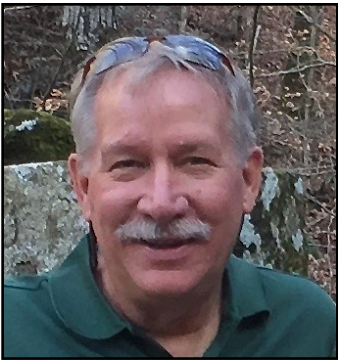


THE ROADSTER

The Official Newsletter of the Sandlapper Chapter of the
BMW Car Club of America





Another one bites the dust. To me it seems like we just made it through the Millennium and suddenly it will be 2019 by the time you read this.

So, how did we do last year? Well, not too bad. We accomplished several things, but didn't get everything done I had intended. Let's take a look:

Highlights:

- We, through the Foundation, conducted three Street Survival courses. That's approximately 75 kids on the road that are well trained, safer drivers on the same roads as YOU. If you have not been, I encourage you to get involved in this program. Our limitation on training more kids is the number of Driving Coaches we have. More Coaches, more kids trained. Thanks to Brett Baker for managing this program for us.
- Drives – I believe we had four organized drives this year; a wine drive from Charleston to Hot Springs (the Vintage), Fall Mountain drive from Charleston up into the NC mountains, a trip to the NC Air Museum, and a drive in the Columbia area. Thanks to John Howard, Larry Gilbertson, and Neil Baer for organizing these.
- Tech Session – we got one in to Fairway Autobody. I found a new appreciation for what is involved in repairing a new body. It's not just the sheet metal, today it's also the electronics!
- Sandlapper Points – Neil Baer has set up a rewards system for participation. Top award is a set of tires. Not too bad for coming to meetings and participating in a few events. I'm thinking of stepping down as President so I can take advantage of this. The M3 needs some of those new Michelin sticky tires.
- We put on 3 drifting/car control events at the ½ mile wet skid pad down at the Michelin Laurens proving Grounds.
- HPDE – For the first time since I've been involved, the Sandlapper Chapter has put on a High Performance Driving Education event at CMP. Many thanks to Jack Sugameli for prodding us to do it and then making it happen. It turned out to be a great event and we received very positive responses from all participants. So, we will do it again in the Fall of 2019. I encourage everyone to participate as a driver, volunteer, or spectator.
- Using your money. Financially, the club is in good shape. In fact, we have accumulated too much money. We are not an investment bank, and thus are spending money on the members such as paying for yearly club holiday parties, surprise buying of dinner at random meetings, a new timing system for autocrosses, and admission of members to Foundation exhibits. So, if you want more than a monthly magazine for your yearly dues, participate.

Lowlights:

- Autocross – we had intended to start a statewide autocross series. Didn't happen. The principle issue is securing locations. If you have any ideas on a location for an autocross in your area, let me or your Regional VP know.
- Drives – I'd like to organize fun drives that are suitable for all members and their families. If you know of a great route for a drive let us know. John Howard had my favorite idea, an Ice Cream drive. Need to make that one happen. Since there is a growing number of X vehicle owners, I'd be interested in anything to involve them.
- While the Participation Points program is a great start, I'd like more involvement by members in the club, younger members to be specific. Too many grey hairs at meetings, as officers, organizing events. Not that I am opposed to grey hairs, I am one, but if we expect the club to grow we need the participation and ideas of the next generation. I'm open to suggestions on how to accomplish this.

My proverbial door is always open. If you have ideas or comments, let me know. If you are in the upstate talk to me at a meeting, event, or I'll meet you for lunch or a drink.

Tom Lappin

Sandlapper Motorsports

By Jack Sugameli



Well, 2018 was a really good year for Sandlapper Motorsports events. We hosted our first HPDE weekend and club race in many years, and the turn out and responses were fantastic. We've reviewed all feedback, and will make some small adjustments to next year's event to make it even better. So mark your calendars, we will be heading to Carolina Motorsports Park October 25-27, 2019. We feel pretty confident next year's event will sell out quickly, so keep an eye open for registration announcements.

By the time this goes to press, we should have held our Autocross event at the Performance Center. As of this writing in early December, we are on a waiting list. We have quite a few new members (those that joined us during the HPDE), and we're sure everyone will have a great time. This year we drafted some of our track instructors to come and help out those who want to get quicker around the track.

Speaking of Autocrosses. We have the equipment, we have the interest, the only thing missing are venues to hold an Autocross series around the state. Really what we need are a few people who would like to join the Motorsports Committee, and help manage putting the Autocrosses (and other events) on. I ask any of you that would like to serve on the Motorsports Committee to email me at motorsports@sandlapperbmw.org and let me know you are interested. This includes any of you that have in the past. We will start a fresh contact list for 2019.

What will you be asked to do? Well, first of all be available for conference calls. That's the way we can hold meetings, generally a weeknight after dinner. Then, be prepared to volunteer to take on a task (or tasks). There are tons of things that need to be done, think of how you might enjoy helping, and speak up.

Some areas we could definitely use help with:

- Fundraising, people from each region to approach local Dealerships, Indy Shops, and related businesses with our sponsorship letter. There are different levels of sponsorship, and we are very weak in this area.
- Logistics for the Autocross series. We need to locate 3 or 4 places where we can run an autocross. So being familiar with this type of event and what we need is helpful to know or learn.
- A touring drive coordinator - to organize and help run mountain drives, the run to the Vintage, vineyard runs, and coastal drives. We want to be able to include groups from around the state, so organizing meet ups would be good.
- And of course, there are many other things we can do. Let us know what you can help us with.

Next Newsletter - Review of the National Driving Events Committee Meeting in Dallas.

BimmerWorld's Monumental Bergsteiger E36 Project

Story & Photos by James Clay

I don't usually need to justify or find an excuse for our Virginia-based BMW tuning company BimmerWorld to build a project car, but it certainly makes better business sense when we use the build to push boundaries or further develop parts or platforms for a market we can then sell to. Money doesn't grow on trees here either, so that's my standard (and responsible) approach to projects. I quit "work" and started BimmerWorld over 20 years ago so I could build my E30 M3 racecar, which sadly I sold not long after to fund the needs of a growing business. So maybe it's time to revisit "building one for me".

In 2017, our friends at OPTIMA Batteries were working to launch their new direct-fit H6 DIN-sized battery for the BMW (and Euro-fit) market, and were looking for iconic events with extreme conditions as a proving ground for the new battery. So in June of that year, I hauled the new battery from the 9,300' starting line to the 14,112' summit of Pikes Peak in an E92 M3 project that we hijacked for the occasion. We finished 6th of 22 cars in the largest class in the field, but it was clear that we needed to make our own atmosphere with forced induction to be competitive. And I was determined to return with the right tool for the job to give it another go.

This Bergsteiger (German for mountain climber) E36 build started as a clean sheet of paper with all the best practices – lightweight, big tires, big power, big aero, and market-relevant. I love the E36 chassis, which was the first chassis that our BimmerWorld company pushed to develop, and I think it's iconic for BMW enthusiasts which helps justify the build expense. We have access to the period PTG carbon bodywork, so the car would look the part. Just stuff in a more modern inline-6 with a big turbo and we're off!

But then things went off the rails. Our race engineer is a previous prototype builder and our downforce goals went from a few hundred pounds to a few thousand with full tunnels. And with a hectic track schedule (and growing build list), we had to scrub our 2018 plans and focus on a 2019 run, which was just the foothold needed for scope creep. My street car at the time was an F06 M6 Gran Coupe that put about 700Hp to the ground in tuned form, which firmly planted the roots of an idea that were as invasive to our project as kudzu in the South.

Suddenly the modest N54 turbo engine (from an E9X 335i) was replaced with BMW's S63tu twin-turbo V8. As we worked on some of the packaging difficulties involved with shoving this motor between the framerails of a 90's 3 Series where such things were never intended, it became easier to chop off the front of the car and reconfigure the front. Oh, and BMW Motorsport has a P63 version of this engine with a dry sump already sorted out which saves some work. And the M6 GTLM race machines that use the P63 also use a transaxle, which puts the lump and weight of the transmission at the back of the car for packaging and weight balance, so we'll do that. And without all that E36 sheetmetal suddenly we can adopt aero elements from a modern DTM car.

We are mid-build on this project that has spiraled out of control, in the most awesome way possible. I'm not at the end of my career in the BMW world, but I'll be amazed if I ever build another car at the level this one is turning into. I'm sure the build will continue to develop as we work to wrap it up, but I'm confident the result will be the most ridiculous E36 ever built, and I can't wait!

Follow build progress on the BimmerWorld Facebook page, or the build page at <https://www.bimmerworld.com/E36-Hillclimb-Car/>



2017 BimmerWorld Pikes Peak E92 M3 with the new E36 contender lurking.



Carbon bodywork hung on our E36 donor car.



P63 V8 engine test fit - lots of work to go!

A Novice Driver's Experience: Sandlapper HPDE at CMP Fall 2018

Story & Photos by Mike Radecki



I had the pleasure of attending the first HPDE that the Sandlapper chapter held in recent memory on the weekend of October 25, 26 and 27. Just a quick note of introduction as this is my first article for the newsletter. I'm the current secretary on the BMW Sandlapper board, and have been an active member since 2008. This is my second HPDE, with my first being Road Atlanta in 2015. So I was a little rusty when it came to a full high speed track experience, but I did attend several medium speed auto crosses at the BMW Performance Center in the interim. My daily driver is a 2004 330i (2nd owner) that is stock, except for a short throw shifter and non-stock bushings in the front. In my day job, I'm a financial advisor for Edward Jones.

Now to the weekend. I worked a full day on the Friday, so I did not show up at the track until Saturday morning and I missed registration. But on

Friday the Club Racers had the privilege of recon laps, and the instructors had some time on track as well from what I understand. It was also very wet that day. I rolled up to the track pre-dawn that cold Saturday, registered, got my run group, attended the drivers meeting, and met my instructor. He was a doctor out of Asheville NC, a nice and professional gentleman. For the purposes of this article I will refer to him simply as Doc.

The first event of the morning was class, and that is a good thing. I drew run group D because I'm a novice, and we had class first. In case someone reading this article does not know, HPDE stands for High Performance Drivers Education. So in class you discuss the line, apex early and late, track etiquette, vehicle dynamics, and braking. All very important topics for a weekend such as this. So after about an hour, there was a small window of time for some last minute car and driver prep. After exiting the men's room, I walk to my car and Doc is in the passenger seat ready to go. I'm told I'm late (way to go Mike, great way to make a second impression... so I'm THAT guy). I strap in, hustle over to pit road, and Doc says we have a hot track so we are going to need to be careful entering. So I'm flagged on, and Doc says go. I went harder than Doc expected at first. Turns 1 through 7 go by pretty quick, not pretty, but quick, and I'm flooring it towards turn 8 which is a must make right hander. At that point, Doc becomes concerned and I'm advised to slow down some as he needs time to get used to me. Ok, fair point, and I comply. 9, 10 the kink, 11, 12, 13 and a slow 14 puts me back on the front stretch and that is the first lap. I think that I maybe got three more laps in the first 20 minute session that I was 10 minutes late for (grrr), and we are done. Then we pull in the paddock for a debrief. Come to find out that Doc was ok with everything and felt safe most of the time. He gave me a few pointers, the big one being throttle through the kink. Regarding the kink, that is the most notorious turn on the track. It is in the highest speed section of the track, and it has a bit of a bump or dip in it. So if you miss, or upset the car, you could be going for a spin. So you need to brake early, set your aim, and throttle through. Wave to the corner workers because after your session is another one. "No wave, No Save." And we made arrangements to meet before the next session.

Now I'm not going to go through the next 5 sessions on Saturday, or the 6 on Sunday in that level of detail, but I'm going to hit a few high -points. Later that Saturday I was driving and approaching turn 8, on a reasonably high speed section of the track, and a car spun out in front of me in the turn. Well that was some HEAVY braking on my part, but the other guy backed in just after the apex and didn't hit anything. We made it through fine. I did find myself half throttle through the kink several times that AM, not unsafe, but Doc wanted more for some vehicle dynamic reasons and I did try to deliver. I did get better. I found myself enjoying turns 5, 6, 7, and 11 through 14, and my car did a good job of holding its own through the technical parts of the track. Most of the other folks even in D had higher horsepower cars and they would leave me on the straights, but I was OK with that. Just point by, and let them go. Oh yeah, in an HPDE passing is done by a point by, as in you stick your hand out of the car and point to the side that you want them to go. In the case of CMP it is the right side. The driving is great and it is a great escape from your daily life, as you are focused on one thing - and that is driving.

There is down time from driving, and if you are not in class or doing a little car prep for your next session you get to know the fellow drivers. I met some really nice folks from Charleston as well as the Rock Hill area, good conversations with all. We also had club races this weekend. It was fun to watch those guys and gals run, maybe this is something to aspire to. If your instructor is open to it, he might be willing to let you ride shotgun on his laps. That is a learning experience in a track prepped Corvette. The food was good, there is a snack bar run by a local high school with reasonable prices and the burger and breakfast sandwiches were quite good. We also had a dinner that Saturday night for all participants, racers, instructors and HPDE drivers. The pulled pork was good as well.

In closing, the class room sessions were great and it was a well run and SAFE event. My car and I came back in one piece. Thanks to all of the volunteers, and to Jack Sugameli who did the lion's share of the work putting this on. Thanks to the club racers for attending and taking the time to be sociable to a late 40 year old novice. I know that I had fun that weekend, and I'll be back. One final point, always throttle through the kink.

M2 Comp at the Michelin Proving Grounds

Story & Photo by Chuck Branscomb

I signed up for another Sandlapper chapter event on the skid pad at the Michelin Proving Grounds in Lauren, SC with the plan to take my E90 M3 again. With our M2 Competition showing up early, I took it instead to see how it compares to the M3. With over 40 years of autocross and track experience behind me, these wet track events at Michelin have been some of the most fun I've ever had in a car. Their wet handling course is amazing and a fantastic learning opportunity, and the humongous skidpad is, well, simply insane. As usual, the Sandlapper chapter put on an amazing event thanks to Tom Lappin and Mike Renner. The skidpad at Michelin is 1/2 mile in circumference. Let that sink in for a bit. It's smooth concrete, uniformly wetted that is over 800' in diameter, a 1/2 mile around.

Mike Renner does a fantastic job coaching people and running the event, and you can see how much he enjoys everyone learning so much in relatively little time. The car control skills learned on the skidpad filter through to every aspect of high performance driving in addition to making one a far safer driver on the street.

The event is divided up into two half-days, and your time slot is 4 hours long. Most of us were worn out by the 3rd hour. The skidpad is so large that 3 cars on course at once is easily managed by Mike directing everyone via walkie-talkies.

I specifically focused on both ultimate wet cornering at/near the limits of the tires and also on drifting which everyone enjoyed. These are two diametrically opposed objectives, but whichever path you choose for a session, focusing on the communication you are receiving through the steering wheel and your butt in the seat while practicing look-ahead/think-ahead skills - all the while managing fine muscle motor control with the steering wheel and throttle - makes for a fun-filled and learning-filled session each time out. The M2 Competition's retuned electric power steering was far better than I anticipated with excellent build up of steering wheel torque versus cornering load, and it also gives good feedback as the front tires approach and go over the limits of adhesion. The S55 engine is more like a meat cleaver compared to the scalpel-like precision of the S65 in the M3, so that required a good bit of adaptation, but there was no better event to take this car to right off the bat than this one!



Devil's Whip Drive with Tarheel Chapter

Story & Photos by Paula Watt

After spending a weekend cooped-up in the house battenning down the hatches in anticipation of Hurricane Florence, it was time to drop the top on my F33 and head to the mountains. With a hint of Fall in the air and sun shining brightly, we set out early on Saturday morning to meet up with our Tarheel Chapter BMW and Mini brethren at a truck stop on I-40 near Marion, NC. Our small caravan from Fort Mill included my husband, Paul, in his new-to-him E93 and my son Riley with his souped-up Acura ILX 6-speed manual. Since Riley was an old pro at this event (having run it once before) he was well prepared with two radios for every car in our party – one radio for the group channel and another radio tuned to a channel for our party's chatter. I thought it seemed a little bit of overkill but they proved their value later in the day.

At 11 am, the larger group of about 15 cars headed out to find the start of The Diamondback on NC226A. The start was a bit rough – running from memory can sometimes be a little challenging – but after a 6-point-turnaround in a driveway, we were off! The Diamondback is a series of pulse-racing curves with elevation changes and few homes or driveways. The view is amazing too, at least from what I've heard. I was too busy watching the road to sightsee. Our first leg of the run took us through an area aptly named Little Switzerland. We stopped in the quaint town of Spruce Pine for a light lunch. DT's Blue Ridge Java Coffee Shop and Café offered amazing sandwich and drink selections including pimento cheese sandwiches and an extensive selection of Italian sodas.

After fueling our bodies, we jumped back into our cars to hit the second leg of our trip which was planned to run us through another hair-raising route to Bakersville. Our lead car missed the turn and through a series of unfortunate events, several members of the posse got lost. This is where the radios became crucial. Cell phones have become so integrated in our everyday, one forgets that when in the high county, cell phones are practically useless. Although not good for long distance, the radios were invaluable in guiding my family to our rendezvous spot. The trouble was that not every car had a radio so we were left to wait for rest of the group at the local filling station/grocery store in Bakerville. We passed the time by sharing stories of car modifications and talking with the locals about their 'crooked roads'.

After the reunion of our group, we joined the Devil's Whip on NC261 to Roan Mountain which took us into Tennessee. The view here was literally breathtaking with views of the Blue Ridge mountain range. As we raced down the 11% grade on NC 194 we found ourselves next to a lovely babbling stream that we followed through Banner Elk into Valle Crucis. Our final destination was the original Mast General Store, complete with crooked and creaking wooden floors and mystery rooms full of a wide assortment of merchandise from canned jams and jellies straight from Grandma's kitchen to new Sorrell boots. It was at this point we said goodbye to our new Tarheel friends and headed home. For our ride home, it was definitely the road less traveled full of the curves and grade drops we enjoyed all day; one last E-ticket before heading back to reality. If you have not been to this part of the Carolinas, do yourself a favor and make plans for a visit. It is good for the soul. And speaking of good for the soul, I need to wrap up this article. I've got to go wash all the bug splatter and brake dust off my car and get her ready for the next run! A big shout out to Bob Atkinson from the Tarheel Chapter in Charlotte for coordinating this event. I'm looking forward to collaborating between our two chapters soon.



Lights, Camera, Action

Story by Tom Lappin Photos by Tom Lappin & Mary Holcombe

In September Julian Prange, a journalist with Motorvision, a TV program in Germany, was in Atlanta for an X5 press launch. He had contacted the National office about ideas for additional programming while he was in the States. National put him in contact with me and I gave him a list of possibilities. In the end we had a quick day tour of all the important places in Greenville. We started with lunch with Mike Renner at the Performance Center, then a tour and hot laps. Next up was Michael Mitchell and the Foundation. Michael was the star of the day providing Julian and his cameraman with a tour of the 2002 ICON exhibit and then sat down for an on-camera interview. Excellent job Michael!

Julian left very pleased with the day and promised a copy of whatever ends up on-air.



1968 2002 "Hyde Park"



1970 2002 "Tesoro".



1972 (foreground) & 1974 (far) 2002ti.



1975 2002 "The Beast".

Remembering Mark Woolley

Story & Photos by Mary Holcombe

Special Thanks to April Curtis

Long-time BMW CCA Tarheel instructor, Mark Woolley, passed away on July 1, 2017. Mark leaves a very large hole in their instructor group, as well as the E30 M3 Special Interest Group (SIG). He was also a significant ambassador to the BMW CCA Foundation. He was very much loved, and will be missed.

On September 30, a tribute lap was made in his honor during the Tarheel VIR fall HPDE, and a small ceremony was held near Oak Tree. Shortly after that weekend, his beautiful E30 M3 was donated, per his wishes, to the Foundation in Greer, SC.

Thank you for all you did for the BMW CCA, Mark Woolley. And, thank you for your beautiful donation.





My off season car project list is complete. Well, most of the projects themselves still need to be done, but I think... maybe, I have finally completed the list of everything I want to do. Maybe. The pile of parts in my garage is becoming quite large, but it has been necessary to wait until after the holidays to roll up my sleeves and get to work. I will have the months of January and February to get my car in top shape before the upcoming track/car event season, so I will be hard at work soon. Ah, the joys of loving our BMWs.

On another topic, we all love pictures of our cars. I was especially fond of this fall foliage shot I took recently (see below), and I would love to see your favorite car pics as well. If you have a particularly cool bimmer that you cherish and love to care for, please take a little time to write a short piece about it and send me some images. I think all of us reading this newsletter would enjoy it immensely.

Finally, a huge thank you to all of my amazing writers. I had a lot of fun reading through all of the fantastic articles that were submitted, we certainly have a lot of cool things going on here in the Southeast. What a time to be here. As we close out another year, it is always good to remember all of the things we have to be thankful for - as well as look towards the new year with anticipation. Just think of all the fun car adventures 2019 has in store for us.



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.

Sheila Ahearn - Piedmont, SC

Douglas Beadie - Greer, SC

John Blomberg - Fort Mill, SC

Drew Calhoun - Simpsonville, SC

Mael Chateau - Honea Path, SC

Charles Coffman - Boiling Springs, SC

Eldon Collier - Mauldin, SC

Ty Culp - Murrells Inlet, SC

Anthony Damotta - Honea Path, SC

Jim Daniel - Columbia, SC

Michael DeMolina - Easley, SC

Richard Dolan - Goose Creek, SC

Eddie Dukes - Sumter, SC

Rick Evans - North Charleston, SC

Jesenko Fazlagic - Marietta, GA

Mark Fitzpatrick - Charleston, SC

Richard Flaherty - Mauldin, SC

John Gaston - Easley, SC

James Hearn - Greenville, SC

Kevin Holliday - Daniel Island, SC

Kevin Islam - Travelers Rest, SC

Dana Jacobs - Lexington, SC

Colin Johnson - Charleston, SC

Edward Mattock - Pittsburgh, PA

Austen Meredith - Simpsonville, SC

Michael Moore - Taylors, SC

John Murphy - Simpsonville, SC

Marques Murrell - Charlotte, NC

Niall OFarrell - Fort Mill, SC

Tre' Painter - Boiling Springs, SC

Fletcher Penney - Charleston, SC

Richardine Singleton-Brown - Charleston, SC

Antine Stenbit - Greenville, SC

Shawn Stocklas - Charleston, SC

James Thornton - Mt Pleasant, SC

Peter Waldschmidt - Greer, SC

Victor Yu - Augusta, GA

Anniversaries

Due to time constraints and new formatting with the chapter reports the Anniversaries section was not completed in time. I apologize for the omission. A comprehensive Anniversaries listing will be included in the next newsletter.



Chapter Officers

President: Tom Lappin

lappint@bellsouth.net

Vice President: John Howard

johnroberthoward@gmail.com

Treasurer: Paula Watt

treasurer@sandlapperbmw.org

Secretary: Mike Radecki

mike.radecki@charter.net

Motorsports Director: Jack Sugameli

jack@bdmlc.com

Webmaster: Tim Dennison

webmaster@sandlapperbmw.org

Membership Coordinator: Michael Mitchell

michael.mitchell@bmwccafoundation.org

Events Coordinator: Neil Baer

socialevents@sandlapperbmw.org

Member at Large: Tim Dennison

webmaster@sandlapperbmw.org

Newsletter Editor: Mary Holcombe

maryholcombe1118@gmail.com

REGIONAL VICE PRESIDENTS

Upstate/Greenville:

Neil Baer

vpustate@sandlapperbmw.org

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

jack@bdmlc.com

Coastal/Myrtle Beach:

Currently Open

Hilton Head:

Wally Higginbotham

whigginbotham@hiltonheadbmw.com

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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
[Grecian Gardens, West Columbia, SC](#)

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

Sandlapper Chapter BMW CCA

PO Box 26418

Greenville, SC 29616