't, because there hasn't been any.

In the absence of racing news, it would be a convenient fallback for us to report which local racers captured CR class championships in 2015, but we're somewhat at a loss on that score as well. Nationally, none of our hot shoes made it to the top of the heap. And regional championships were unavailable at press time because (we're told) the CR folks were still working to correct some flaw in their software. As a result, we can only make some wild-ass guesses as to which local track warriors may have won a 2015 South Atlantic class crown. According to our count, it's a very short list.

Based strictly on national standings and point totals, we probably have just one 2015 re-

gional champion in our midst: April Curtis. She finished third in DM nationally, but seems assured of the regional title because the two class rivals ahead of her in the national standings hail from Canada and the Pacific Region, respectively.

That being said, there are other members of the Tarheel racing community who also deserve to be recognized. For one, we think honorable mention should go to Tom Tice. He raced consistently and finished well in Spec E36 all season long, and only missed taking the regional class title by placing second in the national standings behind another South Atlantic driver, largely because the other guy showed up at twice as many races as Tom. It's also only fair to point out that, right behind Tom, the national standings list a veritable parade of three more local Spec E36 pilots: Phil Antoine, Mark Fishero and Jack Wilkins. You can bet your bootie we'll be watching these guys this coming season.

Two more Tarheel drivers, Dennis Pippy and Billy Glavin, deserve our salute as well. Although both finished 'only' fourth nationally, we recognize them for having done so while facing some pretty awesome odds. In Pippy's case, it was the fact that he raced in the biggest and (arguably) most dog-eat-dog class in CR, placing fourth out of fifty-three I-Prepared contenders! As for Glavin, he too raced and finished in the money – when he chose to race, which wasn't often; and he had to contend with fourteen other M3T competitors vying for the national class crown. In other words, they both had a steep hill to climb.



Finally, lest we forget, our caps are off to the dozens of other local track warriors who contributed their share to the competition, excitement and fun of Club Racing wherever and whenever each one of them chose to race. We're looking forward to watching their exploits in the months to come.

Moving on to the pro scene, BimmerWorld Racing (BWR) has been working hard to overcome the problems that made their 2015 IMSA CRSCC season a frustrating succession of breakdowns, with only a few bright moments in between. To achieve better results in the new season, team owner/driver James Clay is taking a twofold approach – making his cars more reliable and re-shuffling his driver lineup.

During the offseason, BWR has focused on eliminating the cooling problems that plagued the team's two F30-based Street Tuner (ST) entries last season. "This little 4-cylinder turbo makes good power, but it also makes a lot of heat in racing conditions," says Clay. So BWR's goal has been to produce an engine that's at least as

fast as before but is also way more reliable.

As far as the driver lineup goes, Clay has opted for a mix of proven and new talent. With Andrie Hartanto and Jason Briedis gone, BWR standout Tyler Cooke moves over to join Clay in the No. 81 328i, while the No. 84 car will be in new hands: Jerry Kaufman, a newcomer to BWR whom Clay has brought over from BMW CCA Club Racing; and Kyle Tilley, a veteran of several other racing series who also has been Kaufman's long-time coach.

Publicly, Clay expects the new car/driver combo to "steer BimmerWorld and its F30s to the front" in their pursuit of the 2016 Street Tuner championship. Privately, our bet is he is keeping all of his fingers (and maybe his toes too) crossed.

As you read this, the first race, at Daytona, is history, having run the weekend just before this issue of FOOTNOTES came out. So any report on how BWR did will have to wait. The next race, at Sebring, is set to run the middle of next month, followed by Laguna Seca in late April.



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It's unclear if these long intervals between races are dictated by track availability or intended to allow teams to sort out their cars early in the series. In any case, this leisurely pace should offer BWR some welcome time to iron out any teething problems their cars encounter early on. They'll need it, because things speed up quite a bit thereafter, with three races in July, when ambient

heat will once again become their challenge.

As far as all of you local pro racing fans are concerned, we hardly need to remind you that the series will return to VIR in August. If the past is any indication, it will be another absolutely fantastic event. In the meantime, we wish Clay and his troops the very best of racer's luck.

## Charlotte Area II Coordinator Change

Andy Barbee, the Area Coordinator for the Charlotte II area has resigned. We would like to thank him for his many years of exceptional service. His hard work is much appreciated.

Bob Atkinson has agreed to take over the position. He has been involved in planning several of the drives in the area and we know he will do a great job.

The meeting and events will continue as cur-

rently planned and we appreciate Bob's willingness to be Area Coordinator for this area.

If you are from the Charlotte II area, please contact Bob, welcome him and offer your support. [bobbmwcca@gmail.com](mailto:bobbmwcca@gmail.com)

Thanks to Andy for his service and Welcome Bob!

**Brenda Dunlevy , Activities Chairperson**

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## ON THE COVER:

what it said on the calendar, we were headed towards the day in the mid 70s. That's what I'm talking about!

We had an incredibly good turnout too. By the numbers, we had a grand total of 12 cars, two BMW motorcycles and 29 participants. Some drove from Raleigh to Wilmington with us, while others met us there. In any case, a great time was had by all. As we left the rally point, the sun began to break through what had been an incredibly cloudy and foggy morning. The first segment was on interstate highway which quickly got us out of the metropolitan area and traffic ... and into bright sun.

South of Raleigh we broke onto winding US highways which took us toward the coast. Long stretches of open road with little traffic, periodically punctuated by small towns, characterized the run. It is always fun to see road signs and business names along the byways of America. Shortly before we passed the "Cows R Us" farm we came through a small town which featured a side street called "Old Dragstrip Road". That will clearly require some future investigation.

All too soon we found ourselves in downtown Wilmington and made a beeline for the parking structure. On a December day with the temperatures soaring into the 70s, we were not the only ones who had the idea of getting out for some time on the waterfront. Fortunately we had called ahead and the German Café reserve the mezzanine level for us. The food was quite good; I would highly recommend that the Wiener schnitzel. And the Apple strudel. And the imported beer. Frankly, the whole thing was pretty delightful.



After refueling, the group split up to take advantage of various sites and sounds and experiences in old port Wilmington. Some went across the river to visit the USS North Carolina, an incredible testimony to the Greatest Generation and our World War II veterans. It never fails to impress. Some went shopping, which there is plenty of to do in the downtown area. Some of us went to visit the Atlantic Coast Line railroad museum which is a combination of live steam engine era equipment and model railroad gear. It was a light day in the museum and they were happy to have such a large group, which earned us a view of things going on behind-the-scenes

on the model railroad platforms. For that segment, we were all like little kids, reliving moments from our childhood that seems inextricably to tie little guys (of any gender) to trains. Somehow, our time budget for this particular event evaporated and we found ourselves having to scramble back to the new rally point for, you guessed

it, more eating.

This time we were off for homemade ice cream and freshly baked waffle cones. I am not saying that this was the best ice cream I've ever had, but I'm not saying that it wasn't. A slow walk through Wilmington got us back to the Bimmers / Beemers, just in time for the sun to start fading.

Great friends, great food, great vehicles and fantastic weather contributed to another fantastic outing. Very much looking forward to our next trip, A Day at the Museum, on January 2.

Have fun, drive safe, and keep the greasy side down!. **-Robert McIsaac**

# SAY WHAT...\_\_\_\_\_

*Send your questions and/or comments for "Say What..." to Footnotes via email at [footnotes@carolina.rr.com](mailto:footnotes@carolina.rr.com).*

No Say What... this month!

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# LOCAL SCENE

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## **ASHEVILLE AREA DINNER**

Date: **Last Tuesday each month**  
Time: 6:30 pm  
Where: Haus Heidelberg German Restaurant  
www.hausheidelberg.com  
630 Greenville Highway  
Hendersonville, N.C. 28792

(282) 693-8227

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

Contact Chris Joyner at [mrbbimmer@reagan.com](mailto:mrbbimmer@reagan.com) for more information.

## **CAPE FEAR AREA**

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

Where: 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: [cagreen48@gmail.com](mailto:cagreen48@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](mailto:christopher.b.webber@gmail.com) to RSVP. Please join us (great German food and beer). See you there!

## **CHARLOTTE AREA II**

Date: **4th Thursday each month**  
Time: 7 p.m.  
Where: Acropolis Cafe  
Cornelius

## **12 TARHEEL CHAPTER FOOTNOTES**

Please email Bob Atkinson for more information at [bobbmwcca@gmail.com](mailto:bobbmwcca@gmail.com) or call (704) 906-4315.

**DOWNEAST AREA** (Greenville, Wilson Rocky Mt)  
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](mailto: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](http://www.luigisnc.com))  
528 North McPherson Church Road  
Fayetteville, NC 28303

Please come out and join us. Please contact Thomas Hart for more information at [tvth996@me.com](mailto: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](mailto:woolleym3@aol.com).

## **TRIAD AREA EAST DINNER** (Greensboro)

<http://www.tarheelbmwcca.org>

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](mailto: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

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## BMW CARS FOR SALE:

**2008 135i Coupe** Monaco Blue With Savanna Beige Leather. Six speed, 121k Miles, Great condition. Sport, Cold Weather Packages and adaptive Xenons. Upgrades include new Michelins, 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 M performance floor mats and Cobb Tuner. Priced at \$14,500. Clean history and clear title in hand. Includes all stock parts. Located near Charlotte, NC. Email Ben at: [bferrell120@yahoo.com](mailto:bferrell120@yahoo.com)  
VIN: WBAUC73548VF23383

**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 \$27,000. Asheville NC. Call 828.734.1535 or email [smfc@att.net](mailto:smfc@att.net).

**2015 M4 Coupe** Sakhir orange metallic, carbon fiber roof, 6-speed manual transmission. Options: black full merino leather, executive package, adaptive suspension, 19" black wheels, side and top view cameras, Harman-Kardon surround sound, CQuartz finest. 7800 miles,

absolutely beautiful. Jim 704-677-6079. [M4forSale@aol.com](mailto:M4forSale@aol.com)

**2015 M4 Coupe** Sakhir orange metallic, carbon fiber roof, 6-speed manual transmission. Options: black full merino leather, executive package, adaptive suspension, 19" black wheels, side and top view cameras, Harman-Kardon surround sound, CQuartz finest. 7800 miles, absolutely beautiful. \$63,500. Jim 704-677-6079. [M4forSale@aol.com](mailto:M4forSale@aol.com)

## BMW PARTS FOR SALE:

**E36 M3 Doublespoke Wheels** Set of 4; good mechanical cond; poor cosmetic. Perfect for the track. Used Toyo RA-01s with a little life left. One tiny dent in one wheel – no issues with mounting, sealing, or vibration at track speeds. Pictures available. \$200, Pickup only. Email Marc at [mpearce1@triad.rr.com](mailto:mpearce1@triad.rr.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](mailto:ChiggerRacing@gmail.com) or call: Charles at 434-251-9093

**E39 M5 Bumper** Front bumper cover in black from 03 M5. Will give any E39 an M sport look. Partially sanded for respray. \$325.00. Email Contact [ahmg@aol.com](mailto:ahmg@aol.com) or call Ken at 336-399-8186

## NEWLY REBUILT BMW M3 S52

engine with S50 M3 Intake – Headers – Clutch - Transmission: Just REBUILT by Billy Revis, Motorsports Connections. Motor is currently on the engine stand ready for installation: new seals, gaskets, rod bearing set, main bearing set, Mahle BMW stock pistons, BMW connecting rods, ARP head stud kit, timing chain, oil pump, oil pump chain, Sunbelt Stage II performance cam, big bore throttle body, VAC 30lb injectors, BMW Stock M3 valve set, new double valve springs, titanium retainers and keepers. The block was decked, line bored, and honed. Included in the sale of the engine will be the stock BMW E36 M3 5 speed transmission with a JB Racing lightweight flywheel, JB Racing performance clutch, and Active Auto works headers. The last exact same build of this motor was dyno tested at 279 WHP & 236 FP Torque (With Active Autowerks Race Exhaust). The invoice for just the motor build was over \$15,000.00, without the cam and other parts included! Asking \$13,000.00 for everything. Call Charles Haynsworth III 434-251-9093 or e-mail [chaynsworth@op-bizz.com](mailto:chaynsworth@op-bizz.com).



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# END GAME

Photo by Mike Pugh



*Here is one more of the blue car from late October when Eileen and I ran over to the Uwharries. -Mike Pugh*  
*Thanks Mike, you sure know how to enjoy your 02s! -ed.*

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## MISCELLANEOUS:

**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**

**26 TARHEEL CHAPTER FOOTNOTES**

**List** Join us online: The "list" provides a casual, online forum for chapter members to discuss BMW's and BMW CCA events and related topics of interest to local members. Basically it's a sort of electronic discussion board, almost anything is free game, as long as it has some connection to BMW's (no matter how remote the connection might be).

To join the list surf on out to: <http://www.topica.com/lists/tarheelbmw/> Info on how to subscribe or unsubscribe can be found on this page. If you want a shortcut to subscribe- simply send an email to [tarheelbmw-subscribe@topica.com](mailto:tarheelbmw-subscribe@topica.com). (make sure you send the email from the email address that you want to receive the list messages!!)

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

**The Z-Series Car Club of America (ZSCCA)** is a national special interest group of BMWCCA dedicated to the enjoyment of all Z-Series BMW's. Several local groups are active in VA and NC. Find us on Facebook, or at [zsc.ca.org](http://zsc.ca.org)



<http://www.tarheelbmwcca.org>





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TARHEEL CHAPTER  
BMW CCA, Inc.  
<http://www.tarheelbmwcca.org>  
PO Box 39403  
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# CALENDAR

FEBRUARY 2016						
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					

February 6	Cars N' Coffee - Charlotte
February 9	Roanoke Area Dinner
	Triad Area West Dinner
February 16	Triangle Area Dinner (Raleigh)
February 17	Cape Fear Dinner
	Triad Area East Dinner
February 18	Charlotte Area I Dinner
February 23	Asheville Area Dinner
February 24	Sandhills Area Dinner
February 25	Charlotte Area II Dinner

Tarheel BMW CCA Annual Banquet and  
Business Meeting - VIR  
April 2, 2016