

Volume 25 Issue 2

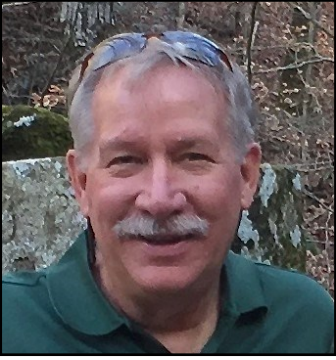
Summer 2019

# *THE ROADSTER*

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







In recent newsletters I've been writing a lot about involvement; well I've got an excellent example of a member stepping up and making things happen.

Rusty Johnson has stepped up to help Larry get activities moving in the Columbia area. He has promoted the club activities through social media and reengaged our relationship with the local BMW dealer, BMW of Columbia. On Saturday June 22, BMW of Columbia hosted a Car Show/Membership Drive and it was a great success with over 40 cars taking part and many membership applications distributed. Below is a photo of a few of those present Saturday. Many thanks to all that came out.

On another front, we have Justin Okamoto coming on as our VP of Social Media Marketing. He's very knowledgeable and active in this arena and will be an asset in getting our message out there. BUT he needs input from US to make it happen. So, if you have any activities, photos, or interesting stuff to share, get it to Justin on Facebook. Thanks.

Everyone – do you have an activity or event you would like to see the club put on? If so, bring it up to a club officer and we can help you make it happen.

Tom



Photo courtesy of Rusty Johnson.

## Schuh Syndikat 2019 By Tim Dennison

People say owning a Z3 Coupe or Z3 M Coupe is like belonging to a cult. If that's true, then Eric Peck is our Jim Jones, and every year, we come together in Charlotte to drink the Kool-Aid. Sans cyanide of course. For the eighth year running, Eric Peck, with the help of his wife Nancy (though I'm not yet convinced it isn't the other way around), organize Schuh Syndikat. It's the east coast gathering of Z3 Coupes and Z3 M Coupes. The BMWs affectionately known as "Clownshoes".

My Z3 Coupe has been special to me since day one. The sale alone was epic. I bought the car sight unseen online. Flying into Los Angeles and a three-day drive home created an inseparable bond between us. That was back in late 2015.

Soon after, I happened upon some Schuh Syndikat propaganda. It may have been internet photos. Perhaps an email announcement? Maybe a Facebook post or mental telepathy. I honestly can't recall. Whatever brainwashing technique Eric used to reel me in and indoctrinate me must have worked. I haven't missed an event since. In fact, I may be accused of using those same techniques to covertly lure other unsuspecting Clownshoe owners into the fold.

Schuh Syndikat is a three-day event. Unfortunately, my work schedule only allowed me to attend on Saturday. The first two days are spent on the reason the Clownshoe was concocted from the roadster in a secret Munich basement... driving! Apologies to roadster owners, but the Coupe is two hundred and seventy percent stiffer than the drop-top. The law of physics says it handles better, so please don't shoot the messenger. I happen to have both a Z3 Coupe and a Z3 Roadster. The difference is quite noticeable.

Some of what's behind the uniqueness of these cars is in the numbers. In fact, most anyone you ask will know their "one of" number. Mine for instance is eleven. It's the number of cars configured with the same colors and options. If you consider one other option on my coupe: "Special Inspection Press Vehicle", mine might be considered a "one of one". Okay, maybe not... but I can always dream! The car was likely chosen as a press vehicle because of a strong final dyno test at the factory. The reality is, it was probably flogged within inches of its life by devil-may-care journalists. Considering how the M54 pulls today, I'd say it survived the harrowing experience intact.

Piloting a coupe without attracting attention is a rare occurrence. When there's a caravan of coupes meandering down the highway end to end, it's impossible to go unnoticed. Reactions of drivers and passengers as they drive past is a reminder of why we own these special machines. Cell phone cameras are out, fingers are pointing, and looks of bewilderment abound. Being a part of the convoy is absolutely electrifying and could never possibly get old.

Twenty of us rolled into Cars and Coffee of Charlotte and made our way to a reserved row. Winding our way through the parking lot to our designated area attracted a wee bit of attention. It was like that overused movie scene where an unlikely patron walks into a bar and everyone turns to look. You know the one... even the band stops playing for a few seconds before picking up where they left off.

Hearing some of the comments was priceless. "What are those things?"... "So cool!"... "I've never seen one of those before"... "They just keep on coming!". Once settled into our parking spaces, the crowd made their way over to see the spectacle.



Cars & Coffee photo courtesy of Ben Fenner.



Twenty cars may not sound like a significant number, but it equates to about four tenths of one percent of the 2,071 Z3 Coupes & 2,858 M Coupes built for North America. Let me put that number into perspective. A gathering of air-cooled Porsche 911s would require 1,800 examples to equal the same percentage of their total production. A VW Beetle get-together? 93,000 would be in attendance. Ford F150s? 162,000. It would take almost 500 football fields to park them all!

Leaving Cars & Coffee, we headed towards uptown Charlotte to assemble for the iconic group photo. This year, we gathered at the Morehead Street parking deck. The year before I attended my first Schuh Syndikat, this same location was used. I always thought it was the best background I'd seen of any of the group photos and was excited we were going back. Perfect skies, perfect background and perfect cars resulted in what I would consider the best group photo yet.



Photo courtesy of Hayes Potter.

EuroMpire and CES Motorworks hosted us for lunch and dyno pulls. There were a few takers on the dyno. Martin Kramar took the top pull in his supercharged S52. Forced induction won the day with 327 horsepower and nearly 400 lb-ft of torque at the wheels. Customer's cars were on display with corresponding dyno graphs. The dyno results highlight their capacity to extract big horsepower from BMW engines. A big thanks to EuroMpire and CES Motorworks for their hospitality!

Saturday night dinner is a highlight event on the agenda. This year, we gathered in a private room at Brooklyn South Pizza in Mooresville. Based on what I tasted, the food here is worth taking the hour-long drive from home for a great meal. Stories from the weekend fly around the room. Friendships initiated in past events continue without missing a beat.

Nancy officiates the fasted-paced raffle I've ever seen! You'd better form a strategy after previewing the door prizes arranged on the front table. Nancy calls ticket numbers off at a consistent, rapid-fire cadence. When your number comes up, you best get up and grab what you had your eye on, lest it disappear! Organized chaos might describe the scene, but it's a blast, and everyone walks away with at least one prize. Many with two.



The culminating moment of the weekend is the announcement of the awards. A consistent winner of the longest drive award went to Scott Wells. He makes the thousand-plus mile journey every year from Fort Worth in his beautiful Imola M Coupe. Finally, the moment we've waited for all weekend. The award represented physically by a very large and very colorful clown's shoe, lovingly mounted to a board by Eric. The coveted "Favorite Shoe" trophy, voted on by peers, was won by the "Strongest Schuh" winner from the dyno runs, Martin Kramar, with his black supercharged M Coupe.

Though the event brings us together through the commonality of our cars, it's about the people. There are perennials that you can count on to come back every year. I assume some coupe owners have never missed a Schuh Syndikat. There are others that come and may not be seen again for a few years. Whether first-timer or veteran, you're welcomed by all, and every car is appreciated equally for its uniqueness. It doesn't matter if yours is a perfect one-of-one M Coupe, or a work in progress Z3 Coupe.

A big thanks to Eric and Nancy for the ability to keep this event fresh every year. It certainly keeps people coming back.



Gerd Merling Dyno Run photo by Ben Fenner.



Favorite Schuh Award photo courtesy of Hayes Potter.



Mountain Driving courtesy of Ben Fenner.



## BMW CCA Membership Drive at the Dealership Car Show

Story and Photos by Rusty Johnson

I've owned several different BMWs since I bought my first BMW 325i back in 1994. Ever since then, I've fallen in love with the marque. Personally, I feel BMW produces some of the best built cars ever made. Once I found out there was a BMW Car Club of America, I immediately wanted to join! What a great way to share experiences with our cars through events, drives, racing and monthly dinners. Unfortunately, my first experience wasn't so great. It seemed that all our Chapter's region was doing was a monthly dinner. And I wanted our Club to be more involved with other Chapter regions and get



together.

So, I quit the Club. I stayed away for about 5 years, then I found out there was new leadership. So, I rejoined in the hopes of taking a more proactive stance at getting things done for the Club. First, we re-established our Club's relationship with the local BMW Dealership, BMW of Columbia, which had been nonexistent the whole time I was away. We had an Open House hosted by our dealership and over 50 BMW CCA members and enthusiasts attended! New parts, service, paint & body-work discounts were announced to CCA members and in the first month after the renewed affiliation, the BMW Parts Manager told us they had sold more parts to CCA members than in the whole previous year! Success!



Next, we felt it was time to build our membership and get some events coordinated. So, we came up with the idea of combining the effort and having a BMW-only car show at the dealership and ordered a whole box of membership applications and car show directional signs. Both the BMW dealership and the CCA blitzed social media with promotions for the event and the turnout was TREMENDOUS! Lots of current members brought their cars to show off (including two very rare 1991 BMW M Technics - one of which I own) and a lot of potential NEW members brought their cars too. The dealership also promoted service specials and one of our members, Stan Mason of Carolina Auto Salon - who's an expert at car detailing - offered a large discount to help members and potential new members get their cars ready for the show.



We can't wait till next month's newsletter to see how many new members we generated!







## Epic Road Trip (That Ended not so Epic) Story and Photos by Tom Lappin

The plan was to take an epic trip through US National Parks, up to Canada and over to Vancouver then down the west coast to LA and find the old Route 66 to head back east. Didn't happen.

To begin, we went through St. Louis and up in the Arch. We enjoyed the old town area of St. Louis and the museum under the Arch. Northward from St. Louis though, we hit lousy weather. Rain and more rain. If any of you racers have been to Mid America Raceway just south of Omaha, it is now under water. That whole area about 100 miles south and up to Omaha is flooded, with the water coming right up to the edge of I-29. Tough on people there.

Our next major stop was the Bad Lands NP. It was still raining but we enjoyed the drive through the park. Interesting that with the rain you could actually see the formations "melting away". The ranger said they lose about 4 inches a year in height due to rain and wind.

Mt. Rushmore was next, and the weather was intermittent rain the whole way there. As we approached the city of Keystone, SD near Mt. Rushmore, the rain turned to snow. Fortunately, we were 4<sup>th</sup> in a line of cars behind a snowplow so the going was OK. That night we received 12 inches of a wet heavy snow. I borrowed a shovel from the hotel the next day to dig out the car. Luckily the temp stayed above freezing and they do a great job of keeping the roads clear. On we went. We were 2 of about 8 people at Mt. Rushmore and the snow certainly made it a different experience.

On to Devils Tower in eastern Wyoming, you know - Close Encounters of the 3<sup>rd</sup> Kind. And that's where it all became Non-Epic. It was raining and wet and Maria slipped and fell, breaking her leg. Her story is she fell climbing the Tower and she is sticking to it. So, off to a local county hospital for X-rays and care. With a splint, DVD of X-ray photos, and crutches we head off again. Quickly I can see that crutches will only result in more broken bones, so we improvise with a baggage trolley, which impressed people in the hotel. A quick trip to a Walmart down the street resulted in a wheel chair.

Next up was Jackson/Jackson Hole and Grand Teton NP. Beautiful town and valley. Simply amazing views that cannot be described.

We then entered the south gate to Yellowstone in the snow, but roads were passable. I believe the southern part of the park receives the most snow as could be seen with the snow depth of about 3-4 feet at the sides of the road. As we drove along the edge of Lake Yellowstone, we could see much of the lake was iced over and we began to wonder what we were getting into. Our route was through the park out the east gate to Cody, WY and once past that gate the snow was gone.





Cody, WY was founded by Wild Bill himself and is an interesting place. Starting in a few weeks they have a rodeo every weekend. There is also a really excellent museum on Wild Bill, Indian culture, area geology & wildlife, and firearms.

I like Cody, really great people. We stayed at the Hotel Irma which was built by Wild Bill and named after his daughter. Not a first-class place, but historic. Apparently, many of the locals come for dinner and the bar. That night at dinner we met a local rancher and his wife whose foot was also in a cast boot. We also met a very interesting guy who flew modified B25 bombers dropping water on forest fires throughout the west. What stories he had, just like the movies! He is now 83 and flies volunteer Search and Rescue missions in the area. He's not a fan of people that get lost in the forest and then complain about why they were not found sooner while sitting in their camouflaged tent in their camouflaged clothing. Enough said.

I think Maria has a thing for cowboys. She picked up these guys at breakfast the next day (photo on right). Again, super nice people.

On to the main event, Yellowstone. Even after the broken leg we carried on to Yellowstone since we were meeting our children there. I must say that Yellowstone is just about my favorite place on earth. It's an enormous park with mountains, lakes, streams and rivers, meadows, thermal features all over the place, and of course the wildlife. The weather was much improved and a few days of warmer temps while in Cody erased much of the snow and cleared a lot of the lake. We stayed at the Old Faithful Inn and lucked out with a room that had a view of Old Faithful. The Inn is a beautiful, historic timber frame lodge not to be missed. With the broken leg there was no hiking, but the park's main viewing features all had paved walkways or decking that works for wheel chairs.

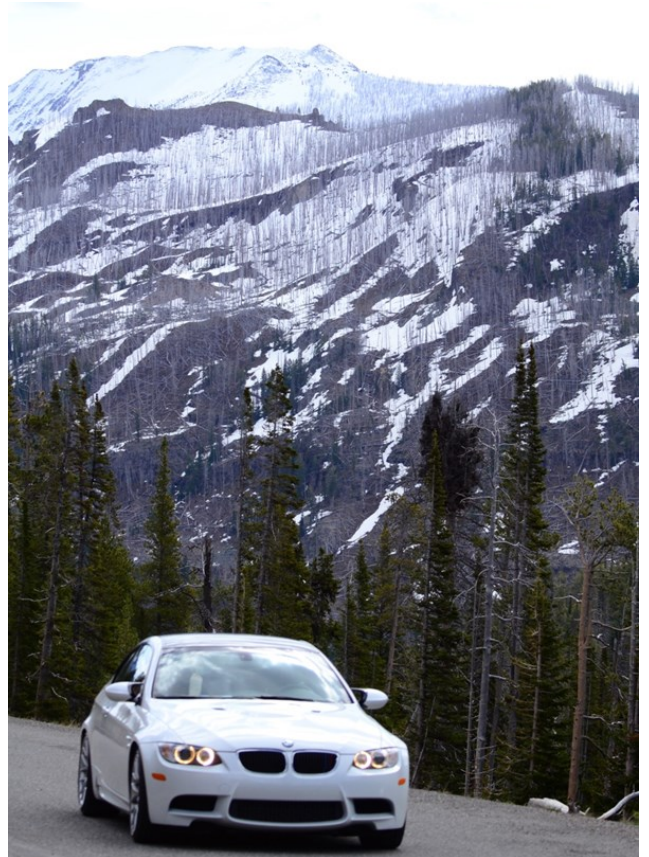
So, family reunion in Yellowstone and now a slough home to see the orthopedist.

Driving observations - this reminds me of why I like to drive. The roads in WY, SD, ND, and MT are generally very good, both 2 and 4 lanes. Traffic is light and the views while you drive are inspiring. The drivers are

aware: they stay right; and if they are in the left lane, when they see you coming they move over. I really enjoy driving in the west.

If I go missing, that's where you can find me.

Tom





## Piedmont Area Cocomats Tours Story and Photos by Tim Dennison

The weather forecast had been taunting me for days. Would storms stand between me and laying physical Cocomats samples on the floor of Fritz? My 1972 2002tii spent its whole life in the deserts of California and Nevada. Subjecting him to any source of moisture was something I was trying to avoid. Like a traveler lost for days in the desert sun, I imagined Fritz's parched body panels quenching their thirst with every raindrop.

Though this isn't the rust belt, South Carolina has its share of humidity. As well, the desert sun is not kind to rubber seals. Applications of cavity wax in Fritz's rockers, frame rails and doors were first on the list, and completed early. I convinced myself I had done an adequate job of protecting his sensitive underparts. With only light showers in the area, I settled the internal debate and made up my mind.



Photo Credit Nick Salameh.

Fritz's 46-year-old mechanicals have been reliable, but redundant systems on an older car is not a bad idea either. I applied Rain-X on the outside of the windshield, and their anti-fog formula on the inside. You never know when a wiper or blower motor might give up the ghost. I threw a couple of golf umbrellas and my rain gear in the trunk, and I was off.

Pulling into the parking lot, the number of older cars already there was more than I expected. I felt silly about agonizing over the weather when I saw the lineup. Jeff, our tour guide opened the doors and welcomed us in. Rolls of fabric stacked on industrial racks three tiers high surrounded us. I was already looking for the materials I'd picked out on [www.cocomats.com](http://www.cocomats.com) to get an up-close view. There was the black & natural. Ah yes, the checked material.

Our first stop was the room where the patterns are scanned and digitized. Potential customers can send in paper patterns cut to match their floors. A special black board with a square pattern of reflective circles around its perimeter hangs on the wall. The custom patterns, mounted to the board, are photographed and downloaded to a special program. The pattern of circles is used by the computer as a reference for proper sizing. Back in the warehouse, Jeff explained the rolls of material come in from India. The rectangular blanks are cut to size. Rubber backing is glued on and a stack of the glued blanks are left under a giant concrete and steel weight overnight to cure.





One highlight of the tour was the cutting table. Each pattern is loaded into the machine. A vacuum pump pins the mat blanks against the table, then cuts them to the proper shape for the order. For many of us, the scrap bin at the cutting table was a hot commodity. We picked through the bin for scraps to lay on the floor of our cars. At random, an outside door opened, and one of us, scraps in hand, would run to our cars to try a new material.

The group took a break after the cutting table demo to partake in the great spread Cocomats put out for us. Doughnuts, bagels, and coffee were graciously provided for us. We got back on track with the tour after a break for socializing. The "de-nubbing" machine Jeff invented was pretty slick. Removing the nubs around the edge of the rubber backing creates a smooth surface to attach the edge binding. Jeff's woodworking background gave him the idea to create the machine based on a router. It removes the nubs about an inch from the perimeter of the mat. Stitching the edges after the de-nubbing process binds the fibers to reduce fraying. Finally, the binding is sewn on using industrial sewing machines, and the heel pad glued. Voila, a finished set of Cocomats.

The manufacturing process is simple, favoring craftsmanship over automation. You certainly get the feel that Cocomats is a small business that takes pride in its products.

The following Monday, I called to order mats for Fritz. Because of the inconsistencies in 2002 floors, a paper pattern is sent out to check the fit on every one. Two reasons are the likely cause. First, five-speed upgrades, a popular modification to the 2002, require some "hand crafted" modifications to the transmission tunnel. The tool of choice is the largest hammer accessible to the installer. Second, the removal of sound deadening when adding an aftermarket carpet creates more room in the footwell. My car has both the five-speed upgrade and a new aftermarket carpet.



Expecting a bulky manila envelope, I was pleasantly surprised to find a very professionally printed box in my mailbox Thursday. Opening the box, I found two carpet samples, a card with very clear instructions, and four full-sized patterns plotted on paper. I placed and cut the pattern repeatedly until satisfied the fit was correct, then sent the patterns back. Two days before leaving for The Vintage, the mats arrived. The heft of the package surprised me. These are the real deal. Much heavier than I expected. Like the patterns, the packaging of the mats was professional. A very nice touch.

I tentatively placed the mats in Fritz. Since I sent in the patterns, any fit issues were on me. No reason to worry though. The fit was perfect, and the color really pops.

A big thanks to Cocomats for their hospitality! Hopefully it was worthwhile for them, and we'll get to do this again.







Nothing makes me happier than putting a well set up car through the motions on track. However, since I am temporarily without a track toy (although this is being remedied soon), my joy must be found in the passenger seat and also through the adventures of others. I was lucky enough to get to spend some time in a beautiful M4 GTS at Roebing Road in early May, a huge thank you to BMW CCA member Mark Cothran for the exciting ride. Roebing is a special track for me since it was my first, and the M4 GTS is easily one of my favorite cars in existence, so it was truly a memorable experience for me. Mark's GTS is a stunner in Alpine White, which I feel is a great color to compliment the carbon and orange accents. Such an awesome car, I could never get tired of the way it moves on track and the exhaust note when it's fired up is simply delicious. I apologize, Mark, if I accidentally drooled a bit while admiring your amazing ride.

I also got to live vicariously through a couple of my buddies who loaded up their M3s and trekked down to FL for a 1/2 mile timed event put on by Wanna Go Fast. BMW CCA members Kevin Cartwright and Matt West took their gorgeous E90 & F80 M3s, respectively, and John Murphy brought along his tuned 335i. There were some cool cars in attendance, including some Lamborghinis and a lime green McLaren. But, looking at the photos the guys sent to me... well, what can I say? The M3s are the ones that I love the most, but maybe I'm a little partial. Thanks guys for sharing the beautiful action shots of the cars on the 1/2 mile drag strip! I love seeing M3s going full throttle.



Photo courtesy of Kevin Cartwright.



Joe Alonzo Photography



Joe Alonzo Photography



## 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.

Joshua Abel - Simpsonville, SC  
 Anderson Adams - Easley, SC  
 James Alberson - Chappells, SC  
 Rodrigo Alonso - Simpsonville, SC  
 Terry Alston - Summerville, SC  
 Sylvia Angermeier - Spartanburg, SC  
 Noah Barrett - Greer, SC  
 Julian Barton - Columbia, SC  
 Ava Baudendistel - Greer, SC  
 Haleigh Baughman - Greer, SC  
 Gary Benki - Simpsonville, SC  
 John Bettger - Laurens, SC  
 Ryan Blackman - Easley, SC  
 Venkata Bodduluri - Greenville, SC  
 Quintin Braimah - Columbia, SC  
 Annette Branham - Landrum, SC  
 Simon Branston - Cook, SC  
 Abbey Bridwell - Pelzer, SC  
 Maxwell Brown - Anderson, SC  
 David Burnsworth - Boiling Springs, SC  
 Robert Calder - Greenville, SC  
 Ella Carroll - Piedmont, SC  
 Rebecca Cattafesta - Fort Mill, SC  
 Robert Chick - Charleston, SC  
 Ellen Clements - West Columbia, SC  
 Simon Coneybeer - Greenville, SC  
 Ralph Cozart - Myrtle Beach, SC  
 Jack Crawford - Asheville, NC  
 Jane Dalton - Greer, SC  
 Richard Dextraze - Hilton Head Island, SC  
 David Dial - Columbia, SC  
 Michael Dieschbourg - Simpsonville, SC  
 Alvin Doctor - Moore, SC  
 Blake Duncan - Greenville, SC  
 Andrew Edwards - Columbia, SC  
 John Ellington - Simpsonville, SC  
 Lauren Erno - Simpsonville, SC

Dalton Eubank - Simpsonville, SC  
 John Fairman - Mt. Cotton, QLD  
 Victor Feigenbaum - Hilton Head Island, SC  
 Charlize Felling - Simpsonville, SC  
 Sarah Fletcher - Shelby, NC  
 Carter Frasier - McLeansville, NC  
 Patrick Furman - Greenville, SC  
 Gail Futch - Columbia, SC  
 Christy Groome - Greenville, SC  
 Kevin Hand - Duncan, SC  
 David Harrell - Lexington, SC  
 Laurel Holley - Greer, SC  
 Cage Huber - Simpsonville, SC  
 Evan Jezek - Matthews, NC  
 Rusty Johnson - Lexington, SC  
 Jay Karen - Daniel Island, SC  
 Jack Kerrigan - Greer, SC  
 Daniel Kocsis - Greer, SC  
 Madison Lance - Easley, SC  
 Gennaro Layo - Blythewood, SC  
 Mary Lewis - Atlanta, GA  
 Kaia Lindgren - Taylors, SC  
 Matthew Loewer - Piedmont, SC  
 Kim Madden - Mt. Pleasant, SC  
 Bryan Majkrzak - Mt. Pleasant, SC  
 Ronak Malde - Greer, SC  
 Zachary Martin - Inman, SC  
 Malcolm McCallum - Columbia, SC  
 Matthew McEaney - Charleston AFB, SC  
 Thomas McLellan - Mount Pleasant, SC  
 Haley Miller - Laurens, SC  
 William Nichols - Asheville, NC  
 Roger Osorio - Lexington, SC  
 Marina Owenby - Seneca, SC  
 Dan Palacino - Travelers Rest, SC  
 Larry Parsons - Aiken, SC  
 Michael Pennington - Indian Land, SC  
 Elizabeth Poole - Easley, SC  
 Troy Prasek - Mount Pleasant, SC  
 Madison Putman - Greer, SC  
 Grant Reagin - Greenwood, SC  
 Brian Riefler - Chapel Hill, NC

Brian Roemer - Lake Wylie, SC  
 Adam Rogers - Taylors, SC  
 Shaka Salmon - Columbia, SC  
 Joa Sanchez - Simpsonville, SC  
 Praxedis Sanchez - Greer, SC  
 Yanick Sanchez - Greer, SC  
 Mike Sanders - Cheraw, SC  
 Christopher Sargent - Mount Pleasant, SC  
 Rylan Scotti - Inman, SC  
 Samuel Seltzer - Florence, SC  
 Mike Shea - Spartanburg, SC  
 Kevin Shealy - Columbia, SC  
 Robert Short - Campobello, SC  
 Zac Smith - North Charleston, SC  
 Jeff Spooner - West Columbia, SC  
 Gregory Stephan - Greenville, SC  
 Larry Steward - Aiken, SC  
 Bryan Sullivan - Aiken, SC  
 Joshua Sutton - Chapin, SC  
 Edward Tamsberg - Greenville, SC  
 Aron Tannenbaum - Greenville, SC  
 Chandler Taylor - Lexington, SC  
 Chad Thomas - Moncks Corner, SC  
 Rebecca Thompson - Fort Mill, SC  
 Connor Violette - Simpsonville, SC  
 Steven Waldrop - Piedmont, SC  
 Madison Walker - Shelby, NC  
 Craig Williams - Bluffton, SC  
 Emily Williams - Hendersonville, NC  
 Eric Wilson - Columbia, SC  
 Nicole Wingard - Lexington, SC  
 Florian Winkler - Greenville, SC  
 Madeline Wise - Matthews, NC  
 Douglas Wolter - Bluffton, SC  
 Jay Wright - Arden, NC  
 Su Yang - Greenwood, SC

## Anniversaries

Congrats to all of you,  
cheers!

### 5 Years

Mark Anderson  
 Steven Barrier  
 Nick Benner  
 Larry Bernard  
 Stephen Betros  
 Brian Bock  
 Andrew Chabot  
 Raymond Goetze  
 Jeffrey Grime  
 John Hamilton

Al Kirk  
 Irwin Kronenberg  
 James Lyda  
 Cheryl McCarthy  
 Michael McCarthy  
 Okchin McDonald  
 Dan Parker  
 Scott Stauffer  
 Joanne Sutcliffe  
 Anton Timmons

### 10 Years

Thom Berry  
 Ed Gallagher  
 Terry Grainger  
 David Mohan  
 Michele Mohan  
 Neal Munn  
 Roxie Munn  
 Thomas Stanley  
 Michael Strange

### 15 Years

David Alexander  
 Gary Becker  
 Thomas Boldizar  
 Marc James  
 Mary Patterson  
 Robert Patterson  
 David Popovich

### 20 Years

Don Christian  
 Laura Moore  
 Douglas Smith  
 Brian Waymire

### 35 Years

Fred Giffels  
 Walter Insley



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

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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:** 2<sup>nd</sup> Thursday of each month  
[Fish Market, Baxter Village, Fort Mill, SC](#)

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