

The Roadster

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

BMW Car Club
of America
Sandlapper



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This black beauty belongs to Sean Troy

President's Corner

If you see something, say something

By Tim Dennison

As I sit down to write this column, it's July 4th, and I'm on vacation in Cape Cod. Yes, I know this is the Fall issue, but since I have a tendency to procrastinate, I figure if I start now, I'll finish by the end of September.

In the past few days, the Boston police have been gearing up for the Independence Day Boston Pops concert & fireworks. The police are telling the people of Boston, "If you see something, say something". That's great advice considering the state of the world today.

I'd like to reframe the statement "If you see something, say something" to give it a more positive twist.

We have 1186 "Citizen Journalists" in our chapter. That's right, 1186 Sandlapper Chapter members living in South Carolina, and I would bet that nearly all of you currently have a camera within feet of your reach, or more likely, in your pocket right now. Of all those cameras, how many are built into your smartphones? Probably pretty close to all of them.

You may not think about it this way, but all of you that post to Facebook, Twitter, Instagram and other social media outlets are journalists. Sure, maybe it is micro-journalism, but you are writers and photographers just the same.

Imagine everything that each of you experience during the course of a day, week, month, or quarter. As enthusiasts, you

attend BMW-related events. You have cool cars. The Roundel magazine demographics say that more than a third of you actually have more than one BMW. You attend Cars & Coffee, Car Shows, Meet & Greets, Drive & Dines, and the list goes on.

Here is your call to action:

The most difficult part of assembling a newsletter is getting content. I'd like to ask that if you see something, say something...by contributing to the newsletter.

Say something to the rest of the membership. Nobody's looking for War & Peace. It doesn't need to be literary genius. How about interesting and engaging? Witty and fun? Relevant and informative? If you can contribute to the value of your chapter's newsletter, please, please send content to our newsletter editor, Brook Harmon. See the last page of this newsletter for his email.

Don't think: "someone else will do it". Be the one who steps up. Be the one that other members appreciate. Be the one that contributes.

I know there are those of you who like to write; who like to be heard. Let's hear your voice, tell us your experiences. Show the rest of us what you see, hear, feel.

If you see something, please say something. The rest of members will truly appreciate it...and so will Brook.



Editor's Column

Live it. Share it.

By Brook Harmon

I believe one of the greatest benefits of being a BMW CCA member is the sharing of information, and this can be seen on many different levels.

Attend an area meeting and you are likely to find someone who owns a model similar to yours. You discuss a variety of topics ranging from maintenance and performance modifications of vehicles, to past or upcoming events. Both parties walk away with more knowledge and an appreciation for attending.

At the other end of the spectrum is the Roundel magazine from the National Office. It reaches all of our members across the country and does a great job of providing a wealth of information over a wide range of model years and types. Reports on events urge you to "save the date" for next year. Everyone that reads it takes away something they can use.

The chapter newsletter slots nicely between the two. Instead of just having a conversation with one or a few people at an area meeting, a newsletter reaches out to all of the chapter's members. Did you attend an outstanding event that left you with memories that will last a lifetime? How about a modification or enhancement that really increased your enjoyment of the vehicle? Let all your chapter members know and you'll be creating smiles too!

I used to contribute in a column I called "Continuous Improvement" about a decade ago. I can't recall receiving one email thanking me for my effort. That's okay, because upon introducing myself at driving events, I had several people relate the name to the articles and they thanked me personally. People really do read, and they are appreciative of information you can provide.

Times change, and if it no longer makes sense, then why do it? What you won't find in this newsletter is classified ads. A newsletter only comes out 4 times a year; the Sandlapper website Classified section is fluid. If you have for sale items, or are looking for items, please go there, or a more national venue of your choice. In that same vein, you won't find an upcoming events section. The Sandlapper chapter emails are fluid and do an outstanding job of providing current information as to what is happening about our chapter. Also look for the National Office quarterly email that provides information on events in the South Atlantic.

Live it. Share it. Your fellow Sandlappers will appreciate your efforts.

New Members

Dave Balz - Jacksonville, FL
 James Blanton - Little River, SC
 Istvan Bognar - Greenville, SC
 Eric Bour - Simpsonville, SC
 Russell Boward - Rock Hill, SC
 Paul Browning - Greenville, SC
 Philip Cathcart - Mount Pleasant, SC
 Dean Cousins - North Charleston, SC
 Christopher Crabtree - Fort Mill, SC
 Brian Hershey - Lexington, SC
 Connie Husband - Little River, SC
 John Matthews - Greer, SC
 Scott Nevin - Greer, SC
 Gage Owens - Inman, SC
 Nicholas Owens - Duncan, SC
 Randall Pagenkopf - Daniel Island, SC
 Jonathan Pait - Greenville, SC
 Gayle Peek - Six Mile, SC
 Gerald Peek - Six Mile, SC
 Greg Phillips - Taylors, SC
 Melissa Phillips - Taylors, SC
 Sue Ann Phillips - Taylors, SC
 Kevin Power - Moore, SC
 William Prioleau - Columbia, SC
 Hope Robinson - Greenville, SC
 Danny Staudt - Simpsonville, SC
 Dozier Wallace - Gilbert, SC

Monterey Car Week

Make an effort to check off the box

By Johnny Valencia

It's taken me about 2 weeks to sit back and really soak in to what was Monterey Car week 2015. I have been lucky enough to attend and participate in numerous events, but the impact and sheer "wow-ness" of all that occurs on the Monterey Peninsula was beyond my expectation. From events such as McCall's Motorworks Revival, Exotics on Cannery Row, Legends of the Autobahn, Rolex Monterey Motorsports Reunion, and Pebble Beach Concours d'Elegance, the week is the mecca of the automotive enthusiast's dreams.



The 6th annual Legends of the Autobahn presented by Michelin, or LOTA as most call it, was yet another impressive showing put together by the BMW CCA along with Mercedes Club of America and the Audi Club of North America. Upon arriving to the Nicklaus Club Monterey, the exquisite course and backdrop is simply breathtaking. As you enter, you see a row of E9 CSL's and 2002's, but then you continue walking and come up to the Dinan Car of Your Dreams M4 raffle car, the BMW Team

RLL #25 Z4 GTE, an E21 Alpina C1 2.3, and an E36 M3 LTW. The icing on the cake was the opportunity to get up close and personal with the new M4 GTS, and a street version E46 M3 GTR. The Michelin display paid tribute to Alpina's 50th anniversary with a B6 Gran Coupe, with 30 of those years as the exclusive tire of Alpina vehicles.

BMWBlog's own Horatiu Boeriu was the honorary judge to select the Michelin Choice award winning vehicle. He selected Christian Schmidt's 2001 red on red Z8 Roadster. Congratulations to Christian as he was awarded a new set of Michelin tires.

My final thoughts bring a great sense of pride as well as a huge smile on my mug. That is because for 2016



Rolex Monterey Motorsports Reunion, BMW will be the featured marque, and highlighted on the occasion of its centenary. And if one week of BMW haven isn't enough, BMW CCA's 47th annual Oktoberfest will begin in Monterey as Monterey Car week ends. Check off the box, the bucket list, the must do, whatever you call it, and do what you can to get out to the Monterey peninsula in 2016. Trust me, whether you've been, or if it's your first time, 2016 will be one for your BMW mantel.

August Upstate Meeting At Century BMW



Dwayne Mosley (left) ; award presented by Tim Dennison

A special thanks goes out to General Manager, Chad Domonoske of Century BMW for hosting the August Upstate Sandlapper meeting. Even with the threat of thunderstorms, about eighty members and guests attended.

I suppose you could have called it "the night of the eights". As you walked into the shop where the meeting was being held, the first thing you laid eyes on was three 8-series cars lined up next to each other. Michael Mitchell brought Satch Carlson's Z8 over from the Foundation Museum, Mike Renner brought an i8 from the Performance Center, and George Melanis was kind enough to bring his 840ci on short notice.

We recognized Dwayne Mosley with a token of our appreciation for the years he has served the chapter. Without Dwayne at the helm, the chapter would not be where it is today. Dwayne's new position as South Atlantic Regional Vice President will allow him to help grow the chapters in the south-east...including of course, the Sandlapper chapter.

Tony Talbert from Continental Tires was our guest speaker of the night. Thanks very much to Tony for an engaging presentation as well as the very generous door prize of a set of Continental tires. One lucky member walked away with a brand new set of Continental tires.

George Melanis of Bee Bees Restaurant in Greenville provided the great food, and the Sandlapper members provided the great company. Thanks to everyone who came out, and to those who helped make the event happen.



CONTINUOUS IMPROVEMENT

Run-flat Torture

By Brook Harmon

Are you a driving enthusiast? Did your BMW come with run-flat tires as Original Equipment? Are those OE run-flats STILL on your vehicle? If you answered “Yes” three times, you need to take action. Now.

My 2012 BMW 328i came with Continental run-flats. Instead of replacing them immediately with standard premium rubber, I decided to get use out of them. Thanks to BMW CCA High Performance Driving Education schools, I no longer feel the need to thrash a car on back roads like I used to, but when I did attempt a sporting pace in the 328i, it tried to fight me every step of the way. Encounter a mid-corner bump and the car wanted to jump sideways. Instead of exploring the pleasures of fine vehicular dynamics the marque is known for, I was much closer to exploring the ditch along my favorite 2-lane!



There were other things about the car's ride and handling I had grown to hate too. The ride always seemed harsh and abusive whether cruising normal streets running errands or jumping expansion joints on the big road. Keep in mind this was a Base suspension car; “It shouldn't behave like this”, I thought. When cruising at highway speeds, the steering was exceptionally responsive; too responsive, for my tastes, as a sneeze could have you crowding the center line. I had purchased the Ultimate Driving Machine, but it was far from that ideal right now. Did BMW really miss the mark with this F30? I had purchased the car with expectations of a nice street ride for everyday life while retaining some sporting qualities when I wanted a little more fun. I was disappointed on both items.

After 2.5 years of ownership, and plenty of tread left on the tires, I drew a line in the sand. Either I do something to get this car to where it needs to be, or I am going to sell it. I liked the rest of the car enough that I couldn't bring myself to part with it, so I took action and ordered tires, springs, and dampers. Tires would be installed first, but wanted the springs and dampers too as it seemed to wallow a bit more than it should, as if the dampers couldn't control the spring rate.

I wanted an all season tire, so it came down to the Continental DWS06 versus Michelin's A/S 3; both excellent products. Long story short; The Conti would be more comfortable, so less responsive and sporting, but was better if you did encounter white stuff, and offered greater ultimate mileage. Going for a tire that was less sporting made me cringe a bit, but I knew it was better for my particular application. Done deal. I had them installed on a Friday before a Saturday's planned drive. Leave the springs and dampers in the box; let's see what change the tires alone make.

It didn't take long for my smile to appear; as in rolling out of the tire shop parking lot transitioning onto the highway. The normal pains I had endured running errands in town were gone. The jarring impacts of tattered roadways were replaced with a compliant ride. Yes, I could feel the bump, but it was a much smoother encounter. This compliance was also felt in the reduced responsiveness, but the tire is still in the Ultra High Performance category and seemed plenty satisfactory. A sneeze would no longer translate to feet off course, just inches. Goal 1 was achieved, but how much difference would the tires really make when driven in a sporting manner?

After a few corners, I had high hopes. After a couple of hours, I was grinning from ear to ear. The car no longer bucked against road imperfections; it merely soaked them up and maintained contact with the road. The run-flats had provided almost no road feel; closer to rolling on wood than an advanced composite. With the standard tires, I could now feel the road!

Tony Talbert of Continental Tire made a presentation at an Upstate Sandlapper club meeting at Century BMW a couple of months ago. Before the meeting, I had provided him with feedback on my experience. During the meeting, he pointed out that the tires provided as Original Equipment were made to the car manufacturer's specifications, not to Continental's. The car manufacturer has lots of different criteria to consider other than ride and handling performance. He also noted that this was a critical difference between OE tires and what you can purchase from Continental as aftermarket replacements. I've noted this in OE truck and motorcycle tires as well, so I'm going to consider this to be the position for many tire manufacturers.

For me, the change in tires corrected 80% of my complaints. I knew I was trading off some ride and handling performance by keeping the run-flats, but I had no idea just how much! Also note that each standard DWS06 weighs in at 4.6 lbs less than the OE run-flat tire. Shaving nearly 20 lbs of unsprung weight from a car is serious stuff, and doing so while retaining the robust (heavy) BMW OE wheel is almost unheard of. For my 225/50-17, the installed cost was only \$650. Well, after a Craigslist sale of the run-flats, call it \$500. That is less costly than many lightweight aftermarket wheels, for one wheel!

I will no longer be able to drive my car on a flat tire, but for less than \$40, I have a plug kit, bottle of Slime tire sealant, and a lightweight compressor. And for those worst case scenarios where a loved one is driving home on a stormy night and encounters a deflated tire, a cell phone and roadside assistance are still there to accommodate. Yes, I gave away the main inspiration of the run-flat tire, but I gained an entire car in the process. I'm now excited about my 328i in the same way that initial 318ti test drive excited me nearly 20 years ago. Ultimate Driving Machine? Absolutely! But if you have the run-flats, take action now; don't let the torture continue.

Bathrobes and Battery Packs

The wonders of electricity

By: Nicole Weed

When sitting in your bathrobe in the morning, sipping coffee and wondering what motoring could be, if you're an enthusiast you've wondered what it'd be like to have an electric car. Being a free spirit, being a wild card, being someone that thrives on the opportunity to hop in the car and go for hundreds of miles without a second guess I was skeptical...once I got the car, I was even more skeptical. I tried a Nissan Leaf on for size, and then the BMW i3, I guess the results aren't really a surprise, seeing as how I have neither of them now.

I'll use my favorite analogy towards driving the Leaf ;"it was like throwing a hot dog down a hallway." It was a loose, uncomfortable car that just sort of barreled around without taking any consideration as to the road conditions around it. Certainly I couldn't thrash like I wanted to, certainly I wasn't going to look cool at stop lights, and there wasn't a chance that I could pick up hot dudes at stop lights that I did in my other car. I grabbed the fob for the i3, wishing for an i8, and found some very important things out in the period of time I

had it.

- All of those preconceived notions were wrong - all electric cars aren't built the same
- The technology was easy to use
- The thrashing was awesome
-I could still pick up dudes.

Aesthetically, maybe there's a bit that can be done to improve, inside and out. I sat in the drivers seat and absorbed the dash, a fantastic looking bamboo skewer of a look, but at the same time extremely exotic, organic, and refreshing as opposed to the plastic nonsense that I had been used to. The



configuration of knobs, levers, and even the steering wheel was almost as if it were created for me, and me alone. Connectivity to multimedia devices was seamless and actually the ride quality was like any other touring sort of car would be. It was decent, it was electric, it was way better than

the Leaf.

The i3 had a certain character about it, it was something that most people wouldn't feel comfortable with. My technology package was over my head as far as accessories that were available, The sportiness, which I really assumed was going to be lacking, was impressive. I was in this car expecting to be upset, but at the same time it made me want to go. I was reminded of that Mazda commercial that said "Zoom, zoom." I wanted to "Go, go."

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

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<https://www.facebook.com/sandlapperbmw>



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

Monthly Meetings:

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

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

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

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

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