

The Roadster

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

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BMW Car Club
of America
Sandlapper



2016 Quarter 3



President's Corner

By Tim Dennison

A Big Thanks to All the Street Survival Volunteers

For the first time ever, the Sandlapper chapter held four...that's right, four Tire Rack Street Survival schools in 2016. I want to give a shout out to all of you who volunteered at any of these schools. Without you, we could not hold these events! Of course, I have to give special recognition to Brett Baker and David Gilbertson. As far as I'm concerned, these two are heroes. Brett and David are the reason these events run so smoothly. Working behind the scenes, you don't see the massive efforts these two put in to create a successful and enjoyable experience for the young folks who benefit.

If you've ever thought about helping out, please do. The satisfaction that you get from teaching these teens how to handle their cars in emergency situations is without measure. You very well might save a life by volunteering. The funny thing is, when you see these young folks at the very early part of the morning, you can tell they aren't used to waking up early, and were likely coerced into attending by their parents. By the end of the afternoon, you can't wipe the smiles off their faces. It's an amazing experience.

As if the satisfaction of helping is not enough, when you volunteer at a Tire Rack Street Survival school, your name goes into a drawing for some pretty great prizes. I had no idea that was the case until I received a gift card this year for \$500 in Snap-On Tools. I asked Bill Wade, National Program Director, what the story was about the gift card. He said that there was a donor to the BMW CCA Foundation who wanted to reward those who gave their time and effort to supporting the students. Each time you volunteer, your name goes into a drawing. There are many prizes that are drawn every year, and the top prize is an M-School!!! Like I said before, the satisfaction is way more motivation for volunteering. The reward program is just icing on the cake.

For more info on the program, check out the website at streetsurvival.org.



Two New Faces

I want to welcome two new members that have taken an active role in the Chapter.

Wally Higginbotham is our newly appointed Regional VP in the Hilton Head area. Wally helped grow the membership of the Porsche Club while he was an active member, and has his sights set on growing the membership of the HHI Sandlapper region now that he's a BMW CCA member.

As an employee of Hilton Head BMW, Wally is in a perfect position to connect with Sandlapper members and act a liaison between the dealership and the membership. If you stop in to Hilton Head BMW, introduce yourself and say "Hi" to Wally.

Neil Baer is the Upstate Events Coordinator. Neil hails from from Texas, and was the Events Coordinator of the Houston chapter of the BMW CCA. Neil was born a "car guy" and it's in his DNA. He was bitten by the BMW bug when he took European delivery on a 2005 330Ci. He drove it through Germany, Austria and France; then took it over to England on the ferry landing at Dover. He also took European delivery on his 2011 535i. His favorite part? Driving through the Black Forest, dining on sausages all the way. About eight years ago, Neil's wife surprised him with a BMW Performance Driving School. After spending some time in the upstate area, they decided it would be a great place to retire, and the rest is history. If you have any ideas for tours, drives, meet-ups... whatever... contact Neil, and he will help you arrange an event.

Thanks to both Wally and Neil for stepping up and lending a hand to the chapter.

Election Season is Here

Wait...What ??? I suppose you thought the election season was over. Guess what...it's time for Sandlapper Chapter Elections. The offices of President and Secretary are up for grabs. If you would like to serve in the leadership of the chapter, we are looking for candidates for both of these positions. Please drop an email to me if you would like to add your name to the list of candidates. Look for an email with more details in the near future as well.

Editor's Column

By Brook Harmon

Here's thanks to our contributors this issue (besides Tim Dennison and myself here); Nikki Weed, Michael Mitchell, and Tom Lappin. Without member contributions, this newsletter doesn't exist.

If you find yourself in the midst of something concerning driving and BMWs that makes you go, "Whoa", then it is probably something that other chapter members would relate to and enjoy also. Send it to me! It doesn't have to be perfect, as it certainly isn't once it leafes my "editor's" desk either. No worries. It you want to review it before it is published, just let me know.

I've been rolling strong in my truck for the past several weeks, covering about 700 miles per day. I get to see the good driving, the bad driving, and yes, sometimes the ugly driving. The bad and the ugly seem to be winning, with just another example described in Nikki's story that really makes you stop and think. I'll put in my two cents next newsletter.

For me, Tom's article embodies everything that is great about owning a BMW. Yeah, some might argue that a car is just a hunk of metal and plastic (and CF?), but for BMW owners, the same trusted companion that adventures with you is just at home on a racetrack, or hauling the family and cargo. Thanks for taking us along for the ride, Tom. It is a great reminder that the cars need us to use them to truly be enjoyed. So, I urge you. . . .

Enjoy the drive. Wherever it takes you.

Visit the Foundation

By Michael Mitchell

Maybe it has been a while since you have visited or maybe you have never been here. We are open Monday – Friday, 9:00am – 5:00pm. Come by and check out the cool cars and motorcycles we have on display. Some of the cars only stay for a short period of time, so our displays are constantly rotating. Currently, we have a 1938 328 Roadster along with a Sbarro 328 clone. At the time of writing this article, we have 19 cars and 3 motorcycles here. Many of these are on loan from your fellow Sandlapper members.

Be sure to call ahead to verify we are open 864.329.1919. With a staff of three, sometimes we are closed if we are all at meetings or events. If you are planning to bring a big group, please set up an appointment ahead of time in case we need to bring in some volunteer help.

Volunteers Needed

The BMW CCA Foundation has an ongoing need for volunteers. We are looking for car or motorcycle enthusiasts to help with various projects around our museum. We are typically open Monday – Friday, 9:00am to 5:00pm. Please contact Michael Mitchell at michael.mitchell@bmwccafoundation.org or 864.329.1919.



Flying White Blobs

By Nikki Weed

Put yourself in my shoes -- cruising down 85 after a pleasant lunch and all of a sudden you hear tires squeal, a distinctive crunch, and an eerie silence. You look up into your rearview mirror and see a white object flying through the air, not but maybe two feet from your bumper. This car was airborne - not just a little bit, a lot. At first, you can't understand what is going on. You keep one eye on the rearview, one on the road, and see semis parting the three-lane interstate and chaos ensuing. You continue on your way at a comfortable 63 miles an hour and start thinking about what just happened, or at least trying to figure out what happened.

I know what you're thinking, "oh geeze, another article about the evils of distracted driving." Negative; this is totally different. It's all about how you drive and what you drive. We're all enthusiasts - some of us with modern, fancy safety equipment, and some of us with primitive, classic tastes for things like 2002s and E9s. We feel great behind the wheel, no matter what we drive, but think twice before you cruise out in your classic. There's a pretty good chance that with a strong blow, you'll be in a world of hurt, and nobody wants that.

"Nearly 90 percent of deaths occurred in vehicles manufactured before 1998." -- The National Highway Traffic Safety Commission

About two years ago, I crashed my E24 -- hard. I was lucky enough to escape with just some bruises, but what hurt more was the fact that I crunched the car. It could have been much, much worse. Not but a few months later I crashed my E82; worse than the E24 in lots of ways, but escaped with no bruises, just a knock on the head. Interesting thing about both crashes; no airbags deployed. Sideswiping a guardrail on the opposing side of the road going almost 60 miles an hour didn't deploy the airbag in the E82, which was a good thing. I was able to drive it home where it was laid to rest the next day with the insurance adjuster saying it was totaled...and it was. Both of those cars saved my life.

We get so used to having so much safety technology wrapped around us at all times in our modern cars, we have to remember that when we hop into our cars without that technology, we're sitting ducks. The scene I witnessed earlier could have been anyone at any time, and that white blob could have been any one of us. To complex this modern vs old entire article, here's a bit more from The National Highway Traffic Safety Commission...

"Approximately 68 percent of people killed by frontal airbags were passengers."

"More than 90 percent of these fatalities were children and infants, most of whom were unbelted or in rear-facing child safety seats that placed their heads close to the deploying airbag."

Ninety percent -- that's 90 PERCENT. All of which could have been avoided by knowing how and why you, as a driver need to be responsible for your passengers as well. I'll raise my hand and admit, when I get in vehicles without the notable chime noise to indicate you aren't strapped in, I typically don't strap in. Also, when I'm driving the E24 (which was resurrected after his unfortunate off road adventure), I rarely, if ever, check to see if my passenger is strapped in. My modern car tells me when they're not, and it's about as annoying as a gnat trying to get in your ear, which makes me vocalize to my passenger to put their darn seat belt on. I'm not sure whether or not the white blob had a passenger, but let's hope they were strapped in.

Which brings up another wormhole of new technology vs old -- how exactly do you strap a child safely in a car? Perhaps we've already had our kids and they're grown, or perhaps you're young and driving an E30 and have a kid. It doesn't really matter, you can be part of reducing that 90 percent statistic. Think of your grandkids, your friends, your extended family -- how many times have you seen a car seat in the front seat? As a baby, I'm not sure where my mom put me, but chances are it was in the front seat (she had a Trans-Am and it was a pain-in-the-butt to get into the back seat area). I remember as a little kid, I used to think it was super fun to ride on the "hump" of the back seat -- that awkward area between the two buckets that had no safety straps whatsoever. Of course, that was a 1984 Trans Am, and there weren't any child seat advisory boards or anything like that. I'm lucky I survived.

"The safest place for your child's car seat is the back seat, away from active air bags. If the car seat is placed in the front seat and the air bag inflates, it could hit the back of a rear-facing car seat — right where your child's head is — and cause a serious or fatal injury. A child who rides in a forward-facing car seat could also be harmed by an air bag." -- The Mayo Clinic

You could be traveling along and be rear-ended, or have other mayhem pay a visit, just like the incident today. You didn't do anything wrong, but you just happened to be in the wrong place at the wrong time. Are your loved ones strapped in properly? You may have airbags, but they could be just as dangerous as not having them. In 1966, Congress passed an act to mandate automakers to put seat belts in their cars, however only 25% of folks used them. Seat belt usage was estimated to be around 89% in 2015. Even with 50 years of advancement in automotive safety, the most fail safe thing to do is buckle up.

It is the law, you know.

Zentrum Re-opening

Story and Photos by Michael Mitchell

The Zentrum had a “Grand Reopening” ceremony on October 13, 2013. It opened officially to the public on the following Monday. If you visited the Zentrum before, you will find it is now more of a new car showroom than a museum. The updates are well done. It is brighter inside and more open than it had been before. The gift store and café have moved to a different part of the building. BMW has also added an art gallery to showcase work done by students from an Atlanta art college.

The real show piece at the Zentrum that you really should see is the newly restored 507 that was once owned by Elvis Presley. Yes, you may be asking “Wasn’t the King of Rock and Roll a Cadillac fan and owner?”. Yes, he was. However, when he was stationed in Germany during his Army tour,



he did buy and drive a BMW 507. The car had been owned by BMW and raced by Hans Stuck Sr in various hill climbs. BMW sold this car to Elvis.

It started out as a white car, but many of Elvis’s fans kept kissing his car with their red lipstick. Elvis then had the car repainted red so he wouldn’t have to clean it as much. You can read about the history of the car in Bimmer Magazine #83, June 2009. After Elvis returned to the states, it is unclear if Elvis brought the car over or not. It did turn up in the states, eventually in Alabama. The owner at that time decided to swap the BMW engine for a Chevy V8. Later the car ended up in California where it stayed in a barn for around 40 years parked next to another 507.

After it was discovered in the barn, both 507s went back to Germany where BMW Classic restored both cars. Elvis’s car was returned to white and now has a proper BMW engine. The car made its debut in Monterey, CA in August during the Monterey Festorics and BMW’s 100 Year Celebration.

Not sure how long Elvis’s 507 will stay at the Zentrum before going onto other museums around the country. Be sure to check out the new Zentrum and this beautiful 507.



Travel Log – O’fest 2016

Story and Photos by Tom Lappin

It was time again for a pilgrimage to Monterey for Octoberfest 2016. Second time for me. We have always combined a cross country drive with visits to National Parks and did so this time. Here we go.

Preparation: My E92 M3 is totally stock; always believed the car is faster “as is” than the driver. Preparation for the drive and the Laguna Seca track day consisted of new brake rotors and pads, new SS brake lines, and Motul 600 fluid. Also a new set of Michelin Pilot Super Sports. This, and tech inspection performed by our friends at Century BMW. For my part, a good wax job and detailing. The drive out was to be solo, but the return trip was 4 plus luggage. I told everyone to pack light, but at the last minute, I decided to add a roof rack and cargo pod. I must say I am impressed with the BMW rack system; 4 screws and it’s on/off. Took me 5 minutes at the track.

Route West: I mainly took I-40 to Amarillo, TX and then went “that a way” on back roads heading to a day stop in Durango, CO. Along the way through southern CO, I hit the Great Sand Dunes NP. Interesting place, but as far as dunes go, I much prefer White Sands in NM. Note; the best deal I have ever found is the Senior Pass for the National Parks. If you are at least 62, you can buy a pass for \$10 and its good for life. It gets you into all National Parks for FREE.



I’m a fan of steam railroads and the narrow gauge train from Durango to Silverton, CO has long been on my list. The rails follow the Animas River north to the old mining town of Silverton. Probably 2/3 of the trip is through wilderness and fantastic country. It’s about a three hour train ride each way. Had a great time and it was a good break from driving.

Wandering westward, I stopped at Mesa Verde NP and Canyons of the Ancients, then on to southern Utah. There was one stretch of road where I drove about 45 minutes and never saw another car. I did have to slow for cattle along the road; it’s open range country. In Utah, I also drove through Grand Staircase Escalante, Bryce Canyon, and Zion NP; one of the most beautiful parks in the US. There was some spirited driving, but often I was sightseeing the amazing west. If I stopped at every interesting view, I might as well have walked!

The part of the trip that truly stunk was between Las Vegas and Hwy 101 in CA. I had thought of taking back roads through Death Valley, etc, but ran low on time to reach Monterey by late Thursday. Just no good way I know of to cross central CA.



Travel Log – O’fest 2016 (cont.)

Fun drives and beautiful country resumed near Paso Robles and up the coast on the PCH to Monterey. Lots of smoke and CalFire trucks due to fires in the Big Sur area. I stopped to watch a fire fighting helicopter hover over a water tank in a field near San Simeon and refill. Very interesting operation. Views of the Pacific were a little hard to find that day; heavy fog. It usually started to burn off about midday.

Monterey: I’m sure everyone has read Rounding on Festorics and O’fest events. A few personal notes:

I had volunteered to work the early shift at Festorics. In hindsight, I’m not sure why I did that. Being at the track at 6:30am is **really early**. It is also seriously foggy at that hour. Friday morning, I could not see more than 10 feet in front of the car. For all I know, I did a lap of Laguna Seca before I found where to park.

Festorics / Rolex Motorsports Reunion is a fantastic event. Beautiful cars driven on the track, not a static display. Engine sounds like you do not hear anymore! Of course no track event is complete without a Hot Lap with Mike Renner, always a thrill! I think I picked up enough track tips to better his time on my track day (in my dreams at least). Sandlapper was well represented by Scott Hughes. He had several cars there and drove the #07 Valvoline car.

I love the Monterey Peninsula. When I win the Lottery, that’s where I’m moving. The weather, the Pacific coast; I love it all. Certainly need lottery type money to live there at the same standard as Greenville.

O’fest – I enjoyed O’fest. I must say National does a great job organizing and carrying out these programs. Our own Johnny Valencia led the Michelin tech presentation and tire evaluation drives at the track. I did a track day at Laguna Seca, had a blast, finished in same condition I started, and as I said, am sure I beat Renner’s time.



After O’fest: I headed to SFO and met up with my wife Maria, son, daughter, and daughter’s boyfriend; all arriving from different parts of the country. It was a miracle they all arrived within 1 ½ hrs. From there, we traveled to Yosemite for four days, and then Kings Canyon / Sequoia NPs. Really enjoyed hiking around Yosemite Valley, beautiful area. However, you can tell the area is being stressed with the drought CA has experienced for several years now. One night we went to Glacier Peak where amateur astronomers had set up telescopes for visitors to view stars, planets, and the heavens. Amazing views from the super dark of the park.

It’s hard to comprehend how immense the trees in Sequoia NP are; and old. They have been there for thousands of years. All worth a trip to see.

Got to watch your speed in the parks, but there are some great roads in the Sierra Nevada mountains.

Eastward: The drive back east was a full house; 4 adults and luggage in the M3. It was pretty much an I-10 route back. We did stop in El Paso for dinner with Maria’s family, and another stop in New Orleans dropping off Marisa’s boyfriend. Had a wonderful night in New Orleans, stayed in the French Quarter and found a great restaurant, Little Gem Saloon, with amazing traditional New Orleans Jazz. Keep it in mind for O’fest 17 to be held in NOLA.

And home again, safely back in SC. Loved the trip. Love to be back home.

The End.

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.

July

Kevin Fox - Simpsonville, SC
 Joyce Adams - Pisgah Forest, NC
 Dr. James McDonagh - Charleston, SC
 Amal Valcin-Brown - Ladson, SC
 Kent Hannibal - Aiken, SC
 Lois Hoyt-Berry - Hilton Head Island, SC
 Jennie Culkin - Hilton Head Island, SC
 Wallace Higginbotham - Bluffton, SC
 Carla Higginbotham - Bluffton, SC
 Rachel Huber - Lake Wylie, SC
 Sarah Robinson - Piedmont, SC
 Anthony Cinquemani - Simpsonville, SC
 Terree Korpita - Chapin, SC
 Mark Cothran - Greenville, SC

August

Cedric Black - Spartanburg, SC
 Jeff Phillips - Columbia, SC
 Greg Collett - Hilton Head Island, SC
 Jodah Mullinax - Greenville, SC
 Irwin Block - Greenville, SC
 Lee Rowley - Lake Wylie, SC
 Paresh Patel - Simpsonville, SC
 Greg Ludt - Greenville, SC
 Michael Davidson - Greenville, SC
 Jeremy Anspach - Mt Pleasant, SC
 Eric Patterson - Clemson, SC
 Quin Rickel - Rock Hill, SC
 Cheryl Pettis - Boiling Springs, SC
 Robert Pettis - Boiling Springs, SC
 Chris Dobbins - Pendleton, SC
 MATTHEW WARRICK - Gilbert, SC
 Mark Miller - Boiling Springs, SC
 Robert Claude - Seneca, SC
 David Dubiel - Greenville, SC
 Buena Henderson - Fort Mill, SC

September

Antwan Smalls - Summerville, SC
 Martin Hawkes - Myrtle Beach, SC
 Kimberly Balogh - Greenville, SC
 Barry Downing - Lexington, SC
 Diana Noriega - Columbia, SC
 Travis Nash - Mount Pleasant, SC

Jack Cutler - Lancaster, SC
 Guowei Sun - Myrtle Beach, SC
 Sean Kirby - Greer, SC
 Rian Simpson - Simpsonville, SC
 Abby Swiney - Greer, SC
 Molly Young - Greer, SC
 Royce Carroll - Piedmont, SC
 Sasha Cowart - Anderson, SC
 Samuel Cumby - Greenville, SC
 Hannah Deese - Greer, SC
 Sophia Finnell - Greenville, SC
 Tyler Edney - Simpsonville, SC
 Sophia Garrett - Simpsonville, SC
 Tom Goodall - Greenville, SC
 Whit Harper - Spartanburg, SC
 Heaven Hughes - Greenville, SC
 Kaitlyn Madden - Columbia, SC
 Jonathan Nipert - Simpsonville, SC
 Amanda Ott - West Columbia, SC
 Logan Parnell - Easley, SC
 Serena Rodgers - Duncan, SC
 Tyler Scholl - Piedmont, SC
 Joshua Shields - Simpsonville, SC
 Elizabeth Sparks - Greenville, SC
 Aksel Wagner - Inman, SC
 Luke West - Easley, SC
 Matthew Wilson - Simpsonville, SC

Anniversaries

Congrats to All !!!

25 Years

Paul Ianni - Travelers Rst, SC

20 Years

Bob Bryan - Mc Cormick, SC
 Bill Munsell - Tryon, NC
 David Coll - Harrisburg, NC
 Scott Schuett - Simpsonville, SC
 Kurt Hesselink - Aiken, SC
 Peter Sibley - Mount Pleasant, SC
 Scott Allen - Florence, SC

15 Years

Marie Gilbertson - Chapin, SC
 Ed Van Schaick - Lyman, SC
 John Corbishley - Mount Pleasant, SC
 Peter Mathern - Greenville, SC
 Theresa Fleischhacker - Alpharetta, GA

10 Years

Tony Cali - Westminster, SC
 Jay Bass - Greenville, SC
 Paul Kennedy - Charleston, SC
 Victor Hirth - Lexington, SC
 Phil Love - Columbia, SC
 Nicholas Sipe - Columbia, SC
 Phyllis Timmons - Fort Mill, SC

5 Years

Lindsey Branston - Greer, SC
 Bruce Burns - Fletcher, NC
 Bradley Davis - Summerville, SC
 Tyler Harrell - Hartsville, SC
 Robert Gard - Bluffton, SC
 Barry Hird - Spartanburg, SC
 Ron Donovan - Aiken, SC
 Stewart Cooke - Lexington, SC
 Jana Delli-Gatti - Charleston, SC
 Paul Astler - Fort Mill, SC
 Melody Astler - Fort Mill, SC
 Tony Vaccaro - Summerville, SC
 Cheryl Bevirt - North Augusta, SC
 Brad Boyer - Greer, SC
 E. Ryan Cheek - Black Mountain, NC
 Kyle Quattromani - Black Mountain, NC
 Hubert Cook - Simpsonville, SC

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The Sandlapper Chapter Newsletter is the publication of the BMW Car Club of America and is emailed to all Sandlapper Chapter members in good standing.

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

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www.sandlapperbmw.org



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<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
[Gervais & Vine, Columbia, SC](#)

Piedmont: 2nd Thursday of each month
[Fish Market, Baxter Village, Fort Mill, SC](#)

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