

THE ROADSTER

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



A few of us attended the South Atlantic Region Chapter meeting in Atlanta on June 2nd. The focus of the meeting was membership, it's down. So, what can we do to 1) increase membership and 2) improve membership retention.

New Members -

- The expanded Membership Rewards program which provides for an immediate rebate with a 3 yr membership, promises to get people "in the door". It is then up to us to provide them a reason to stay and participate.
- Reach out to other non-CCA BMW groups to ensure they know we welcome them.

Retention - What can we do to retain members; provide them activities, information, friendship to make membership worthwhile.

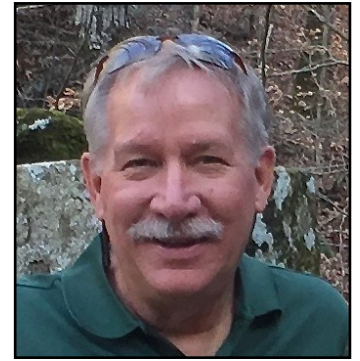
- Good news is that the Sandlapper Chapter is doing well, better than any other South Atlantic chapter. So, what do we attribute this to? Certainly the simple population growth in SC is a factor. I'd also like to believe that we are doing things that support member needs; drives, Performance Center and Foundation events, meeting presentations.
- In a few years, half of all BMWs sold will be X models. We need to identify what we can offer to support X owners.
- Conduct more events that attract couples and families.
- Involvement – Participation is great, but we also would like people to assist in organizing and conducting events. Towards that we are promoting the Sandlapper Points program. Check it out, there are some very nice awards.

And thinking of events, in the past few months we have conducted:

- Another successful teen Street Survival program.
- For adults, a Car Control/Drifting course on the Michelin ½ mile skid pad.
- Wine Tour/Vintage drive from Charleston to Hot Springs.
- The ICON opening at the Foundation.
- In the Upstate, we had an excellent presentation by Andreas Guecker of BMW on new model introductions at our May meeting.
- Larry conducted a drive and dine event in the Columbia area.
- In June we had a drive from Greenville to the Air Museum in Hickory and a club day at the ICON exhibit.

So, as you can see we are working to provide value to your membership. If you have an idea for an event, let us know.

Tom Lappin



Michelin Skid Pad Event

By Tom Lappin Photos by Tom Lappin & Mary Holcombe

We've been holding a drifting event at Michelin's ½ mile wet skid pad in Laurens for the past several years. Think about it, a ½ mile is only slightly smaller than a couple of NASCAR tracks. Mike Renner is our coach and believes this is one of the best car control learning experiences you can get. Drifting is car control; connecting your foot, hands, butt, eyes and developing the muscle memory so that when you need it you can control your car in extreme circumstances.

We started with a half day event. The next year we had enough interest that we added another half day. This year we had a waiting list for the event. That's great! We've been charging \$285 for the event to cover our costs plus a factor for not completely selling out. Since we now have a history of participation, I believe we

can reduce the cost next time. The philosophy is we want to break even on the event, not make it a profit center. This is for the benefit of the members.

Editor's Note: This was my first skid pad event, and it was absolutely amazing. Not only is it a lot of fun to learn to drift your car in a safe environment, but the car control skills you leave with at the end of the day are also priceless. Combine the driving experience with good friends and beautiful cars and you end up with a recipe for a perfect day. I plan to attend these events whenever we host them.



The Vintage 2018 Story & Photos by Tom Lappin

Despite what seemed like years of rain and mud slides in several mountain areas of NC, the Vintage carried on. In the end it was another great event. No rain while we were there, temp was comfortable and surprisingly the event park was not muddy. Due to the 2002 celebration, there were tons of them there. Some very nice examples! One of the more encouraging comments I heard was from a long time veteran of the event. In all the years he had been coming he believed there were more "under 30s" (people not cars) in attendance and entering cars. To me that is a very good sign, we just need to get them to be CCA members.

Maria & I enjoyed strolling the field, we stopped by the CCA and Foundation tents and bought t-shirts from each. Adrain Mitu was there working on one of his amazing coffee based water colors of BMW subjects. He and his wife are great people. This was their first visit to the US from Romania. We had a wonderful lunch at the Iron House Café in Hot Springs and then hooked onto to John Howard's wine tour for an afternoon drive to Addison Farms Winery.

Put this event on your calendar for 2019.



Sandlapper Chapter Charleston Area Wine & Vintage Tour

Our Wine & Vintage Tour 2018 is in the books. Nice turnout and incredible luck with the storm system that passed through the area on Friday and Saturday. Starting at the beginning, we did our usual caravan from the Charleston Area at 10:00, arriving for lunch around 11:30 at Groucho's in Irmo. Great lunch and a few other couples joined the caravan.



Sharing Groucho's were several members of the SC law enforcement team, SLED. Leaving the restaurant, I



stopped by the table and thanked them for all that they do, and - unable to control myself - I asked them to avoid I26 North for a few hours. Everyone laughed. While we were staging in the parking lot, the SLED guys drove past in two unmarked SUVs. The first lit up like a Christmas tree, except all blue, and the second stopped to chat... he liked the modestly loud V8s of the E90 M3s behind me. Nice experience, never pass an opportunity to thank them!!

After lunch we continued to Landrum for a few more cars to join, then a visit to Parker-Binns Vineyards. Really great place with entertaining/engaging staff, really a nice facility worth a return visit.

Then on to the hotel and pizza/adult beverages for dinner. Saturday was off to The Vintage and only one U-Turn all day.... I was proud. Of course we did go the wrong way, down a one way section of a McDonalds drive thru for the U-Turn.

Saturday started with The Vintage show, that was great as usual. It appears the pending storms impacted the exhibitors and attendees, but even if it was something short of the 650 cars registered, it was still great. Must have been 200 2002s.

Betty spotted an e24 M6 with the same Fittipaldi wheels as hers.... turned out it was a surprise visit by her M6 which is undergoing restoration. New suspension, new/upgraded brakes and new incredible paint so far. She was happy.

We were really lucky to to have time to see all the cars and depart prior to the next drenching at 3. By then we were enjoying ourselves driving the Rattler (NC 209) and visiting our afternoon vineyards, Addison Farms and Burntshirt!!



Travel Safe!!, John Howard / Norris Mitchell Co-Vice Presidents

5 Reasons You Should Help Instruct in Street Survival

Story & Photos by Ted E. Bayer

I'm sure at some time in the recent past, you have heard a request that "Street Survival is in need of in-car instructors for an upcoming school." The BMW Car Club of America Foundation provides financial aid and management to the Tire Rack Street Survival program which runs about 200 teen driving schools per year all over the United States. Some of you may have thought "I'd like to do that..." but you never did get around to it. I've been working as an in-car instructor and classroom instructor for about 7 years now and I'm hoping I can give you some motivation in the form of these 5 reasons.

You have 52 weekends a year and 7 of them involve holidays which of course are best spent with family. That leaves 45 and, at least 2 of those weekends will involve a family vacation. Then there is business travel average for most of at least 4 weekends. Throw in 5 more for racing, car shows, fishing, golfing, football, basketball, underwater basket weaving or some hobby which you are passionate about and... you have roughly 34 weekends left. So why give one of those weekends to help teach teens driving skills? Hands 9 and 3, seatbelt fastened, mirrors adjusted properly... let's go!

Teens - Approximately 42,000 people died on America's road ways last year. The largest single group was teens. The National Safety Council says teens have a 58% chance of an accident in the first year of driving and a 52% chance of a second accident within 3 years. The skills they currently receive are mainly functional - moving in traffic and obeying road signs and lights. America's teens are not prepared properly to drive defensively or avoid incidents on the road. The Street Survival program gives them the chance to CHANGE the way they think about driving and gives them skills in handling the car in emergency situations. The flow of emails and comments from teens and parents about how students used what they learned are amazing. This program is filling a REAL need and is effectively making a difference. We could hold more schools and have more students in those schools but often, the limiting factor is the number of instructors we have. **We need you.**





Parents – a little known fact is that these schools, while designed to reach teens are also reaching parents. As we become older, we do not like being told we should improve. We are the “ADULTS” and yet in reality, there is a lot we don’t know and a lot we knew but forgot. Parents begin the day sitting in the back of the classroom and each point made by the instructor is greeted with a head bob. “That’s right... you tell them!” About thirty minutes into the class, they are listening and realizing there is a lot they did not know. Many parents have never stepped on anti-lock brakes hard enough to know what it feels like. Many parents have no idea what to do when a car hydroplanes. Most parents have never seen an air bag go off nor do they know where to look for tire pressures when they are checking their tires. Many parents text while driving and set a bad example for their teens. Down South, many parents deal with driving in snow by not going to work and avoiding it all together. I am often asked by parents “This is a great program. Why don’t you guys do a program like this for adults?” The truth is it is too late for them. At their age, driving patterns are already set, there are internal barriers to hearing what they believe they already know and they will change very little. With the teens, we are getting them while they are still young. The Street Survival Program does help train parents and reminds them of the example they set. **We need you** to make that happen.

Resources – Teens have resources for Math, English, Science, Biology, Literature and each of the sports programs at their schools. They have teachers and coaches who can guide them. At home, they have parents that know them and are in their corner providing for their needs with moral support, finances, transportation, tutoring and medical care. Our modern society has surrounded youths with a resource network that provides mentoring and help to ensure a successful transition to adulthood. So I ask you... who is the car coach? Who is the driving resource? While most men see themselves as great drivers, the knowledge of how cars work is not as common as it was 40 years ago. For many adults, if the car broke down on a family vacation, they would open the hood praying there is a big on / off switch under the hood in the off position. Teens involved in the Street Survival program are encouraged to ask questions... in the class and in the car alone with the instructor. They are told “the only dumb question is the one you don’t ask.” We tell them the instructors are volunteers and they are car people. On weekends, you will find them in the garage working on cars or racing or at car shows. They know the answers and are glad to share that knowledge with you. The questions range from simple to quite complex but the message is clear - they have never had that resource to ask. **We need you.**

Modern life – Life is a lot more complex than it was 40 years ago. We work more hours, we have more communications methods and entities competing for our time and attention: internet, cell phones, social media, meet up groups, social organizations, sports, church, etc. We are in contact with and around many people but not really in touch with them. We see teens at all of these social functions, but we are not talking one on one with them. Street Survival allows you real contact and connection with teens and that will bring you a lot of satisfaction. You will know you made a difference and that they left a better driver because of you. You will hear them laugh and see light bulbs come on as they learn. You will develop a better feel that the next generation contains a lot of great young people and it will renew your faith in the future. You will walk away from the event with some great stories and the thanks of a teen and parents who appreciate what you did to help them. There is a lot of internal satisfaction in knowing the time you chose to give was well worth it and you will look forward to the next one. This program works because of the volunteers and that means... **we need you.**

So what does it take to be an in-car instructor? It does not require racing knowledge or even an autocross background. It requires two things - A desire to help teens become better drivers and taking a brief on-line course that covers the program and your job in car to reinforce the information in a positive and fun way. Teens and adults share a common trait. We all learn best when we are having fun. It turns on all the learning centers when we laugh and when we feel accomplishment. If you'd like to help but you're not comfortable with instructing, we also need staff to help cover registration, course set up, course worker stations and event marketing. We have a place for you! You will find those who volunteer are all special people with a serving heart and you become a part of the family in just a few events. It's hard to call it "working an event" when you are having this much fun!

I hope these 5 points have given you some motivation to take the online course and get involved with Tire Rack Street Survival. If you only teach one or two days a year, it makes a big difference in the number of teens getting this training and making our highways and roads a better and safer place to drive. Thanks! For more information on getting involved: <http://streetsurvival.org/schools/become-a-coach/>



Another Long-Distance Purchase

Story & Photos by Tim Dennison

When a flight search comes up showing a forty-seven-dollar ticket, you book it. Even if you're not sure you're going anywhere. I had no idea if I was going to Philadelphia in two days, but after a few minutes of internal debate, I paid my money for the one-way ticket at four-thirty Wednesday morning. I hadn't seen pictures of the car. I hadn't spoken with anyone. Just a quick email to the dealership, and back came a canned reply with a clean CarFax and option list. The listing said the car was Alpine White, yet the VIN report said it was Carbon Black... red flag. No pictures to confirm the color... or the condition... red flag.

I had overlooked this listing a few days before because of the color discrepancy and incompleteness, but something brought me back to it. Traded-in at a Porsche dealer at sixty-five thousand miles, and BMW certified (twice) in the past pulled those flags down the flagpole and packed them neatly away. The new fact sheet from the dealer had the correct color... Carbon Black. You know the color... black at night, but a beautiful shade of blue in the sun. Those with a few years under their belt know the color: Carbon paper.

The options list checked all the right boxes. Sports Package... check, Premium... check, Cold Weather... check, Sound System... check. At just a few hundred dollars south of ninety-thousand, the original sticker was impressive. Would I ever pay that much for a car? Not a chance. This car can be had for twenty cents on the dollar today. Less than you'd pay for anything new that wouldn't force you to wear a paper bag over your head when behind the wheel.

Sure, it's nine years old; but the styling is relatively contemporary. To most, it looks like it could have been on the showroom floor just a few years ago. It has Bluetooth, but the original iPhone had been released only a little more than a year prior.

I called Porsche Delaware between meetings on Wednesday and had a few photos by lunchtime. They were taken with an iPhone, showed the state of the machine as traded in, and it looked great. The saddle interior showed very little wear, so it was on. I figured; if I don't like it, I can always drive a rental car back home. Either way, this is going to be an adventure.

For those who know me, long-distance car buying is not an uncommon occurrence. Three years ago, I flew to Los Angeles, bought my 2002 Z3 Coupe sight-unseen, and drove it back to South Carolina. A few years prior, I bought an E46 M3 in Austin Texas and drove it home. There's no better way



to get familiar with a car than being alone with it for days at a time. Of course, there's trepidation in each of these trips. In the past, I had weeks to go over every detail, ask for more photos, ask the seller question after question. This time, I had two days, and those days were filled with meetings at work and a day off for the sales rep at the dealership. We communicated very little, and I never got pictures beyond the grainy phone pics. The whole delicate dance was rushed, and the information incomplete. If it weren't for my wife picking up a check, completing some paperwork, and arranging insurance, the deal would never have been done. This time... I was nervous rather than excited.

Friday, Mike met me at the airport and whisked me away to the Porsche dealership in a Cayenne. I must say it was a beautiful car, and it was beckoning me toward the dark side, though I easily resisted. Mike led me into the detail shop where I met my potential new steed for the first time. The first thing that went through my mind was how beautiful it was. In the garage lighting, it shone with an amazing gloss. Of course, this was auto industry trickery, so I did a walk around. I found a few chips in the hood, and a small ding on the passenger side quarter panel. All in all, nice condition for a nine-year-old car. Upon opening the door, I was greeted with the strong smell of leather, and a nearly perfect cockpit. A tiny bit of wear on the driver's seat could not diminish the impact of the saddle leather's contrast against the black leather accents and maple wood trim. I can't imagine you could build an interior more pleasing to the eye than this. Mike tossed me the key and we went out for a drive. The torque of the 4.8 liter V8 came on low and strong, and overcame the nearly two ton heft of the six-series with ease. The ride was short, but to the point. Not a rattle, squeak, or any noise other than the throaty sound of the dual exhaust could be heard.

There were others buying cars much more expensive, and of the dealer's brand, so I was relegated to the bottom of the administrative waitlist. No matter, I was in the company of the machines of Stuttgart: Anything from a classic Speedster to the latest 911 Turbo. Again, I felt that pull towards the dark side, especially by the new Cayman. High on the wall was a matrix of televisions working together to broadcast the siren's call, using both historic and contemporary Porsche propaganda. I was not hypnotized, and alas was able to escape. After myriad signatures and forms, not unlike a real estate closing, I was off on my journey home.



My Los Angeles to South Carolina "Route 66" road trip a few years back was spoiled by the weather. It snowed in Amarillo, so I had to take the southern route. Of course, Route 81 is not the "Mother Road". I consulted roadtrippers.com anyway to find some "Roadside Americana" along the way; A'la Dinosaur Land.

It had been a long day today, and I was tired. My wife, searching at home, managed to find a hotel with a vacancy at just about the halfway point home. I have no idea what could be so exciting along I-81 this time of year that booked up every hotel. After a fill-up and the purchase of a large bottle of water at the local truck stop, I settled into the Comfort Inn on a dead-end road just past said truck stop. It was a little sketchy, but not terrible. I hate leaving any car outside a hotel, and this one had me a little worried. I found a spot in the corner of the lot affording me a slightly acute angle, protecting me from an errant door swing, but it was close to the road, perhaps attracting the eye of a curious vandal. Don't judge... any of you who call yourselves "car people" all think the same way.

Morning came, a chilly one at thirty-one degrees, and to my delight, the car was unscathed. I was on the road by around five o'clock. I clicked on the heated seats and eased onto the highway. It didn't dawn on me immediately, but then I recalled the option I noticed on the VIN report... a heated steering wheel. All I could think of when discovering this was; who could possibly need a heated steering wheel? OK, I'll bite. After fumbling around the steering column, I located the switch. Within a minute, my hands were wrapped in the comfort of warm soft leather. Hmmm, maybe there's something to this. Yes, I believe I'm hooked.

Prior to retiring the night before, I'd mapped out a few more opportunities to photograph the car with some roadside gaud. Unfortunately, as I approached the exit for the "Coffee Pot House", it was still dark out, so I carried on. I did manage to find a Giant Pencil in Wytheville Virginia.



Enough of the kitsch. Time to get home. Turning the corner from I-81 to I-77 in Virginia, and heading down the hill signals an "almost home" feeling each time I see it. The sun was shining, the ride was perfect.

After crossing into North Carolina, I saw some thick black smoke far off to the right. Just after passing the exit where the inferno was, the road turned a sharp right and traffic came to a complete halt, converting the highway into a two-

lane parking lot. What I thought was far off the highway, was actually an 18-wheeler burning on the shoulder of I-77. The driver of an auto transporter parked to my left, appeared around the front of his vehicle to check his load. Next, a woman stepped out of the car in front of me to ask him what was going on, and he mentioned the fire. Slowly, like gazelle approaching the watering hole after the lion departs, people started emerging from their vehicles. A few cars back, a gentleman from Munich walked up to me to ask about my car. He was not well versed on BMWs, but was proud to acknowledge the fact he was from their birthplace. Mid-conversation, my new German friend noticed the traffic moving up ahead. Everyone scattered like roaches after the lights switch on, and we were back on our way.

Another hour and a half on the road, and I was home before lunch. My new daily driver, a 2009 650i Coupe, had its first wash in my driveway, then took its place in the garage aside its adopted brethren.

M3 Spotlight: An Enthusiast's Tribute to the E9X Generation

Story & Photos by A. B.

It seems auto enthusiasts are coveting their old school sports cars more than ever these days, as evidenced by skyrocketing prices of anything with a peaky naturally aspirated motor, three pedals, and a balanced chassis. Just a few years ago, cars from the Honda S2000 to air-cooled Porsche 911s were less than half the cost they command on the open market today. This era of turbochargers and automatic transmissions on all-wheel drive platforms has sent the enthusiasts scrambling to grab and hold on to the glory days of motoring.

In the world of BMW M, the M3 represents the pinnacle of the brand's driving performance in a package that can be used for the commute to work, taking the kids to soccer practice, grabbing groceries, and everything in between. It's the car designed for someone who wants to thrash backroads and track days on the weekends while also donning a business suit on Monday.

Over the many generations, it's gotten bigger, faster, and more luxurious, but one thing remains the same: it always feels *special*. But, in my mind, the E9X generation reached a certain pinnacle in this evolution. The car was finally modern enough to deliver the creature comforts and build quality many people expect from a premium car these days, yet it never felt like this aspect trumped its roots. From the moment you step into the wonderfully soft, leather clad interior and grasp the perfectly sized steering wheel in your fingers, you know it is special. It blends these comforts and pleasantries with a perfect dose of driving focus. Hop in, press the starter and the 4.0L naturally aspirated V8 sparks to life with deep snarl, the valve lifters tick away, and the motor begins to settle into a smooth idle.



The E9X formula was much the same of the previous M3s: take a perfectly balanced chassis, throw in a high-revving race-inspired engine, send power to the rear wheels, add a manual transmission, and GO. Let me tell you, *boy* did it ever work in this iteration...

The result is a car that absolutely begs to be thrashed. No, seriously. You have to wind the motor out all the way to its 8400 RPM redline where it makes its peak of 414 HP. Shift any sooner and you literally leave power on the table. Mashing the throttle pedal opens all eight throttle bodies wide, engulfing copious amounts of air and burning fuel faster than an Escalade. There's nothing economical about the fuel here, folks... Stay in it and tachometer swings upwards effortlessly, the V8 motor screaming all the way to the top with a relentless surge. The higher you rev it out, the faster it goes, and the harder it pulls! All the while churning out one of the greatest V8 exhaust notes this side of Maranello. This S65B40 engine is a masterpiece of engineering.

But wait, it gets better as the road winds and curves. You barely have enough time to appreciate and comprehend the engine's linear power delivery, and then the car impresses again with its sublime composure. Chuck it into an off-ramp or a winding road, and everything settles in with surgical precision. Steering inputs are incredibly accurate and you can feel the texture of every pebble underneath those front tires. The limits of grip arrive without any nasty surprise, as the car can be placed on whichever line you desire. Dial in more throttle, and you can make the rear-end dance with waves of counter steer. It's absolutely magical, the whole car just wraps around you like a perfectly fitted glove. The steering, the throttle, the brakes, the suspension: they all work in perfect unison to reward the driver's efforts.

It doesn't matter if you are doing serious driving or hooning. It doesn't matter if you're crawling in rush hour traffic in complete comfort or carving up a racetrack. You pick the flavour and the M3 happily obliges. Every single time. It's the jack of all trades.

And that's the E9X M3's intangible secret to driving nirvana: man and machine truly feel as one. Whatever your mood, it matches. This M3 makes you the conductor to a glorious V8 motoring symphony. Get one while you can, and happy composing.





Hello All! I hope everyone has been getting out and enjoying some of this great driving weather we've been having, I know I have been! Lots has happened since the last issue, both with my car and with my track adventures. Recent work I have done to my ride includes pulling my front alignment pins and getting a custom alignment at Pompeii Motorsports in Greenville, upgrading my brake setup to PFC 11 pads for when I'm at the track, and possibly my favorite mod of the season – the installation of my carbon fiber front lip. I also picked up the brand new Solo2 DL lap timer so I can start to track my progress at driving schools. In the last few months I have exercised my M3 at the Michelin Proving Grounds wet skid pad, Roebing Road Raceway near Savannah GA, and the legendary course Watkins Glen International in New York. I was officially promoted to an intermediate student at my last HPDE, all this hard work is starting to pay off! I look forward to the Sandlapper HPDE on October 26-28 at Carolina Motorsports Park – registration is live on MotorSportReg.com, secure your spot today!

As always – thank you to everyone who contributes their writing and photography skills to this publication. If you have a story you would like to share, feel free to email me at maryholcombe1118@gmail.com.



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.

Asa Adomatis - Simpsonville, SC
 Eric Archie - Columbia, SC
 Trent Arnold - Aiken, SC
 Revkah Balingit - Greenville, SC
 Emanuel Bannister - Sumter, SC
 Chris Bell - Walterboro, SC
 Michael Bentley - Mt Pleasant, SC
 Mike Berry - Inman, SC
 Ethan Bidwell - Columbia, SC
 Daniel Blouch - Charleston, SC
 Dan Bornstein - Daniel Island, SC
 Russ Brasher - Matthews, NC
 James Brenyo - Simpsonville, SC
 Sabriam Brinton - Walterboro, SC
 David Brown - Ladson, SC

Heinz Brunner - Simpsonville, SC
 Hans Carlson - Greenville, SC
 Michael Coleman - Aiken, SC
 Alex Covington - Lake Wylie, SC
 Corey Crowley - Taylors, SC
 Jack Cutler - Lancaster, SC
 Bradley Davis - Summerville, SC
 Michael DeGeorgis - Easley, SC
 Hudson Denney - Greenville, SC
 Craig Dennis - Myrtle Beach, SC
 Benjamin Donnan - Greenville, SC
 Jason Douglas - Lexington, SC
 Luanne Dyer - Chapin, SC
 Chris Eadie - Belton, SC
 Benjamin Earle - Charlotte, NC
 Jerry Eimen - Simpsonville, SC
 Johannes Elbertse - Lake Wylie, SC
 Matthew Ertel - Charleston, SC
 Richard Evans - Aiken, SC
 Reuben Fitzer - Greenville, SC
 Mark Flanagan - Simpsonville, SC
 Martin Galehouse - Simpsonville, SC
 Audrey Goodwin - Simpsonville, SC
 Shawn Graham - Lancaster, SC

Luke Groth - Columbia, SC
 John Hankinson - Columbia, SC
 Guy Harrison - Greenville, SC
 Alec Huber - Simpsonville, SC
 John Hungerford - Camden, SC
 William Hunter - Simpsonville, SC
 Al Hupp - Simpsonville, SC
 Steve Infante - Columbia, SC
 Ben Jones - Greer, SC
 George Kennedy - Columbia, SC
 Nathanael Lindsay - Elgin, SC
 Lawrence Ling - Aiken, SC
 Blake May - Beaufort, SC
 Broc McCarthy - Anderson, SC
 Medwyn McClelland - Summerville, SC
 Mark McKay - Anderson, SC
 Hayne McMeekin - Fort Mill, SC
 Greg Morton - Simpsonville, SC
 Mitchell Morton - Simpsonville, SC
 Todd Moss - Hilton Head Island, SC
 Tulita Oakley - Boiling Springs, SC
 Rick Oppedisano - Fort Mill, SC
 Ganesh Pai - Lexington, SC
 Doug Payne - Greenville, SC

Laura Payne - Greenville, SC
 Gloria Peralta - Hilton Head Island, SC
 Morris Peterson - Greenville, SC
 Caroline Peterson - Fort Mill, SC
 Nicholas Peterson - Fort Mill, SC
 Rick Petillo - Greenville, SC
 Andrew Piotrowski - Mauldin, SC
 Arvin Raheja - Greenville, SC
 Ron Rasmussen - Greenville, SC
 Fred Reinhard - Charleston, SC
 Serena Rodgers - Inman, SC
 Zack Rubin - Columbia, SC
 Amir Sadri - Piedmont, SC
 Nida Salameh - Fort Mill, SC
 Nathan Shackelford - Roebuck, SC
 Nicole Shah - Greenville, SC
 Nancy Steadman - Summerville, SC
 Grant Thompson - Moncks Corner, SC
 Adam Waldeck - Peachtree City, GA
 Scott Walters - Hilton Head Island, SC
 Lou Wolf - North Charleston, SC
 Ryan Wooldridge - Taylors, SC

Anniversaries

Congrats to all of you, cheers!

5 Years

Dan Dyszelski
 Tom Harvey
 Carl Derrick
 James Uffelman
 Charles Coffman
 Elaine latten
 Mike Doherty
 Pedro Escobar
 Ed Miller
 Charlene Dean
 Todd Greer
 Robert Coughlin
 Edwin Morehead
 Johnny Valencia
 Dean DePhillips

10 Years

Robert Palmer
 John Jersen
 Michael Brannon
 Steven Rider
 Lauren Rider
 William Secord
 Carl Besenbach
 Chris Baker
 David Weeks
 Charles Jones
 Carol Jones
 Bill Cone
 Charles Shults

15 Years

Leonard Portela
 Jeremiah Callahan
 David Stout

20 Years
 Wynne Smith
 H. John Ackerman

30 Years

John Meek
 Kim Masters

35 Years

Cal Colvin
 Graham Sussman
 Jacob Thigpen

40 Years

Ben Freeman

45 Years

Ronald Hall
 Kent Gourdin



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Coastal/Myrtle Beach:

Currently Open

Hilton Head:

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

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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
[Fish Market, Baxter Village, Fort Mill, SC](#)

Sandlapper Chapter BMW CCA

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