

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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Photo by Karen Seymour

TARHEEL CHAPTER BMW CCA

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ON THE COVER:



When it comes to events that draw participants from beyond our state's borders, Tarheel Chapter has an uncanny talent for doing things in a really big way. It therefore should have been no surprise to anyone that this year's Vintage – our 'gathering of perfectly aged BMWs' held annually in May – was a huge affair that easily broke several of its previous records.

According to perennial Festmeister Scott Sturdy, the number of 'show' cars topped 300; and informal estimates by Yours Truly (based on rough counts of visitors' cars and the crowd that meandered through the winery grounds all day Saturday) suggest that spectators may have numbered more than a thousand!

One aspect made the 2013 event an extra special occasion; it was the tenth Vintage gathering,

(Continued on page 10)

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **51** new and returning members and associate members. This brings our total chapter membership to **2,825!** 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*
Of Missing Dipsticks And Driverless Cars

When it comes to cars, I think baseball legend Yogi Berra got it right, sort of, when he said: “The future ain’t what it used to be.” Okay, so maybe he wasn’t talking about cars, but I am; and the simple truth of his pithy observation as it applies to our vehicles, including BMWs, hit me a couple of months ago, while I was taking in the spectacle at this year’s Vintage.

As Paul Mele, Alex McHenry and I meandered past the ranks of classic BMWs arrayed on the grounds of the Westbend Winery, I was struck by the huge contrast between the cars we’d come to see – the way BMWs used to be – and the ‘future’; i.e., all those vehicles that the hordes of spectators had parked outside of the display section, in the visitors’ areas and up and down the adjoining road. Not that I didn’t expect this; intellectually, I knew the gap was large, but seeing it firsthand drove it home big time.

The most obvious difference, even for the casual observer, was in the paint jobs. Compared to the prim and proper exteriors of the visitors’ recent-model cars and SUVs – predominantly silver or black, with something dull like tan tossed into the mix – the vintage BMWs came in what seemed like every shade and hue in the visible spectrum. It was as if the hillside was carpeted by an expanse of exotic plants – or maybe butterflies – that sat there, glistening in the sunshine. Whether or not this difference reflects a sea change in our collective psyche is a question I’ll leave to the shrinks. What I saw was an exuberant display, a visual expression of the Joy of Driving.

But hey, we weren’t just casual observers; we were Participants. The Green Monster, my rude,

crude Euro E23 was there too, nestled comfortably between a shiny 745i and a not-so-shiny ‘560i’ – an E12 with (are you sitting down?) a Chevy V8, no less, stuffed into its engine bay! So, as certified members of this vintage tribe, and with all that marvelous machinery a-beckoning, we just had to check out the competition. We were there to compare, take notes and photos, poke under the hoods, inspect the instrumentation and critique the interiors of the three-hundred or so Bimmers on display. That was when the real differences between past and present came into focus. Sure, I pretty much knew what to expect, but our inspection tour was still a real eye-opener.

Whether they were 2002s, E3s and E9 Coupes from the Seventies or E28s and E30s from the Eighties, anyone with any car sense could tell that these classics were, and still are, hands-on cars in every sense of the term. They weren’t just meant to be driven; they begged to be tinkered with, their functions monitored whether on the road or in the garage; and they offered their drivers lots of room for upgrades and modifications. Clearly, they still do all that.

My guess is that just about every other car I checked out had been modified, cosmetically, mechanically, or both. More often than not, it was both. Not that they weren’t great cars to begin with, but the BMW fans who drove them to the show had evidently found ways in which their babies could be individualized, if not improved. And as I saw it, the mods worked spot on – for the most part. (I shudder at the thought of what a Chevy V8 does to the maneuverability of an E12,

but I'd guess that car was something of an outlier.)

Yet whether these BMWs were modified or rock stock, they all shared what I refer to as that hands-on characteristic. Basically, they were for drivers who not only loved to drive but actually liked to work on them too. These cars had comprehensive tool kits in their trunks, and roomy engine bays you could stick your arm into and reach whatever it was you needed to work on – without having to remove a bunch of plastic covers. And, oh yeah – need I mention they had dipsticks and real spares in the trunk?

By now, you probably think you know where I'm heading. Never fear; I'm not hinting that these classics were superior to your late-model BMW. Technologically, they were not; they were pretty basic. In some ways they were more like what club racers drive on the track than your E90 or X3. They had that same hands-on feeling, and it's that particular quality which seems to be gradually fading away these days.

Now, before you get hot under the collar and

The Editor's Desk...

For the diehard M3 fan, word on the street is that the next generation M3 and M4 (which will debut some time this fall) will come to the US with a manual gear box option.

It is strange to me that this would even be news, but for those paying attention, quite a few new sports cars have been abandoning manual transmissions for dual-clutch semi-automated transmissions of late.

Case in point, the current M5 is available with a manual box in the US BUT, the rest of the world can only get the 7-speed dual-clutch semi.

Seems the writing is on the wall here, and at some point even the US will be forced away from the beloved stick. Just think, your grand kids will look at you with wide-eyed wonder as you tell stories of installing short-shift kits and rowing your own gears - rev matching, what's that?!

Interesting tid bit, only 10% of US car buyers choose a manual box, most opting for the full-on slush box. Remember when the manual box was standard equipment and you had to pay to get an auto? *-ed.*

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inform me that you feel quite hands-on, thank you, while driving your late-model BMW – say, an E92 or maybe even an F30 – allow me to clarify. I'm not talking about driving enjoyment; thankfully, today's BMWs continue to offer driving enthusiasts all of the performance and handling one could ask for and then some. (Hey, I'll freely admit that most current techno-laden BMW models will outperform their earlier counterparts – with the right kind of driver behind the wheel. Heh!) What I do see, however, is that as time goes by, the personal connection between driver and automobile – that 'hands-on' quality I've mentioned – is slowly being eroded.

To put it as simply as I can, the tactile, physical relationship with your machine which comes from being actively involved with it is gradually becoming 'softer', more remote. Some of that may be blamed on technology taking over what used to be basic driver functions. The disappearing dipstick, replaced by an oil level sensor, is one example. But marketing strategy, the carmaker's urge to stay ahead of the competition by raising the coolness quotient of its products, plays a big role too. And so do regulatory and financial considerations. It's a process that seems to affect high-end makes more than garden-variety ones,

and is perhaps less intrusive in the case of BMWs. But it is inexorable across the board.

We've already seen how spare tires have 'progressed' from full size to so-called temporals (a misnomer if I've ever seen one) and lately to none, replaced by run-flats intended to get you someplace where someone else, not you, can get you back on the road. And with drivers being less and less able to work on their cars and having to rely on pros to do the work instead, the ever-shrinking tool kit appears to be consigned to oblivion too. (Are jacks still in the picture?) But wait, there's more.

Let's take instrumentation. Gauges have been an essential means of monitoring conditions under the hood practically since Year One. And despite many attempts at 'creative' designs – horizontal rollers, vertical bars and of course digital readouts – the analog type, the one with a needle on a dial, has prevailed so far, and with good reason. Unlike a digital gauge, which you have to look at directly to take a reading, peripheral vision is usually sufficient with analog gauges. (Why else would race drivers rotate their gauges so that for optimum readings – oil pressure, coolant temps – the needles point straight up?) But no; dials on the dash aren't cool enough. Would you believe

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Aug 19-24	*44nd Annual BMW CCA Oktoberfest Monterey, CA	Jackie Bechek	Web: www.bmwcca.org
Aug 29-Sep 1	*ZFest 2013 BMW Performance Center	David Weeks	Web: www.zscca.org
Aug 30-Sep 1	* Baltimore Grand Prix/ALMS	Kelsy Hill	kelsy.hill@gmail.com
Sep 6-8	*Peachtree Spring HPDS Road Atlanta Braselton	Lee Enslin	Web: peachtreebmwcca.org
Sep 7-8	*THSCC HPDS VIR Full Course	THSCC	Web: thscc.com
Sep 19-22	*Charlotte Food Lion Autofair Charlotte Motor Speedway		Web: charlotte-autofair.com
Sep 27-29	*Heacock Gold Cup Historic Races and Car Show	Kerrigan Smith	Web: virnow.com
Sep 27-29	*National Capital HPDS Summit Point	National Capital	Web: nccbmwcca.org
Oct 2-5	*American Le Mans Series VIR		Web:www.americanlemans.com / www.VIRnow.com
Oct 5	BMW ///M Club Day BMW Performance Center	Stephen Dean	stephendean@nc.rr.com
Oct 18-19	* 18th Annual EURO Autofestival	Linda Barber	eureregistration@hotmail.com
Oct 26-27	Street Survival Raleigh NC Police Training Facility	Denis Kingberg	919-247-4876 dkingberg@nc.rr.com
Oct 26	*SCCA Charge of the Headlight Brigade - VIR		Web: ncrscca.com

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there are now designs that require you to select an app on a touch screen to call up the gauge display? You think that's bad? It gets worse.

Do you like shifting through the gears? Sure you do. Shifting isn't just for choosing the right gear, right? Doesn't it also give you a gratifying feeling of being in control? And I'm sure you'll agree that having five or six on the floor – well, the console – is way better than three on the tree. (It's probably why two out of three drivers in a recent survey said they preferred to have the shifter in the console.) Sorry, folks! Consoles have become precious space for extra cup holders, smart phone holders, storage bins and infotainment controls, which puts the kibosh on the stick, regardless of whether the transmission is manual, Steptronic or a traditional slush box.


Some of what's starting to replace the stick isn't all bad; paddles may not feel as macho as a stick, but they do have a whiff of Formula 1 about them. However, there's no stopping the downward spiral of this so-called 'progress'. The revival of the pushbutton transmission in cars such as the

Lincoln MKZ is already pretty far down this slope. But the nadir, at least so far, has been achieved in several late-model vehicles – Jaguar XJs, Range Rover Evoques and some Ram pickups, I believe. They come with (hold onto your hat) an iDrive-style transmission KNOB! Engineered by ZF, no less, this zit-like protuberance pops up from the console when you start the car, and shifting only requires two fingers to turn it clockwise, from P to D. Yuck!

So, what's next to disappear? Will it be the steering wheel? I kinda hope this quintessentially intuitive means of pointing your car in the direction you want to go will hold its own while I'm still around. But you never know. I'll bet someone is already experimenting with joy sticks. So, what with Google touting its 'driverless' car concept and promising it will be ready for consumers within the next five years, I am forced to cross my fingers and fall back on another one of Yogi's timeless pronouncements: "It's tough to make predictions, especially about the future."



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CLUB RACING REPORT

BY PAUL HOECKE

Tarheel Drivers Post Multiple Class Wins at VIR

Well, fellow racing fans, we're happy to report that June witnessed this season's second BMW CCA Club Racing (CR) event at VIR. We have always felt our home track deserved to have more than one CR event per season, so the fact that (having skipped 2011) it's the third time in four years this has happened bodes well for the future. We sure hope it's a sign that the two-race concept is gaining traction with the folks who run CR, here and at the national level.

That being said, it's clear that as it stands now, this event still has ways to go before it rivals the April race. Although the weekend was co-hosted by Tarheel Chapter with Zone 2 of the Porsche Club of America (PCA), the BMW contingent numbering some thirty drivers and co-drivers was pretty much dwarfed by the huge crowd of Porsche drivers, crew members and their trailers. (We won't count the few BMWs that ran in the PCA's 'driver ed.' sessions.) You had to look hard to find a familiar face – that is, until you found them all in one section of the paddock. But being a minority had its upside too.

To say that the BMW club racers encountered few if any problems with traffic on the 3.27-mile course in any of their track sessions would be a gross understatement. With but two dozen cars at most on the track, there was plenty of room for the CR crowd to run all out. (In fact, the times posted by the faster CR entries were way better than the Porsches'!) That and the cooperative weather made for some fast times in the weekend's three races – two 30-minute sprints with an hour-long endurance race in between. What's more, as CR point man Mike Hinkley told us, the event brought a sizable bunch of rookies to the track, always an encouraging sign from CR's standpoint. And, best of all (as we see it) local

hot shoes eventually made up one-third of the CR contingent – and won quite a few classes too.

Initially numbering seven drivers, our home-grown racing crowd had by Saturday grown to eleven: Chris Lewis (CM); April Curtis (DM); Roman Lifson and Craig Lippe in IP with their respective co-drivers Jason Crist and Evan Darling; Sean McKay (IS), ably assisted by Ray Korman; Shane Gunn as the weekend's lone M3T driver; Tom Tice (Spec E36); and Hinkley, who brought 'Old No. 9', JMT's veteran KP car, to the track. There could have been more, but some, like IP racer Rich Abraham, had family commitments; while others were prevented from attending by work. (Like for instance, we'll bet Steve Bassen had to do quite a bit of body work on Bimmer-World cars, as you'll see below.) It's also likely the big club race at COTA earlier in June had caused a number of South Atlantic Region drivers to skip the VIR race. Be that as it may, five of these local hot shoes accounted for all of the Tarheel wins.

In Friday's sprint race, Lewis started on the pole and led the twenty-car field for five laps – until C-Mod rival Eric Zimmerman (who had started dead last) blasted past him on the front straight. Despite putting pedal to the metal, Lewis was unable to make a dent in the ever-widening gap between him and the frontrunner, and had to be content with finishing second overall and in class, some forty seconds after Zimmerman. Behind those two speed demons, McKay cruised to the finish amidst a gaggle of IP drivers to win I-Sport. And, one lap down, two more local hot shoes, Gunn and Curtis, claimed their respective class crowns.

As Saturday dawned, the number of BMWs qualifying for the enduro had shrunk to seventeen. In fact, the number might have been smaller,

as several cars were out of the picture for good with mechanical problems and a couple of other drivers, one of them Hinkley, were also chasing nagging gremlins in their cars. But the late arrival of Lifson, Crist, Lippe and Darling gave the field a welcome boost.

The race that afternoon was, in a way, a replay of Friday. Zimmerman's speed advantage enabled him to stay in front despite a brief drizzle around mid-race. When he took the checker, he was the only driver on the lead lap. Once again, Lewis ended up second in C-Mod, this time behind a couple of IP cars. However, back in the pack, three local entries posted class victories: Having taken over the wheel from McKay around mid-race, Korman beat several CM and IS drivers to the finish to win the class; and both Gunn and Curtis (with Bert Howerton as co-pilot) posted repeat wins in their respective classes.

The sprint race Sunday morning was a case of déjà vu all over again for Lewis. He chased Zimmerman with a vengeance but couldn't match his rival's speed and once again finished second,

overall and in class. But the third car to take the checker was Lifson's; his fast, steady pace enabled him to beat four other IP drivers for the class win. And McKay, Gunn and Curtis also posted their third class victories of the weekend. By then, however, the BMW contingent was suffering from battle fatigue, as evidenced by occasional puffs of blue smoke and signs of tire wear. One of the casualties was Hinkley. He had finally fixed a persistent fuel starvation problem and at mid-race was leading his lone class rival when he slid off track and kissed the tire wall at Turn 1, which made him retire from the race. But a nice surprise awaited him at the awards presentation; he was presented with the Spirit of Club Racing Flag, signed by all the drivers, for his long-time dedication to the sport. Good for you, Iron Mike.

In other CR news, Denis Pippy contradicted our earlier prognostications by showing up at NJMP in early June and winning M3T in all of the event's three sprint races. Pretty typical for this NJ Chapter-hosted event, the 38-car field included only three South Atlantic drivers, and Pippy was



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the only Tarheel. We couldn't help but wonder why he didn't show up at VIR two weeks later, especially since he did sign up for last month's club race at the Pittsburgh race complex, which we'll cover next month. Oh, and if you're curious why the club race usually associated with O'fest is MIA from this year's event (which is about to get underway as you read this), the reason is 'noise restrictions' at Laguna Seca. (Go figure.) As a result, the CR guys will hold their own separate 'O'fest' race next month at Watkins Glen. So there!

Meanwhile, NASA's Mid-Atlantic Region hosted their annual Hypersfest at Summit Point in mid-June. As usual, the event was a veritable smorgasbord of activities, including the regular Autobahn, Lightning and Thunder road races as well as Time Trials, drifting and of course the infamous 24 Hours

of LeMons. Two local drivers made appearances – Mike Skeen, driving his GTS2 BMW, won one race overall but sat out the next one; and Dave Herrington finished twice in the middle of a fair-sized Spec E30 group; but Jon 'the Jet' Koslow missed the Time Trials. As for LeMons, we had no word on participants or the outcome of that brawl at press time. The same goes for last month's 'Heat Wave' race at VIR. On the other hand, the Southeast Region's 'June Jam' at Road Atlanta saw not a single local hot shoe despite a big Spec E30 turnout. The Region drew a bye in July but returns to RA this month, which may bring some of our homegrown racers out of the woodwork.

For BimmerWorld Racing (BWR), June was a busy time, as James Clay and his troops raced at Mid-Ohio in Round Five mid-month, followed two weeks later by Round Six at Watkins Glen. Despite the team's high hopes, the outcomes of these races turned out to be less than expected.

Clay labeled Mid-Ohio a 'nemesis' for his team, as none of BWR's three ST entries finished in the Top Ten. Seth Thomas came closest, finishing 12th after co-driver Dan Rogers had qualified 25th. But the other two BWR entries didn't fare as well, both suffering contact damage which set them back. The #81 Cooke/Liefoghe car finished 15th, and the Bloum/Strelzoff duo ended up 27th. The team's results at the Glen were only marginally better. Their cars didn't get bumped around

this time, but other competitors had their share of wrecks, early in the race and again toward the end, when a sudden downpour hit the track during the last half-hour. The team's best finish in the melee was by Liefoghe in 11th place. Thomas fought his way from 30th at the start to 13th at the end; and Clay (replac-



ing Bloum who was recovering from a leg injury) came up from the 30th spot, enabling Strelzoff to finish 15th. Oh, well! By the time you read this, the team will be headed to Indy for the Brickyard Sports Car Challenge. Hopefully, their luck will change, so stay tuned.

Finally, here's an idea: We think our local CR organizers could do something for the greater good like others already are. Examples include the NJ Chapter's NJMP race cited above, which benefits a school for handicapped and disabled kids; and closer to home, there's the tech session for boy scouts JMT principal James Posig hosts annually at his Semora shop. (See photo insert of the group attending the session this past May.) As we see it, Club Racing isn't just an enjoyable sport for participants and spectators; its high profile among a significant segment of our club also offers excellent opportunities to garner financial support for a worthy cause. It's food for thought.

“Drive to the Farm” and Charity Event Corral Triangle Area - September 21, 2013

The Triangle Area is organizing a fun drive through central North Carolina, and a corral at the Silent Warrior Scholarship Fund and Green Beret Foundation charity event, The Cookout, being held at Braeburn Farm in Snow Camp, NC on Saturday afternoon September 21, 2013. Non-member BMW and Mini drivers may participate as well. (Tell your friends and invite them to join us and become members.)

Our drive will begin in Carboro, NC at 2:00 pm from the shopping mall/Burger King parking lot on Jones Ferry Rd, just off of Hwy 54. From there we'll drive approx. 24 miles (or longer if we take the scenic route) to Braeburn Farm. For a map, see <http://goo.gl/maps/CS2bF>

The Silent Warrior Scholarship Fund and the Green Beret Foundation are two worthwhile charitable organizations that have joined up to organize this charity cookout. They also organized an informal European marque car show, and have invited local car club members to come and show their cars. The Triangle Area has agreed to organize a drive, set up a BMW/Mini corral, and invite BMW and Mini drivers to attend.

The Cookout will be held in Braeburn's beautiful hay barn overlooking much of the farm's 550 rolling acres. They will be cooking burgers from Braeburn Farm's New Zealand Red Devon cattle, as well as smoking a whole hog from Braeburn Farm's neighbor, Cane Creek Farm. Lonerider Brewery has generously donated beer for the event. Farm tours will be available, and Saxapahaw, NC based Ross Flynn will be leading a butchery demonstration, where he will be break-

ing down a whole hog. The cost of the event is \$50 per adult and \$20 for children. Prices are all inclusive of food, drink, farm tours, the butcher class and good times.

There is no cost to participate in our drive to the farm and park in our corral, but tickets to the cookout are necessary to attend the cookout itself. Please know that all proceeds will support The Silent Warrior Scholarship Fund and The Green Beret Foundation, both 501(c) 3 non-profit organizations supporting Marines and Soldiers in the Special Operations Community.

For a small additional donation to the charity, participants can also have their BMWs or Minis professionally photographed in a picturesque farm setting (in front of an old barn or in a scenic pasture, dictated by conditions). Hi-Resolution images can be emailed after the event, or prints can be made. Please email Aron Woolman at SWSFMentor@yahoo.com if you are interested in having your car professionally photographed.

Sign-up info and cookout tickets can be purchased at: <http://thecookout.charityhappenings.org/>

For more info about The Silent Warrior Scholarship Fund and Green Beret Foundation see:

<http://www.silentwarriorscholarshipfund.com/>

<http://greenberetfoundation.org/>

If you have any questions about this event and to RSVP to join the drive, please contact Erik Dorsch at dorschman@gmail.com who is organizing the drive & corral, or Victor Varney Triangle Area Coordinator at victor.bmwcca@gmail.com



ON THE COVER:

and it was held at the same place, the Westbend Winery near Lewisville, where it all began back in 2004. This no doubt helped boost attendance. But then, steady growth in popularity, among classic BMW owners as well as fans of the marque in general, has been a hallmark of the event since the start.

From its relatively humble beginnings – a pretty informal meet for classic BMWs, most of



them 2002s – the event has grown by leaps and bounds. Officially billed as a Regional BMW CCA event, and with the BMW CCA, Spaten Beer and Liberty Mutual joining Tarheel Chapter as sponsors, today's Vintage is in reality something of a national event. And, true to form, Vintage 2013 brought together drivers of classic BMWs from states as far away as Maine, Nebraska, Texas and Washington for a long weekend full of activities – driving competitions, tours and of course social gatherings. But for exhibitors and visitors alike, the event's highlight was probably Saturday's open-air display on the winery's grounds.

Arrayed on a hillside surrounded by vineyards, rows upon rows of vintage BMWs basked in brilliant sunshine, as crowds of admiring fans wandered up and down the aisles. And there was plenty for them to view and inspect. In keeping with the event's informal theme, concours-ready BMWs sat side-by-side with crusty road veterans.

There were rare jewels, such as a 507 (in racing trim, no less); a 1600GT, BMW's version of the short-lived Glas coupe; and a 2000CS just like the one that tempted me back in '67. And there were all those more familiar model BMWs, ranging from the 1600s, 2002s and tii's from the Sixties and Seventies – probably numbering around a hundred – to E30s, a bevy of those, with just about every other model in between, including a couple of dozen M cars.

What particularly struck this reporter was how just about every other car had been lovingly modified in some way, mechanically or cosmetically, or both. This and the fact that virtually every BMW on display had been driven to the event is a testament to the stamina and versatility of our favorite marque.

In short, it was one heck of a show. As Festmeister Sturdy said later, "this one will be hard to top, but I'll see what I can come up with for 2014." Hey, it may be a year from now, but I'm already salivating. **-Ama Schraubenzieher**



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SAY WHAT...

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

I miss my old non-run flat tires. Can you recommend any run flats made nowadays that ride as well and are as quiet as non-run flats?

Ian Calvert

I'm not sure Run-flats are as bad as they once were - with either weight or harshness. That being said, for me they somewhat fall into a broad category of necessary evil tires, including run-flats, snow tires, and all-season performance - basically any tire that has a wide number of "alternate" characteristics contributing to its merit aside from pure speed in the most normal wet, dry, or track conditions. Not that these other tires are bad, they are just there to serve a purpose and past that purpose, I'm

personally that tuned in to the additional nuances. I have recently been driving an F30 with Pirelli Cinturato run flats. They aren't obviously harsh and they do well in the rain - that checks the two boxes I care about when I go to and from work.

Luckily, some of the sales folks at Tire Rack are pretty sharp and I feel good calling them to talk tires - they have a test track, their salespeople use it, and you should be able to tell when you get a good one and they will know more about this type of tire than most.

Good luck with your search - there will be something good out there for you I think.

James Clay
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LOCAL SCENE

TRIAD AREA WEST DINNER

No info at this time

TRIAD AREA EAST DINNER

Date: **2nd Wednesday each month**
Time: 7:00 p.m.
Where: Will move from month to month

For details contact Tony Tovsen tonytovsen@gmail.com

CHARLOTTE AREA I DINNER

Date: **3rd Thursday each month**
Time: 7 p.m.
Where: Waldhorn Restaurant
12101 Lancaster Hwy (Old Hwy 521)
Pineville, NC
(Located near Carolina Place Mall)
(704) 540-7047

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

CHARLOTTE AREA II

Date: **4th Thursday each month**
Time: 7 p.m.
Where: Carolina Ale House
Concord Mills Blvd
Concord, NC

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

TRIANGLE AREA DINNER

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

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

14 TARHEEL CHAPTER FOOTNOTES

As usual, it's the third Thursday. They have a room large enough to accommodate us, and a great menu. Please come out and join us - Victor Varney (650) 799-8666

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 Dinners are normally the **second Tuesday** of the month.

ASHEVILLE AREA DINNER

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

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

Call for directions (828) 654-8411

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

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

DOWNEAST AREA (Greenville, Wilson Rocky Mt)

Members interested in getting together please email Bob Thomas at bobthomas18@hotmail.com or call (252) 363-1383.

HURRICANE REGION AREA (New Bern, Jacksonville, Morehead City) will meet the 3rd Tuesday of the month. For details contact Rich Broughton (252) 247-2074 or cell (252) 670-0803. See web page www.obxcruz.ning.com for monthly details. Meeting will move around in area.

CAPE FEAR AREA

For dinner info call Tom Deacon at H (910) 579-0520 in Ocean Isle Beach C (910) 398-2694 or e-mail: tdeacon@atmc.net

<http://www.tarheelbmwcca.org>

NORTHERN MOUNTAIN AREA DINNER

No information available.

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 - Jeff Lucas. (919)

454-9383 email: jwlucas@dcjsystems.com



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BMW CARS FOR SALE:

1987 325 Spec e30 Alpine White Ready to race or HPDE. Street legal with current NC plate. Fresh rebuild, clutch, brakes, etc. – can email complete list Heavy duty cage with gusset at door X, 2 Corbeau seats, new Sparco FIA 6 point harnesses, Auto Meter tach, wired for Cool Shirt system. NASA 2013 inspection. Photos link <http://s1344.photobucket.com/user/bkpfoto/library/1987%20Spec%20e30> \$9,500 blaisekielar@gmail.com. 919-818-0866 – near RTP.

1997 M3 Coupe I-Prepared (Lite)/Potential I-Sport Race

Car and trailer Up for sale is my IP Lite race car. I-Sport required parts are part of the package deal. Add cams and brakes to max out Prepared racing rules or pull aero and M50 manifold to go Sport racing. Of course, there's always NASA GTS-2. The car has turned 2:09 flat at VIR as it sits now. Price (car and trailer) \$24k Contact me at joelwilliams1304@gmail.com for more details.

1998 328i Sport Package, 6 cyl, 130k, excellent condition inside and out. Alpine green with tan interior. Maintenance records available on request. Garage kept. Recently replaced rear shocks and front struts. Never tracked. \$6,000 (919) 454-7106 or qoptiplex1@gmail.com

2002 M5 Non-smoker, no accident, well maintained E39 M5 2002 96k miles. The good- short shift installed, Predator ICE V3 Angel Eyes/ Fog Lights, upgraded Mark IV DVD navigation, fold down rear seats, M AUDIO, Electric Rear Sunshade, iphone/ ipod charger/ connector installed through cd changer port. Works nicely and even displays the information above the steering wheel. Everything in the car works. Clean carfax. Garage kept although it

does come with a very nice car cover. Good maintenance history available back to 2006 and spreadsheet available upon request. The original window sticker indicates it was sold initially through Leith in Raleigh. The bad- two pixels out on temp display above the steering wheel (only visible on some temp readings). Passenger side rear view was hit at some point under previous owner- he repaired it himself- works normally and retracts automatically just fine (picture included). You have to pay attention to notice it. Continental Extreme Contact Tires new at 1-15-13 at 92,689 miles. More pictures can be taken for serious inquiries. Payment accepted via domestic wire transfer. email is better than phone for contact- isellthistoyou@gmail.com 24,000

2003 M3 Great Condition 2nd Owner since 2005 E46 M3 with adult driven well maintained miles(61,000). Garage kept since recent move to NC driven only summers the last 8 years approximately 3,000 miles per year. New tires, brakes, refurbished wheels at 59,000 miles. Please contact Steve @ smatlaga@me.com Car can be seen in Greensboro by appointment.

1972 Bavaria 128K. Original owner, California car, in stor-

<http://www.tarheelbmwcca.org>

age for years. Interior almost perfect, could be painted. 4-speed, Weber conversion and Euro spec ignition distributor. Make offer. jposig@mindspring.com

OTHER MAKES FOR SALE:

2002 Mercedes C230 Kompressor Coupe 200HP and fun to drive! Low mileage: 85,680 6-speed manual. Car has black exterior and gray cloth interior. AM/FM/CD changer. All maintenance records available. Synthetic oil changes every 5000 miles, plus all other fluids renewed at factory intervals. Runs great. Great condition – no accidents. Weather-Tech floor mats and factory manuals included. Photos available on request. \$7500 Contact: Denis Kingberg (dkingberg@nc.rr.com) or (919) 247-4876

BMW PARTS FOR SALE:

07 335 sedan sport package parts Almost new (200 miles) factory BMW front brake rotors- \$65. 335 sport suspension 40k (shocks, springs, struts) -\$155. Sport sway bars 26.5 front 14mm rear \$75. 335 complete full length exhaust in good cond (incl ex tips)- \$350. Rear toe arms \$15. Buyer pays shipping. Worth Madry 704 564-3388 seecyrano@me.com

2005 xi wheels Set of four BMW P/N 3611094498 light

alloy star spoke 7Jx16HZ S47 wheels from 2005 325xiT for sale \$600.00 OBO. Mark woolley3@aol.com

E60 M5 stock 19" wheels

Excellent condition with minor blemishes for normal use- no curb rash. Fit all large BMWs or have a second set for your M5 for track days. Straight and true. A good deal at \$1000 plus shipping. Will deliver within 50 miles of Charlotte for full price. 704-372-7855(d), 704-489-8134 (e) Charlotte.

MISCELLANEOUS:

Bike Racks(2) Hydraulic Lift, Roof Mounted. Universal Fit, Brand New, Never Used, Still In Box. Features: Effortlessly lift and lower single bicycle on each rack; Ideal for tall vehicles like SUV's and Mini-Vans; Securely holds bike upright for transport without fussing with removing any wheels; Attaches to Thule Style, Yakima or Saris Load Bar Roof Racks. Cost \$297 each new today from BMW. Asking \$199 each OBO + shipping. Bill: 336-286-8082; Details/pictures/video at <http://greensboro.craigslist.org/bik/3740289426.html>. (GSO, NC)

HONDA EM 2500 Generator

Used less than 50 hours. Perfect for track and will power small air compressor, battery chargers for power tools or power the tools directly, lights, computers, microwave, coffee

pots, refrigerator, fans, etc. or keep at home for emergency. \$500 plus shipping. Will deliver within 50 miles of Charlotte for full price. 704-372-7855(d), 704-489-8134 (e) Charlotte.

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Preserving the CCA history

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

Tarheel Chapter BMW CCA

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

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

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



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The Tarheel and NCC Chapters of BMW CCA are excited to announce that we will have a Car Corral and Reception Tent at this event. We look forward to offering our members and fellow BMW CCA members in our region a great place to watch the Race, food, fun and fellowship with fellow enthusiasts. Registration opened on June 1st for tickets to the race and for the Club Corral on MotorsportReg. Hotel blocks at special rates are available.

Save the Dates Oct 2-5, 2013

CALENDAR

AUGUST 2013

		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			

August 7	Triad Area East Dinner
August 13	Roanoke Area Dinner
August 15	Charlotte Area I Dinner
	Triangle Area Dinner
August 20	Hurricane Area Dinner
August 22	Charlotte Area II Dinner
August 27	Asheville Area Dinner
August 28	Sandhills Area Dinner

BMW ///M Club Day
BMW Performance Center - October 5th, 2013

TARHEEL CHAPTER
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