

The Roadster

The official newsletter of the Sandlapper Chapter of the BMW Car Club of America

BMW Car Club
of America
Sandlapper



Volume 22, Issue 1

2016 Quarter 1



BMW Dixi at Amelia Island

Photo by Michael Mitchell

Disconnect & Drive

By Tim Dennison

One day while sitting in a barber's chair, I saw a guy in the mirror waiting for his turn behind me. I could see he was wearing a T-shirt with some kind of a saying on it, but he was reading a magazine, so I couldn't see it. Of course, that enticed me even more to decipher it. Every time the shirt briefly came into view, there was also the challenge of reading it in the mirror. Eventually I figured out. It said "Log Out and Live".

Interesting concept. Of course that made me wonder about the context of his quote, but I put it into my own, and of course, that was driving. In my head, I repurposed his saying into "Disconnect and Drive".

In the connected world we live in, do people take the time any more to just go out and get lost? Turn off the radio, the GPS, the Bluetooth headset and just drive? I get such enjoyment listening to the exhaust note through the open windows of the Coupe as I blip the throttle, snick the slightly notchy shifter down a gear, release the clutch, and listen to the symphony of burbles and pops through the Corsa exhaust. No need for an iPhone connection when you can listen to that song. Not to say I don't enjoy tunes in the car, I just get in some moods when exhaust notes are my playlist of choice.

That day I was driving the only non-BMW product I own, a Toyota Tacoma, and I decided to heed the teachings of the T-shirt sage. I turned the radio off and turned the GPS on. "On!" you say? The thing is, I turned it on not to tell me where to go, but where not to go. I was in unfamiliar territory in Cape Cod and every road seemed to lead back onto the main road up the Cape, which is exactly what I was trying to avoid.

Staying away from the highway, I pointed the truck towards the bay, I kept driving as far away as I could. Granted, Cape Cod is very narrow, but I was taking roads I'd never been on before. I turned a corner and there was a huge salt marsh laid out in front of me. Immediately, the smell of low tide hit me. I continued down that road and came to a parking area right on

the beach. There were a few cars parked there, but those were left by people starting their morning walks. There were people walking, talking and running on these roads. Modest Cape Cod style homes dotted the landscape. There was just a more relaxed feeling about this place.

I crossed over the highway to the ocean side. Being a National Seashore, there were far fewer structures, so it felt somewhat deserted. Driving past the scrub trees stunted by a lack of nutrients in the sandy soil gave a feeling of being in another land altogether. Occasionally, I'd get a quick glimpse of the ocean on the right between the dunes and wild roses. There was no definition between the sky and horizon, so it looked like a vast expanse that went on forever. The clouds on the horizon looked like snow-covered mountains in the distance. Further inland, ponds were reflecting the morning sunlight through the trees making them "glaringly" obvious. Typically, they would go unnoticed, hidden in the woods.

This morning was definitely different than most for me. I was so much more aware of my surroundings. After nearly 30 years of annual vacations on the cape, I appreciated the things I'd normally taken for granted. It's not about the "Ultimate Driving Machine". Heck, I was in a pickup truck! It's about disconnecting, being out on the drive not because you have to, but because you want to. It's about the love of driving. About the road less traveled. About exploration. We're fortunate to own cars that let us experience the drive like it should be experienced. Of course I would love to have been piloting a BMW that day, but in the immortal words of Robert Frost:

Two roads diverged in a wood, and I—

I took the one less traveled by,

And that has made all the difference

Editor's Column**By Brook Harmon**

This Quarter started smartly with the Sandlapper Autocross at the Performance Center on Jan 2nd. It seems to have set the tone for this newsletter; driving. Whether taking the road less traveled, or driving on a closed course, the main theme is to get out and enjoy your time behind the wheel. I invite you to do so.

Tim's article on the opposing page is the perfect message for us; it is okay to adventure and get lost in a world we would have otherwise missed.

Sean Dooley shares his story of driving his E28 at the Autocross. Check it out on Page 4. Thanks, Sean. The Fastest Time of the Day (FTD) was set by Nitin Shanbhag in his Estoril Blue E36 M3 (see photo on page 7). Congrats, Nitin!

Andrea Galehouse of the BMW CCA Foundation reminds us of the Chapter Challenge on page 5. There is a Virtual Brick Generator that lets you preview your brick before you order; couldn't be simpler, used it this morning. I hope you consider supporting this to win the Challenge, at the very least.

On page 6, I share a situation I encountered while driving for work. It reminded me how important advanced driver training has been for me.

I'd like to thank each of our contributors, including Michael Mitchell of the BMW CCA Foundation, Joe Davis, and Richard Daugherty for their photos used in this issue. Michael's shots on the cover and below were captured at Amelia Island this year. Joe and Richard grabbed images at the autocross.



Amelia Island 2016

Photo by Michael Mitchell

Autocrossing in a Vintage BMW

By Sean Dooley

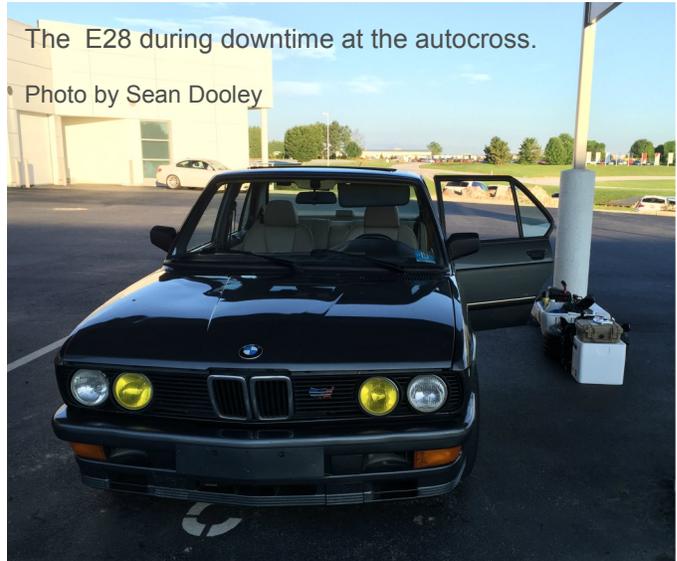
I joined the BMW CCA in 2013, shortly after moving to South Carolina. As much as I was looking to meet people who were similarly passionate about their cars, the main driving force behind my joining was the driving events. I had long ago reached the limit of what one could reasonably expect to get away with on public roads, and I wanted more; preferably without the risk of hefty speeding fines and increased insurance premiums that often come with public road hooliganism.

Eager to learn more about my beloved E28 5 series, the very first CCA event I signed up for was a BMW Performance Center autocross. The fact that I've attended, without fail, every one since then speaks volumes on just how fun these events are.

One does not see many older BMWs at these types of events, save for a few E30s. I don't think I've ever seen another E28 there, which is a real shame, as I'd enjoy comparing lap times with them. The analog nature of older BMWs, lacking things like traction control or other electronic stability aids, does not damp-

The E28 during downtime at the autocross.

Photo by Sean Dooley



en the experience at all. In fact, I would go so far as to say it is a more enjoyable and educational experience, as the feedback you get from the car is not in any way muted or altered by a computer.

Equally enjoyable to the on-track time is the downtime between stints. You are surrounded by people sharing a common passion and interest in their cars. It is impossible not to have a good time on the side-lines. Killing time while waiting for your run group to be called generally involves watching other drivers overcook the last sweeping bend, or tending to the car, ensuring you can do the same in the remaining runs.

Sean exercising his Vintage 5 series.

Photo by Richard Daugherty



Chapter Challenge — Buy a Brick Campaign

Help the Sandlapper Chapter leave the biggest footprint at the BMW CCA Foundation!

The BMW Car Club of America Foundation has created a new Chapter Challenge for 2016 to encourage BMW CCA chapters to show their competitive spirit while supporting key programs of the Foundation by participating in the Foundation's Buy a Brick campaign. The chapters with the highest rate of participation will be awarded a permanent logo brick on the pathway to the upcoming new museum facility and the funds raised from the Chapter Challenge will be targeted to the Foundation's mission of saving lives through teen driver education and preserving BMW history.



Strengthen the Foundation, one brick at a time.

Memorialize your donation by ordering a personalized brick to be displayed at the BMW CCA Foundation.

www.fundraisingbrick.com/
bmwccafoundation.org

Visit the BMW CCA Foundation www.bmwccafoundation.org to purchase your brick, leave a lasting legacy, and help your Sandlapper Chapter compete in the Chapter Challenge!

Thank you for your support!

Andrea Galehouse
Campaign Administrative Assistant
BMW CCA Foundation



Temporary Brick Display at BMW CCA Foundation

Photo by BMW CCA Foundation

Driving can be hit or miss. Your choice.

By Brook Harmon

“In a fraction of a second, the Ultimate Driver can process road conditions and minimize the risk of an accident.” That statement was lifted from the BMW Performance Center website. About a month ago, I was reminded of just how important driver training is for us.

Black SUV at 10 o'clock. Vehicle rotation stopped. Still has big speed. Wheels locked. No ABS. Heading is stable. I am impact zone. Concrete curb. No shoulder. Throttle.

Those are the thoughts that went through my mind in an instant. I processed information quickly, and took decisive action without hesitation. Would it be enough?

The winter driving conditions in Elkhart, Indiana that day were deceptive; slicker than they appeared. I had certainly made adjustments for the conditions, but had to adjust yet again based on what I felt at the first stop light. Relatively light snowfall with temps in the mid-to-upper 20s shouldn't have been much of a challenge, but it was.

I was driving my Chevrolet K3500 Crew Cab DRW truck pulling a 36 ft travel trailer (camper). This equated to nearly 60 ft of impact zone. I was traveling 31 mph in a 45 zone with 4WD already engaged. The SUV on course to meet me appeared to be doing the speed limit, at least. I've often told students at HPDEs that “the Throttle is your friend”. That day, the throttle was not only my friend, but my only hope.

With 730 lb-ft of torque available, it would be easy to overwhelm the 6 tires in those conditions. To avoid an incident, I needed to deliver every lb-ft those tires would accept, but nothing more. I needed forward drive with no margin for spinning.

As my right foot moved toward getting that forward drive thing sorted, my eyes were focused straight ahead with my hands steering the rig to the right side of my lane, providing as much room as possible for the SUV. When my peripheral vision picked up the black object in my driver's side mirror, I glanced to witness the SUV miss the rear of my trailer by only 5 or 6 ft, eventually coming to rest in my lane of travel next to the curb.

Using some conservative numbers, if I had taken just 0.2 seconds longer to decide what course of action to take, the rest of my day would have been paperwork instead of driving. Not once in that moment did I think to apply my brakes. For the information that was presented, a brake apply would have just moved the possible point of impact further up the trailer or to my truck.

When real world traffic situations arise and my rig pulls through unscathed, I credit my driver training. Those High Performance Driver Education track weekends weren't just for fun. They really have made me a better driver. In all situations.

“Don't worry. I got this. I read the book.”

Reading a book on vehicular dynamics and high performance driving is time well spent, but you need to back it up with actual practice. Sometimes, things don't work exactly as you'd imagine, and you won't know that until you try to demonstrate it from your driver's seat.

Instructors will often describe the mastery of a new driving skill as “adding a tool to your toolbox”. When you encounter a situation on the street that needs one of those “tools”, you need it RIGHT NOW. You won't have time to ponder what the best tool should be; you need to act decisively and without hesitation. Reaching for the right tool precisely when you need it comes with seat time and the repeated successful demonstration of using those tools.

We can't make good decisions to avoid an incident if we haven't experienced the limits of our vehicle. Understanding and demonstrating control at those limits is what advanced driver training is all about.

“Alright, but where do I go?”

I used to treat the backroads of southwest Missouri like my own personal racetrack; a time before I even knew that HPDEs existed. Seeking and finding limits in this manner certainly wasn't safe. It also made me appear to be an inconsiderate driver (because I was). Lastly, it got really expensive. I would give a shout to my lawyer on a Monday morning and the paralegal that answered would recognize my voice; “What county, and how much (over), Brook?” It had become a process. A sad, finely honed, expensive, speeding ticket fixing process.

My favorite roads are much more populated than before. There are 10 times the number of residential driveways and opportunities for disaster; I can't even attempt to exercise the car or motorcycle now like I did 20-some years ago. The road surfaces are also looking like many of those here in South Carolina; no longer a beautiful black ribbon, but another stretch of broken, pot-holed gray that could use an influx of cash.

Then you have the other factor; our fellow motorists. Many drivers merely herd their vehicle to the next destination. If they are really distracted, you'd swear they were driving under the influence (feel free to alert the police if you see this driver). Driver licensing requirements are so lackadaisical, the biggest hurdle to driver freedom is finding a mirror to fog.

So, while the need for advanced driver training, and driver training in general, is greater than ever, the opportunity to learn those skills on the street is at an all-time low.

Fortunately, we can put our car on a closed course and develop skills that transfer directly to the street. The BMW CCA High Performance Driver Education program really changed my world. I found that I could drive at a much higher level than I ever could on the street, so I learned more; about vehicle dynamics, my car, and myself. As an added benefit, it was nice being able to delete that lawyer's number from my list of contacts.

If you don't want to use your own car for driver training, you can thank yourself right now for living in South Carolina. The BMW Performance Center in

Greer has a few options for you. Yes, they have the highly touted and popular M Schools, but you don't have to break the bank to get real driver training from professional instructors. They also have a Driver's Program and a Teen School, both using more "standard" machinery at a more accommodating price.

"Do I really need driver training?"

Professor Garver was the head of Mathematics at my engineering school and had 35 years of experience in the profession. I was lucky to have him as my instructor. On the first day of a Calculus class, a student asked him how many math courses they should take, essentially, when to say when. His answer?

"Take the next higher level than what you will be using. You will develop true mastery of the previous course while taking your final course."

I believe this translates well to driving, and is one of the main reasons I am a strong proponent of driver training in a closed course environment. In order to master skills we use on a daily basis, we need to train at the next higher level. Training on a closed course at elevated speeds requires us to practice visual data gathering, information processing, and decision making at a higher level than is typically required on the street, preparing us for those times when things go a bit sideways. Even if that happens at only 31 mph.



Nitin Shanbhag running clean laps to secure FTD at the autocross.

Photo by Joe Davis

New Members

We welcome our new members and invite them to attend a monthly club meeting. Please see the last page of this newsletter for the meeting location that works best for you.

January

Rachael Addis - Walhalla, SC
John Babinski - Spartanburg, SC
Martha Babinski - Spartanburg, SC
Jared Barilovits - Laurens, SC
Chris Barr - Kings Mountain, NC
Laurie Boussom - Simpsonville, SC
Justin Boykin - Mount Pleasant, SC
Andrew Chabot - Taylors, SC
William Cramer - Charleston, SC
Terrence Dunn - Simpsonville, SC
Anthony Ford - Duncan, SC
Carol Frese - Sunset, SC
Jack Gleason - Greenville, SC
Yoram Guy - Simpsonville, SC
Fred Hathaway - Simpsonville, SC
John Howard Henderson - Spartanburg, SC
Donald Hooks - Hilton Head Island, SC
Hank Hulsen - Summerville, SC
Jason Leslie - Greenville, SC
Chavarick Long - Duncan, SC

Jason MacDonald - Simpsonville, SC
Melanie Magee - Rock Hill, SC
Vanessa Mason - Columbia, SC
Charles McConnell - Aiken, SC
Shane McElrath - Ninety Six, SC
Kenneth Meinke - Spartanburg, SC
Bernard Mintz - Florence, SC
James Parrish - Rock Hill, SC
Bradley Pine - Greenville, SC
Natalie Putman - Sunset, SC
Justin Schaub - Simpsonville, SC
Bob Scherer - Sunset, SC
Nitin Shanbhag - Charlotte, NC
Ervin Sowell - Bishopville, SC
Nick Spiak - Moore, SC
Max Sterling - Mount Pleasant, SC
Saulo Tejada - Greenville, SC

February

Raymond Brathwaite - Myrtle Beach, SC
Jonathan Chen - Mt Pleasant, SC
Chip Ervin - Charleston, SC
Rob Evans - Roxboro, NC
Jonathon Greene - Charleston, SC
Vincent Halma - Mount Pleasant, SC
Lee Kainz - Fort Mill, SC
David Kranstuber - North Myrtle Beach, SC
Chad Matthews - North Charleston, SC
Holly Peterson - Greenville, SC

Angela Radawicz - Simpsonville, SC
Dick Radawicz - Simpsonville, SC
Eric Reber - Inman, SC
Michael Scholz - Moore, SC
Thomas Scholz - Moore, SC
Eric Starmer - West Columbia, SC
Jesus Thiele - Greer, SC
Lisa Vitagliano - Simpsonville, SC

March

Chris Bell - Walterboro, SC
Michael Bentley - Mt Pleasant, SC
Matthew Cardone - Greer, SC
Alex Covington - Lake Wylie, SC
Deborah Goodfellow - Fort Mill, SC
Stanley Greer - Fountain Inn, SC
Jared Haggert - Fort Mill, SC
Todd Harrison - Taylors, SC
Barry Kaldeenbach - Anderson, SC
David Maxfield - Greenville, SC
Kerel Neilsen - Greenville, SC
Mark Nicholson - Greenville, SC
Greg Prell - Rock Hill, SC
Alex Reznikov - Fort Mill, SC
Thomas Ryley - Hilton Head, SC
Michael Sabbagh - Mount Pleasant, SC
Vic Sowers - Aiken, SC
Ronald Wanninger - Greenville, SC
Damian Wright. USMC. - Port Royal, SC
George Xenakis - Columbia, SC

ANNIVERSARIES

35 Years

O. Johnson - Chapin, SC
Larry Hall - Simpsonville, SC
Charles Branscomb - Raleigh, NC

25 Years

Nick Gudzan - Daniel Island, SC

20 Years

Arthur Balz - Greenville, SC

15 Years

George Friedel - Greenville, SC
Fran Hughes - Sunset, SC
Jochen Lauterbach - Columbia, SC
Chris Schrimsher - Charleston, SC
Vic Sowers - Aiken, SC
Charles Messersmith - Charleston, SC
Bonnie Szymik - Aiken, SC

Eric Archie - Columbia, SC
Jan Bethke - Graniteville, SC
Ronald Hansen - Myrtle Beach, SC
Patricia Hansen - Myrtle Beach, SC
Joseph Thompson - Mount Pleasant, SC
Herb Welsch - Spartanburg, SC
Lanny Rollman - Greer, SC
Beverly Buswell - Charleston, SC

10 Years

Larry Wardlow - Aiken, SC
Robert Kerris - Marietta, GA
Bradford Taylor - Beaufort, SC
Brian Haley - Hilton Head Island, SC
Jama Nation - Taylors, SC
Sally Atherton - Saint Helena Island, SC
Joseph Dugick - Fort Mill, SC
Angela Dugick - Fort Mill, SC
Ann Ritchie - Lexington, SC
Ronald White - North Myrtle Beach, SC
Linda Liberty - Rock Hill, SC

James O'Leary - Irmo, SC
Brian Mckay - Saint Helena Island, SC

5 Years

Roger Krekorian - Ladson, SC
Gene Johnson - Moore, SC
Philip Capossela - Hilton Head Island, SC
Frederick Jenkins - Goose Creek, SC
Charles Biddix - Pawleys Island, SC
Kevin McAdams - Mount Pleasant, SC
Skyler Lowery - Summerville, SC
Harold Manasa - Hendersonville, NC
Eric Leconte - Greer, SC
Dave Bishop - Irmo, SC
Gabe Della-fera - Greenville, SC
Christopher Tice - Greensboro, NC
Henry Meeuwse - Charleston, SC
April Sarmento - Charleston, SC
John Sarmento - Charleston, SC

Chapter Officers

President: Tim Dennison
upstatesandlapperbmw@gmail.com

Vice President: Tom Lappin
lappint@bellsouth.net

Treasurer John Anderson
treasurer@sandlapperbmw.org

Secretary: John Budinich
CarsCoffeeUpstate@gmail.com

Motorsports Director: Ronn Hale
scbmwcca@comporium.net

Webmaster: Deronda Hale
scbmwcca.webmaster@gmail.com

Membership Coordinator:
Michael Mitchell
michael.mitchell@bmwccafoundation.org

Member at Large: Dwayne Mosley
dwaynesmosley@sandlapperbmw.org

Newsletter Editor: Brook Harmon
harmon.brook@gmail.com

REGIONAL VICE PRESIDENTS

Upstate/Greenville:
Tom Lappin lappint@bellsouth.net

Midlands/Columbia:
Larry Gilbertson:
lgilbertson@sc.rr.com

Lowlands/Charleston:
John Howard:
johnroberthoward@gmail.com

Piedmont/Rock Hill:
John Meek: jmeek911@gmail.com
Jack Sugameli:
bimmere12@gmail.com

Coastal/Myrtle Beach:
Michael Kuhl:
twanktwank@hotmail.com

Hilton Head:
Currently Open

Augusta/Aiken:
Currently Open

Legal Notice

The Sandlapper Chapter Newsletter is the publication of the BMW Car Club of America and is mailed to all The Sandlapper Chapter Newsletter is the publication of the BMW Car Club of America and is mailed to all members in good standing. All of the contents of this newsletter are reprinted under license to the club and their rightful owners. All information herein is provided by and for BMW CCA members and BMW enthusiasts. The club is not associated with the importer or any agent of the factory. Suggestions, ideas and opinions expressed in this newsletter are those of the authors, and no authentication is implied by the editors or publishers. The club assumes no liability for any of the information contained herein.

Note: Modifications to vehicles within the warranty period may void the warranty.

www.sandlapperbmw.org



Facebook Discussion Group
<https://www.facebook.com/groups/SandlapperBMW/>

General Facebook Page
<https://www.facebook.com/sandlapperbmw>



[@SandlapperCCA](https://twitter.com/SandlapperCCA)

Monthly Meetings:

Upstate: 3rd Monday of each month
[Quaker Steak & Lube, Greenville, SC](#)

Lowcountry: 2nd Thursday of each month
[West Ashley Crab Shack, Charleston, SC](#)

Midlands: 1st Tuesday of each month
[Grecian Gardens, West Columbia, SC](#)

Piedmont: 2nd Thursday of each month
[Six Pence Pub, Baxter Village, Fort Mill, SC](#)

Sandlapper Chapter BMW CCA

PO Box 26418
Greenville, SC 29616