

TARHEEL CHAPTER BMW CCA

FOOTNOTES

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Photo by Bob Blood

TARHEEL CHAPTER BMW CCA

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ON THE COVER:



We were a little thin on cover stories this month, so I figured I would share the M20 homecoming. This motor was in the '87 325is I sold several years back and the car keeps coming home—one part at a time.

Shortly after I sold her, she was totaled, and I have been buying or trading to get some of her back ever since. Got the is air dam, spoiler, full drive train, etc. that will make it's way in to my E30 convertible project at some point.

For those of you who know me, I have serious seller's remorse when it comes to my cars. In fact, I have really only sold two BMWs I have ever owned—this E30 was one of them. In fact, those two were sold only because they were going to our best friends, the Staleys.

In Dec. what was left of the picked over body shell went to the crusher. Very sad indeed, but the old girl's soul lives on and is destine for the road again. **-ed.**

MEMBERSHIP CORNER

This month, we'd like to give a warm Tarheel welcome to **74** new and returning members and associate members. This brings our total chapter membership to **2,819!** 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 Rites of Spring

Okay, so maybe the title of this column sounds a mite premature. This is after all still February, when spring is but a fond hope for a lot of folks all over this great country of ours. Even we, in this blessedly milder corner of the land, may still get blindsided by a wintry episode or two before the month is past. Just think of all the times we've been greeted by snow flurries at Ray Korman's Open House – in March!

But this isn't so much about weather as it is about this time of year. With items such as our Annual Meeting and Banquet and the year's first driver school beckoning on the calendar, I reckon it's almost inevitable that our thoughts should turn to prepping our favorite rides for spring. Mine do – regardless of what the forecast may say.

For one thing, it's therapeutic. The idea that it's time to de-winterize my collection of vehicles gives me a welcome kick in the butt. It's a reawakening of sorts. It may not exactly rival the annual return of the swallows to San Juan Capistrano. But it's the perfect antidote to the post-holiday mental fog which, coupled with the short days and all-too-long nights, seems to occasionally befuddle me this time of year.

More important in the long run though is the task at hand – grooming my stable of faithful steeds for the warmer, brighter days ahead. Whether they are daily rides, or only occasional ones (such as my old pickup), or still 'projects', they all need attention of one kind or another. And (with apologies to the Bard of Avon) therein is where the rub is at.

The main problem is that the ages of my gaggle of conveyances range from the practically new

and the almost-new to 'older' (read Classic) and what a lot of you would consider antediluvian. Plus there's the undeniable fact that some of the more mature cars, all BMWs, are 'projects', hence demand their respective special brand of TLC. There'll be more on that below, but you catch my drift; there's no simple formula for what I'm about to undertake.

Another issue is my lack of garage space. Unlike all those McMansions with two and three-bay garages that would put those Griot's catalog images to shame, our home is rather spare in that respect. The only parking space protected from the elements is occupied by my venerable '72 Bavaria – what Paul Mele refers to as my 100-Year Project. In other words, I'm a perennial consumer of tarps and car covers, driven by the need to protect the rest of my stable from Mother Nature's ravages. It also means that, to start my springtime ministrations, I first must undo all that swaddling, and do it with a contingency plan, in case the weather decides to interfere.

Oh yeah. Lest I forget: Before I start, I just have to have a goodly supply of large sheets of corrugated cardboard. If you've ever had to work under a car that was sitting on a gravel driveway, you know what I'm talking about. And having a few extra sheets makes dragging floor jacks and compressors across the gravel a whole lot easier. Luckily, the holiday season just past will usually yield the required materials.

With all those preliminaries taken care of, it comes time to launch my annual Rites of Spring. But where do I start? Fortunately, our newest cars don't require much real maintenance. They're under warranty, so we let the dealership do its thing.

The Editor's Desk...

Here we go again, another Club Racing season. So, what better time to get the tow rig squared away.

My buddy, Shane Gunn, has been thinking about getting a new tow rig, but decided to just "upgrade" his current 7.3 diesel F350 dully instead. Good choice in my opinion.

For those of you who don't know this 7.3 vintage, it is arguably the best all-around setup in the Ford truck line, so why not juice her up a bit.

One weak point in these trucks is the torque converter, and with over 100k on the clock, Shane's was slipping and shaking a bit. He ordered a Banks converter and one Friday evening, we dug in.

While we were at it, a turbo back Banks Monster exhaust (5" of pure goodness!), gear reduction starter and Trans Command tranny controller were installed. Paired up nicely with his aftermarket engine controller and the truck now drives great! Not bad for a day or so work.

Next stop, Bassen Autobody for new paint and some body upgrades. *-ed.*

Besides, the binary boxes in the cars' innards are pretty reliable. The only real task for me is the usual weekly routine: check tire pressures, fluid levels, plus wash and vacuum the cars' interiors and exteriors. Sounds simple, and it is – except for that last part.

Do you realize how attractive a warm engine compartment is to a chipmunk or a squirrel? Car cover or not, this time of year, it's about the coziest place to have some acorns or hickory nuts for lunch or supper. It also means I have to vacuum the engine bay, to remove shells, seeds and assorted other leftovers. The good thing about this is, it virtually guarantees a showroom-quality engine compartment. (Note I haven't mentioned pine needles and such; to do so would be redundant since I wrote about that a while back.)

At the other end of the age scale, there's the Bavaria. It too needs little work at the moment. It's a roller, sans engine, transmission and interior, but its body work is almost complete, awaiting Scott McDuffie's magic touch to replace its quarter panels. Thankfully, the 3.5 liter mill (from

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an E28) it's supposed to get is sitting on a stand in my warm comfy workshop. My only dilemma – which head to replace the original Motronic one with – is not an immediate concern. So there's little to do, other than keep the car covered and maybe clean and reseal the gas tank. All in all, it's the least of my worries.

However, my '70s-vintage F-100 Super Cab requires a somewhat longer to-do list. Actually, it's a big ol' reliable, all-weather racecar-hauler kind of workhorse. But by being so trustworthy, its needs can be easily overlooked. Ergo, my spring prep list is growing by leaps and bounds as I write: Plugs, oil/filter change, air filter, fuel filter, carburetor adjustment, transmission fluid/filter, differential. Come to think of it, it could use a new electronic ignition module too. Whew! Luckily, I did the brakes a few months ago.

The E23, aka the Green Monster, is in relatively good shape – as it should be, since it is driven daily. The 4-barrel Holley has new floats and float needles, and all fluids (including the final drive) are fresh. So, for now, I'll probably only change the plugs and fine tune the timing. Later, when it's warmer, I'll change the coolant, adjust the choke and maybe tweak the valves a bit. And, oh yes, I should look into why we experienced a temporary no-start situation on our drive from Asheville, back in October. Hmm, at the time, it only took unplugging and reattaching the lead to the solenoid to bring the starter back to life, but it bears checking nonetheless. I guess the little dents and other cosmetic issues will have to wait – other than those pesky pine needles, that is. (Mental note: Shoot some photos of the dents and send them to Ken Mori, the Dent Dominator.)

Okay, where am I? Oh yeah, our E12 is another story. It's in running condition – theoretically speaking – but I wouldn't want to take it on a local errand. And forget about road trips! Cosmetic issues aside, it suffers from a large number of ills, some typical of E12s, others age-related, but all of them a royal pain in the stern quarters. Where do I start? Never mind that the car is an oil hog. I could live with that – for a short while anyway.

But the skinny radiator is a serious liability; it'll need a Bavaria-style four-row core. Then there's the leak in the intake manifold. The blob of silicone sealing the cracked gasket won't last – and replacing the gasket is a major project-within-the-project. And what about the missing sway bar bushing; or the leaky sunroof; or the inoperative squirrel-cage fan motor?

At this rate, the Bavaria may very well beat the E12 to Scott Sturdy's Vintage, hands down! Still, I think I'll keep it. I love the E12 – for all of its O'fest appearances, its autocross and driver school record, and its looks – after I get through with really fixing it all.

By now, you may be wondering why I tolerate such abuse from my stable. It's what I am. I love my cars, such as they are; and I like the challenge of making them be what they're supposed to be. And seeing it happen is about as rewarding as the Joy of Driving.



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CLUB RACING REPORT

BY PAUL HOECKE

Ten Wins By Local Drivers At Roebing

As we kick off the 2012 Club Racing (CR) season, there's good news and there's bad. We'll get the bad out of the way so we can focus on the good.

The Road Atlanta race originally scheduled for later this month was canceled. Why Peachtree Chapter chose to do so isn't clear. All we know is that there were zero entries as of the start of the year. But that was some six weeks before race day – plenty of time for folks to register – so we suspect the reason was something else, like a scheduling conflict or problems with the track's management. (It's been said that Road Atlanta's powers-that-be can pretty snotty at times.)

Be that as it may, the cancellation casts a bit of a pall on the CR scene. And there's more. At press time, the CR schedule listed only two events of any kind, anywhere in the country, in the next two months: A racing school at Mid-Ohio next month and the race at VIR in mid-April. On the plus side, it means our homegrown racing crowd will get to burn rubber on our home track; and it's always possible that the schedule we saw was an early version. Still, the sparseness of CR events has us a mite worried.

Is CR – or more precisely, the host of competitors who make up CR – running out of steam? Unfortunately, we can think of any number of reasons why this could be so; personal finances, fuel costs, classification and rules changes are just a few that come to mind. In fact, we've heard rumors that several local drivers who used to race and win big fairly regularly are selling their cars. We sure hope this is but a temporary glitch and things (including economic conditions) will improve as the season progresses.

But that's enough gloom, so let's accentuate

the positive, as the song says.

The good news mainly comes from Roebing Road, where a bunch of local hot shoes made their mark at the 2011 season finale in December. The event wasn't all roses; the racing school usually associated with it did not take place. But as we suggested last month, the number of entries did increase by race day – to thirty-five drivers. This still wasn't as big a crowd as in the past, but it did represent a wide range of classes – eleven by our count, ranging from CM to Spec E36. And the best part, from our standpoint, was that Tarheel drivers made up more than a third – a baker's dozen, to be precise – of the field.

The event, run jointly with the VDCA, comprised only two races, an endurance race on Saturday and the feature sprint on Sunday. But that provided enough opportunities for our guys to shine. Two of them put on the best shows of the weekend. Rich Abraham (IP) won the long race overall and finished second in class (4th overall) in the sprint, behind a perennial IP frontrunner, the Left Coast's Julie Wolf. And William Goldfarb (CM) took a break from his highly successful NASA season to win the sprint overall, as well as help another CM driver win the class in the enduro.

In J-Prepared, Jason Crist added more points to his championship standings by winning his class crown in both races. April Curtis fought off two other DM drivers to post class victories both days. Evan Darling, who had registered sans car, partnered with another driver to win JS in the enduro; and Ray Korman did likewise in that race, co-driving an IS car to a class win.

True to form, the racing gods were fickle. M3T points leader Dennis Pippy suffered a DNF

in the long race, but recovered in time to win his class in the sprint. However, a couple other local hot shoes weren't as lucky. Alan Davis (M3T) had come to the event with an eye on blunting Pippy's style, but he never got to start in either race, as his car lost a cylinder in Friday's practice, with Mike Hinkley at the wheel. And Sri Haputantri did not race all weekend, for reasons we're not aware of. (Team Semora main man James Posig thinks it may have been a persistent mechanical problem that kept Sri on the sidelines.)

To their credit, all three of our Spec E36 entrants, Tom Tice, Mark Fishero and Les Davis, finished both races intact, albeit in mid-pack. So, all in all, it was a good weekend for our homegrown track warriors.

As far as championship points go, Roebling closed the book on 2011, and the standings were updated after the race. As a result (and barring any CR math process we're not privy to) we think it's safe to predict that three Tarheel drivers will be named champions in their respective classes, nationally and in the South Atlantic Region. They

are Jason Crist (J-Prepared), who had held on to a slim but consistent lead over his closest rival for some months; Sri Haputantri (J-Stock), who despite missing the action at Roebling apparently had enough points to keep him at the top; and Dennis Pippy (M3T), who practically set the pace in M3T throughout the 2011 season. Our congratulations to all of them!

Unlike CR, both of NASA's 'local' regions are cranking up the action this month. The Mid-Atlantic actually started early, with last month's autocross event at the Virginia Motorsports Park (VMP). For those of you who are as unfamiliar with this venue as we are, it's a quarter-mile drag strip near Richmond, VA! (Hmm, sounds like an idea our driving events folks could look into, for autocross and Street Survival. There ought to be any number of drag strips and the like around our state.) However, the M-A Region's regular racing action will kick off a couple of weeks from now with their 'Lap Dance' event at VIR.

The Southeast Region's first race of the season, labeled 'Winter Meltdown', will also take



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place this month, at CMP, followed a few weeks later by their 'Pot-o-Gold Rush' race at Road Atlanta. In other words, it looks like the local racers who divide their time between NASA and CR events will be able to enjoy plenty of track time before the CR schedule kicks in hereabouts.

On the pro racing front, Team BimmerWorld's first battle in this season's GRAND-AM Continental Tire Sports Car Challenge (CTSCC) series is history as you read this. We can't comment on the results since the race, at Daytona last month, took place well after this report went to press. However, we expect to do so in our next report. It should make a good story for a couple of reasons.

In case you haven't kept track of news about the team, BW owner James Clay has responded to demand by fielding a third Street Tuner (ST) this season! Combined with some serious upgrades bestowed on the two E92 V-8s entered in the Grand Sport (GS) class, a strong driver lineup and a proven team of engineers and pit crews, this

move has the potential of turning Team BW into a veritable tsunami on the track. We certainly hope so.

Unfortunately, the CTSCC schedule will bypass VIR this year. The second race in the series is scheduled for next month, at Barber, to be followed by Homestead in April and NJMP in May. After that, things will really heat up for a while, with three races in June (Mid-Ohio, Road America and Watkins Glen), July will see the team race at Indianapolis, of all places; but then they'll have time to recuperate, since the last two events – Laguna Seca and the season finale at Lime Rock – are set to take place in September. As always, you'll be able to follow the action on the SPEED Channel, a week or so after each race. Although this may make our reports somewhat redundant, we like to think that we can add a little color to what you see on the tube.

Tha-a-a-t's all folks – for now.

Attention Tarheel Racers and Spectators

Your Chapter will be hosting the Oak Tree Spring Shoot-Out Club Race April 13-15, 2012 at Virginia International Speedway in Alton, VA. Please join title sponsor BimmerWorld this spring for Tarheel BMW CCA's premier regional club race. Racers and spectators alike will enjoy an exciting field filled with competitors from across North America. Special events are planned throughout the weekend including live music, karting, and much more. Tarheel BMW CCA will once again be hosting its members at the BMW Car Corral. BimmerWorld is offering a Test and Tune day on Thursday April 12 for registered racers; see their web-site for details. Non-racers - test your skills at VIR's premier karting facility against Club and Pro level racers! For more information on karting contact Jason Crist jcrist.private@gmail.com. Racers please see the BMW Club Racing Website for registration.

TARHEEL CHAPTER 2012

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* Not a Tarheel BMW CCA sponsored event

EYE ON THE CROWD....



In every crowd there is someone with a very infectious smile that catches your attention every time you see it. In our Club, Phil Antoine has one of those smiles. He is also a very busy member. He not only serves as our liaison to MotorSportReg which is a REALLY big job, but he is also involved with Street Survivals, Driver's Schools and contributes in many other ways. We send a high five to Phil for his great organizational and teaching skills.

THANKS, FOR YOUR GUIDANCE, PHIL,
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Old Friends.



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Hats Off to Tarheel BMW HPDE Instructors!

Sometimes the nice things do not get said. I guess they do not have the same attention grabbing value something negative and shocking does. So I am going to take this opportunity to focus on a real bright spot for us Tarheel BMW CCA members, which is, just how lucky we are to have such well run, well attended and well instructed HPDE events!

With the last Tarheel BMW CCA event for 2011 in the books and facing the prospect of no driving until February 2012, I attended another HPDE. (Gasp! I know right? Please try to compose yourself.) The event was a good one. It was professional and well organized, the format was appealing, and the classroom instructor was very personable and knowledgeable. However, it left me unsettled.

I attended all four Tarheel BMW CCA HPDEs in 2011. During those events I saw very few offs and spins. Sure there were some, but in stark contrast during this most recent driving school (not a Tarheel BMW CCA event), I saw five to six – in one session! It was like a bad video game, complete with clouds of dust and cars strewn about. It was kind of nuts.

Please note that it was not everybody. There were some truly talented drivers that acquitted themselves superbly – making quick decisive passes, staying offline, correcting, getting back online, and then – gone! It was so much fun to see and to drive with them.

However, overall there were too many other drivers who were hesitating indecisively, attempting late passes even after early point-bys, and then braking in turns, unable to make corrections, scrubbing speed and forcing the trailing passsee [sic] to brake and go offline. (I do not want to overstate the state of affairs. At no point did I feel

unsafe or as if the event organizers or track staff did anything less than an admirable job.)

Here is the crux in my craw. There is no satisfactory explanation of why so many were so haphazard in their efforts – especially considering that instructors, for the most part, were in tow. There were too many cowboys, riding high horsepower steeds, with somewhat lacking skill levels, while their instructors were not reining them in.

Why? What was the difference between this event and the Tarheel BMW CCA HPDEs? I think there are a couple of reasons. The first is that the event was a collection of drivers and machines without a unifying ethos. There was not the same esprit de corps and community like what we get from our shared passion for BMWs. I'd like to think BMW fans are somewhat discerning. They truly identify with their cars. They are in tune with the totality of the emergent experience that owning and driving a BMW can give. Additionally, whether coddled in supple leather or harnessed into a carbon fiber racing seat, the thought of getting bailed out of trouble by torque-blasting out of a sloppy washed-out turn just isn't all that appealing, at least not to me. Where, in contrast, a balanced, efficient, and smoothly executed turn on a correct line, which sets up the next turn, makes this BMW driver's heart sing.

The second reason our HPDEs have comparatively fewer incidents is that our club does a phenomenal job of grooming and cultivating our instructors who expertly guide, explain, warn, critique, compliment, and uplift their charges and, as a result, raise the quality level of our events. I have had four different instructors in the past four events I participated in this year, and they were all very different in style. But what they had in common was superior knowledge and total control!

It's The People That Make It Happen

I now have a "new" old Bimmer, thanks to my membership in BMW CCA.

Asheville Area Coordinator Richard Vaughn knew that I was on the hunt for some interesting iteration of a 1980s BMW. He faithfully combs

Craigslist.com for any serendipitous listings, and one recent day he surprised me with a brand-new listing for an '84 E30. It was for a gray-market Euro 320i Baur TC2 five-speed finished in Opalgrün-metallic (opalescent green), it was priced right . . . and it was less than 50 miles distant. Short story: it is

now mine. My wife, Dawn, and I drove the car to VIR (where the accompanying photo was taken) on November 5-6 to watch the Heacock Classic, and it purred like a kitten for the excursion's 400+ trouble-free miles. We are just as pleased with it



as we are with our unmolested E30 Zinnoberrort 325 sedan. Thanks for that lead, Richard – I owe you one.

I realize that I am preaching to the converted, but I want to stress that membership in CCA does

indeed provide "unadvertised benefits". Whether or not you like the BMW CCA website, the forum, the coverage in Roundel or BMW's current (or past) products is immaterial; it is the people in the club that make it "happen". If you love any Bimmer of any era, it pays to become/remain a member, hence to maintain the network

which allows Bimmerheads of every stripe to locate, repair, upgrade and enjoy their myriad individual concepts of the Ultimate Driving Machine – as well as to enjoy the company of like-minded enthusiasts. -**Jeff Dreibus**

It was eye-opening and affirming leaving the nest. It made me genuinely appreciate and fully grasp the fact that our Club is just that good! Oh, I would run with this other group again. However, I now know to expect that it probably won't match our club's level of excellence.

Kudos and hats off to what our club has been able to accomplish by attracting and cultivating such a wonderful group of instructors. (My vote? Let's run four schools again next year!) -**Bryan Jones, Budget Racer**

**BMW Car Club
of America
Tarheel Chapter**



An advertisement for European Performance. It features a silver sports car (likely a Porsche) shown from a side profile, set against a dark background. The text "EUROPEAN PERFORMANCE" is written vertically in large, white, serif letters on the left. Below it, in smaller white text, are "PORSCHE - BMW - AUDI". On the right side, the text "SALES - SERVICE - PARTS" is written vertically. At the bottom right, the contact information is listed: "564 Hillsborough St. Raleigh, North Carolina 27606", "www.eurocanperformance.net", and the phone number "919.851.5084".

SAY WHAT...

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

Sorry, no Say What... this month!

BMW Car Club of America Tarheel Chapter



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LOCAL SCENE

TRIAD AREA DINNER

Date: **2nd Thursday each month**
Time: 6:30 p.m.
Where: Break Time Billiards
420 Jonestown Rd. Winston-Salem

Come out and join us for drink specials, half-priced pool, delicious Italian food and even a free Break Time Billiards membership (for the first year). This is no sleazy pool hall, it's a very nice facility with a full bar, very nice pool table, dart boards, etc. Francesco's Italian Restaurant (next door) offers their full menu right in Break Time, and I can tell you from experience that the food is excellent - so come hungry. Break Time is a 21 yrs and older establishment so be sure to bring your ID.

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 Andrew Martinez at (704) 764-1164 or e-mail at Andrew.Martinez@y7mail.com to RSVP. Please join us (great German food and beer). See you there!
Thank you, Andrew Martinez, Area Coordinator

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. 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 - Denis Kingberg. (919) 676-3570 - home office, (919) 247-4876 - cell

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ROANOKE AREA

Date: **2nd Tuesday each month**
Time: 6:45 pm
Where: Montanos International Gourmet
3733 Franklin Rd.
Roanoke, VA 24014

If interested in dinners and activities in the Roanoke Area, please send your e-mail address to Scott Garner, tsgarner@gmail.com or call (540) 467-2350 for information. Dinners are normally the **second Tuesday** of the month.

ASHEVILLE AREA DINNER

Date: **Last Tuesday each month**
Time: 6:30 pm
Where: Ichiban Japanese Steak House
& Sushi Bar
2 Hendersonville Road
Asheville, N.C. 28803

Call for directions (828) 525-7885

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

CHARLOTTE AREA II

Please email Andy Barbee for more information at wbarbee1@carolina.rr.com or call (704) 701-2294.

<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: jlucas@dcjsystems.com



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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:

1973 BMW 3.0 CS. Price reduced!

Overall Condition is good but it is a 35 year old car. Miles unknown but est.130k. 5 spd conversion with custom drive shaft, new springs and shocks all around. Electronic ignition, spin-on oil filter conversion, headers, new alternator, and rebuilt Weber downdrafts. Group 2 front air dam, AC, Sun roof, Black/black w/ Recaro seats w/ matching rear upholstery. Includes a trunk full of new and spare parts and service books. Car is a driver not a show queen but not priced like a show queen. Price reduced to \$8000 w/ stock cast 14" coupe wheels. You could put 6 to 8 grand into it and have a show queen. But I liked it just as a driver. It still turns a lot of heads!! I also have a Group 4 CSL rear wing and 'ductail' deck spoiler (reproduction) and a set of 5 BBS 14x7 basketweave wheels that I will include with a full price offer. Photos available. 704-372-7855 (d), 704-489-8134 (e) Charlotte.

1975 2002 Sunroof, 4sp, Malaga

16 TARHEEL CHAPTER FOOTNOTES

with Black Interior. Older restoration, but less than 3K miles since work was completed. Mostly back and forth to "The Vintage". Mechanically excellent: engine built by Strictly German: all new internals, Ireland Engineering 292 cam, Weber 38/38, electronic ignition, Stahl header, new clutch, short shift kit, e21 radiator, Ansa exhaust. All new brakes from the pedal pad to the brake pads including lines, rotors, calipers, drums. Solid shock towers, Momo Veloce Wheel, Suspension was updated with Sport springs and Bilstein Sport shocks. Hella headlights, all lenses new, and all bushings are replaced with urethane, including motor mounts. Drives like new. No rattles or creaks. E30 Bottle Cap wheels with almost new Falken tires.

Interior has been updated with aftermarket M sport seats, new carpet, dash cover. Door panels are good, but comes with a new aftermarket set uninstalled. New headliner.

Car was featured in a 2 page spread in the 2008 Vintage at the Vineyard book. http://rickrocker.smugmug.com/gallery/5003617_mh5pn#307760340_pwyPy http://rickrocker.smugmug.com/gallery/5003617_mh5pn#306204451_33Xe5 Video of car here: <http://vimeo.com/32574558>

No radio or A/C, and heater valve cable needs to be replaced. Paint is good, could use freshening to be perfect, Needs upper door reveal moldings inside and out. A great 20 foot driver that with fresh paint would be the perfect 2002, or leave it as is and enjoy a great looking driver.

828-342-7166 emoberg@moberggroup.com

1976 2002 60568 original miles - fully restored to original condition in 2006 - driven 6,000 miles since. Rare jadegrün (mid green) exterior, tan interior. Weber carburetor, vintage wooden Momo steering wheel, auto trans, new tires. Records/pictures available. \$8,900. Call Howard Edwards 828-758-3049.

1978 323i Euro Version This is a great little track car that is in excellent shape. It would make an excellent Vintage Racer with only a little effort. Has run several BMW track sessions at VIR this year. Have pictures if contact me and request. Asking 10,500 or will consider reasonable offer. For questions call 434-250-3366. Roger Gillispie rcgillispie@hotmail.com

1980 M535i \$14,950 The odometer mileage is just over 155,000 for my car. We purchased it in 2000 from the 2nd & 4th owner. He purchased it from a race enthusiast in Virginia who brought it over to convert for racing. It was never raced, titled, nor any emission modifications performed. The 2nd owner title it in Georgia and eventually sold it to the 3rd owner who replaced the transmission and sold it back to the 2nd owner who painted the car (including the bumpers) and added the current wheels. From our research, attendance at the Fiverfest and other vintage BMW events we believe it to be one of the best M535i cars in the US of approximately 15-20. The car is always garaged and rarely driven in the rain. Some features include: Moonroof added by 4th owner 17" wheels AC-new compressor Original Recaro seats Original M1 steering wheel M motor works original engine <http://www.tarheelbmwcca.org>

(runsstrong)

All mechanical parts/repairs are original BMW (many ordered from Germany)

Order original factory upholstery and replaced in 2003 (order the entire bolt and have enough to do again if ever needed)

Tool box is 100% complete and looks like new. Original carpet. No mechanical issues (meticulously maintained and cared for by Glen's Imports 336-883-7522)

It's a fun car and gets lots of attention at BMW events daily driving. My wife and I are down-sizing and have 4 vehicles and will only have room for two in the process. That is the ONLY reason I have it on the market.

The videos: Walkaround: http://www.youtube.com/watch?v=nQu6-_3kGcw

Brief history of the car (check this out) <http://www.youtube.com/watch?v=6wUJZLvKG2ak>

Phil McKinney philm@ventureconstruction.com 336-210-5425

1987 M6 VIN:

WBAEE1408H2560479 Truly a collector car and award winner. 50,587 miles, California and Arizona car. I have owned it since April 2005 when it had 48,000 miles on the clock. Color: Royal Blue Metallic, Upholstery: Natural Leather, smoker's package (although it is a nonsmoker), power front seats, rear passenger temp control, full leather including a perfect leather dash with NO cracking. Extremely well cared for and it has not seen a lot of sun. ABS, with 3 piece 17" x 9.5" BBS wheels and brand new Toyo Proxy tires, European headers, Dinan stage 4 suspension, adjustable camber front and rear, Dinan performance chip, leather interior, power seats, power windows, power sunroof, power mirrors, SONY 10 CD changer, SONY AM/FM with amplifier, complete

tool set, California smog, contact Chris Carlsen at 704-651-3651 or ccarlsen@biltmoreequity.com \$29,990.00

1995 M3 Cosmos black, black leather Vader seats, 130K miles. performance mods have taken place after 106k. Performance Chip, AFE cold air intake, Turner front brake ventilation kit from Bimmerworld, strut brace, H&R sport springs, bilstein shocks, new radiator, new rear differential, top engine rebuild valve guides, seals, ect by Gerald McNeely@ Touring Cars CLT. New pulley, X brace from M3 lightweight, Turner Sway Bars, Carotech Brake pads, new Michelin Pilot Sport tires less than 300 miles, new battery Dec/2011, alpine stereo upgrade, cruise control. Doesn't use one drop of oil. Service records, manual. Owned by long time BMWCCA senior. \$9500 clint.pters@gmail.com 804.240.4400.

1998 Z3 convertible "James Bond" Atlanta Blue. Tan top. 154K, automatic, 1.9L, garaged. 33mpg hwy. Very well maintained inside and out. Have maintenance records dating to original owner. Clean carfax. New front and rear brakes and rotors. New tires. Has had recent engine tune-up. Leather interior (no cracks), heated seats, auto windows and seats. Call (704)564-3836

2008 M5 Sedan 7-speed (SMG) Sequential Manual Gearbox, Black Sapphire Metallic Exterior with rare Silverstone Merino Leather Interior, & brushed Aluminum trim. V-10, 507hp, IPOD Integration, rear power sunshade, LOJACK. Transferable BMW CPO Extending Warranty until 6/11/2014 or 100K. Also includes Extended BMW Maintenance program to cover oil changes, brakes, & other service needs until 6/11/2014 or 100K. \$54,900K.

Brandon (919)257-8016

2009 335i Sedan Vin-WBAP-M73519A365813, 26,300+ miles, Munich assembly, Black sapphire ext / Beige Dakota w/ lightburli trim int, Premium/Sport package, Steptronic/Sport wheel paddles, Comfort access, Heated seats, Wired for valentine, Garage kept, Non-smoker, Excellent condition, \$48,700 msrp, \$35,500, contact- dlambert@lambertai.com, (336) 777-3657 x103

2009 M6 Coupe SMG Transmission VIN: WBSEH93509CY25034. Only 8,700 miles - immaculate condition! 500HP V10. Carbon Black Metallic with Light Beige leather seats, full leather black upper dashboard and black carpet with carbon fiber trim. Every available option and package, including 6 disc CD changer, Luxury package, sport package, Comfort Access, Heated Seats, Smart Phone integration package, Automatic Soft-close doors, Illuminated Door Sills, Heads Up Electronic Display on Windshield, and Power everything. This car has been meticulously maintained by BMW since I ordered it directly from Germany in December 2008, has all service records, garage kept, has never been smoked in or had any sort of mechanical problem, washed weekly and waxed every six months, never driven in snow and only occasionally in rain, and is still certified/under factory warranty. Super high performance, and extremely fun to drive. Original price \$114,000 - asking \$74,000. Call Jason at 919-358-3742 or email at jpate6@nc.rr.com

1972 Bavaria 128K. Original owner, California car, in storage for years. Interior almost perfect, could be painted. 4-speed, Weber conversion and Euro spec ignition dis-

SUCH A DEAL

tributor. Make offer. jposig@mind-spring.com

BMW PARTS FOR SALE:

2002 (or 320i) Wheels Four "turbine" rims 6x13. All very good condition, run true and balance perfectly. Direct bolt-on with no rubbing/interference. Includes center caps and lugnuts. \$425.00. Ferman Wardell - Charlotte - 704-236-5200 - fwardell@bellsouth.net.

5 Rear ends for E21 and 2002

These rear ends were built by Power Plant Racing for and used in my 320i ITB car. Selling the entire group as one lot but may be willing to separate for the right unit price. Would be perfect for anyone building an E21 or 2002 based race car in any series or a killer street or autocross car. They are as follows: 3:64 locked, 3:64 Quaife, 3:91 LS, 4:10 LS (rare), 4:22 LS (very rare). All LS units built to 75% slip. To use in 2002, swap rear covers(easy) and output flanges (also easy) which can be done without even draining the gear oil. The new parts in these units alone total over 3 grand (Quaife unit alone over \$1200), not to mention labor to install and set up. The 4:10 and 4:22 gear sets are very hard to find any more. As a comparison, Metric Mechanic sells their comparable LS diff for an E21 or 2002 for 2 grand and Blanton doesn't even publish prices on their web site. These 5 rear ends are a bargain for the person who wants the best for a serious setup at each different track. Price- \$6500. Buyer pays shipping from Charlotte, NC. Will deliver within 50 miles of Charlotte for full price offer. Day-(704)-372-7855, evn.-(704)-489-8134.

Almost new Bayern 18 inch 8 1/2 and 9 1/2 wheels and Michelin tires (1200 miles) for most recent 3 series-5 lug- BMW. Currently on 07 335. Have too many wheels. Paid over \$2100 recently to Tire America but will take \$1400 or best reasonable offer. Wheels are perfect, no dings or scratches--"wheel waxed" every week. Tires like new. Michelin Pilot Sport A/S, the best performance tire with a good mileage warranty. Call Worth at 704 564-3388 or Seecyrano@carolina.rr.com and I will send close up pics. No disappointments I promise. Located near Presbyterian Hospital in Charlotte. Thanx for looking.

E46 M3 stock 18" by 8" wheels - set of 4 Mount up your autocross or track day tires or a set of snow tires for ski season. These are the narrower 8" wheels from the front of the E46 M3 so they will fit the rear of E36 and E46 cars as well as other BMW models. Excellent condition with minor blemishes from normal use- no curb rash. \$500 plus shipping. Will deliver within 50 miles of Charlotte for full price. 704-372-7855(d), 704-489-8134 (e) Charlotte.

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.

Parting out a M62U engine #3 cylinder gouged beyond repair. Have lots of parts for sale. Please email me at r_vedell@yahoo.com for any specific parts requests.

MISCELLANEOUS:

2004 Optima 24ft. All Aluminum Box Trailer Excellent Condition! Low mileage, Recently serviced, New electric brakes & wheel bearings, New gray vinyl finish, Extruded aluminum floor, White aluminum walls/ceiling, 5200lb tandem axles, 16" wheels/radial tires w/ 3 spares, 84" interior height/81" in BWW, LED lights, Pre-wired for 110V, Carpeted wheel wells, 2 adjustable folding tire racks, Bike rack, Fire extinguisher & holder, Pit Pal storage rack, jack holder, & tie down holders (2 sets), 4ft Man-Door with Pit Pal storage rack, Fitted to accommodate rolling tool box, Load distribution hitch with leveler bars, 96" tailgate with 60" aluminum extender ramp, 2 interior aluminum KOBALT storage boxes. \$15,000 msrp, price \$9,500 OBO. Buyer responsible for pick-up. Located in Winston-Salem, NC. Contact David Lambert dlambert@lambertai.com or (336) 777-3657 x103.

E46 M3 STOPTECH COMPLETE BRAKE SET Complete front and rear set. NEW IN ORIGINAL PACKAGING- NEVER INSTALLED. ST40 front brake kit with 355mm slotted two piece rotors and pads AND ST40 rear brake kit with 355mm slotted two piece rotors and pads. Black calipers. Includes all mounting parts and stainless steel braided lines. \$4000.00 plus shipping. Price is firm and is about \$1k cheaper than prices from Bimmerworld, Turner, Vivid, etc. 704-372-7855(d), 704-489-8134 (e) Charlotte

Featherlite Aluminum 17' Open-Car Trailer (2006) Excellent Condition \$6750 Many Custom Features: -Ramps store underneath -Custom Ramp extensions stow smartly on side; allowing even LOW carseasy access -Large locking Jo-box

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aluminum storage unit on front of trailer -Battery powered electric power winch -Trailer brakes -Load-leveling anti-sway towing bars / hitch - Multiple Tie-down anchor points (for car, motorcycles, or othercargo) -Custom risers and removable fenders allow easy access to towed vehicle(can open door) -Locking Tire rack -Spare trailer tire If you are looking for the perfectopen trailer to tow your car to the track, THISIS IT! Call : Reg Williams828-302-0765 (cell), E-mail: retina@charter.net

HONDA EM 2500 Generator

Used less than 50 hours. Perfect for track and will power small air compressor, lights, computers, microwave, coffee pots, small 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.

Serious track day wheels and tires 4 Toyo Proxes RA-1 tires, 245-40-18 mounted on 18"by 9" E46 M3 wheels. Wheels are not show quality but straight and true. Tires about 1/2 worn but now perfect for a couple of track week-ends, performance driving schools, or lots of autocrosses. Tires were \$280 each when new. \$800 for all 4 plus shipping. Will deliver within 50 miles of Charlotte with full price. 704-372-7855(d), 704-489-8134 (e) Charlotte.

Used Yokahoma AVS ES 100 Tires From an e36 m3 2-225 45x17 & 2-245 40x17. no repair or damage, 6/32" to 7/32" inches tread left. smooth, even wear. \$150 david payne 919 847 1419

WANTED: E39 M5 wheels That will fit a 1999 BMW 528i I am will-

ing to pay up to \$200 (plus shipping) per wheel if all four wheels are in pristine condition. Less if they have minor damage. My 1999 528i does not have the Sport package, so if you happen to know that the stock 18 x 9.5 rear wheels of the M5 will not fit my car, I may be interested in two sets of front wheels and I'll run the second set on the rear, if that will work - any guidance on fitment will be appreciated. If you have photos showing any damage to your wheels, that would help. Please send to johnwcaater@aol.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? Mi-

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END GAME



Photo by Bob Blood

Super Secret Project Flyer kicks off!

chael: (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 sub-

scribe- 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

Three Famco presses: These are not the cheep China presses you can get from the discount tool place - HEAVY and built to work. See the Famco site at www.famcomachine.com for details about these presses. All used, but in perfect working order. Sold without

dies of any kind.

- Famco W Arbor Press (manual). 12.5 in. capacity, 3 tons - \$150.
- Famco #12 Kick (foot) Press. 6 in. throat, 5 in. stroke, 3 ton - \$250 w/o iron stand, \$350 w/iron stand.
- Famco #18 Kick (foot) Press. 10 in. throat, 4.5 in. stroke, 3.75 ton - \$300 w/o iron stand, Kick presses are perfect for pressing bearings as they leave both hands free to hold the parts in position. \$400 w/iron stand. Email rblood@yahoo.com

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CALENDAR

FEBRUARY 2012

05	06	07	08	09	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29			

Feb 4	Charlotte Karting Event
Feb 9	Triad Area Dinner
Feb 11	Tarheel Annual Banquet
Feb 14	Roanoke Area Dinner
Feb 16	Charlotte Area Dinner
	Triangle Area Dinner
Feb 21	Hurricane Area Dinner
Feb 22	Sandhills Area Dinner
Feb 24-26	Tarheel & Toe Driver's School - VIR
Feb 28	Asheville Area Dinner

TARHEEL CHAPTER
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<http://www.tarheelbmwcca.org>
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Harrisburg, NC 28075-1208

**Street Survival, Sanford, NC
March 3, 2012**