

The Roadster

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

BMW Car Club
of America
Sandlapper



2012 Summer Driving Season

Performance Center Autocross Scheduled
One Lap of America
and much more...

The X1 is coming Revealed at the 2012 NYIAS - the facelifted X1 with a little something special just for the US...

Michelin Tire School Can you teach an old dog some new tricks?

Street Survival Coming to the Upstate

President's Corner

So much to discuss, so little space... The RLL BMW M3 won the first ALMS race in Sebring, FL kicking off the 2012 season in the same fashion in which they finished 2011. Yee-haw!!! The next race is at Long Beach and should be complete by the time you read this. Let's hope they win again in spite of having extra weight or other performance penalties added to slow them down in an attempt to equalize the field. Whatever happened to allowing the best team to win strictly on its own merits?!! For an outstanding Sebring video, go to: <http://goo.gl/Qzg55>

We have a new M5 arriving on the scene. Mike Renner, Tom Lappin and Steve Maguire will be fielding a new M5 in the upcoming One Lap of America. They are again sponsored by the BMW Performance Driving School. The event starts on May 5th thru May 12th. Daily competition info is available at onelapofamerica.com.

We have another date for a Performance Center / Sandlapper autocross. Our date with the best autocross track in SC is June 10th. I'll send out notifications via email, so if you're interested in attending this event, please be sure you're on the email list. You can register for this list at

our website, sandlapperbmw.org.

Four of our chapter members attended the National Chapter Congress in Dallas at the end of February. We were updated on new insurance regulations, Street Survival operational opportunities, Motorsport changes, member retention, chapter organization and many other things. It was very informative for all of us.

The February meeting for the Upstate was sponsored by Century BMW and held at their facility. More than 125 members were on hand to meet and hear Erik Luchsinger address the group. Erik is a BMW Technical Support Engineer and former President of the Sandlapper Chapter. He discussed some of his driving events during the chapter days and shared information on the new engines BMW is installing in their new cars. Century provided food and drinks and door prizes for everyone. They even gave away a very nice golf bag as the grand prize. Many thanks to Century BMW for hosting the event.

Ever wanted to purchase all the raffle tickets you had money for? The National Board voted to lift the cap on the number

of raffle tickets any one member can purchase. That means if you want to purchase \$1K worth of tickets to improve your odds of winning that new car, you can now do it.

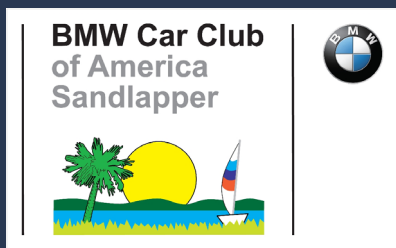
Our early Spring season is spawning desires to go on scenic, curvy drives in our Ultimate Driving Machines. Please stay tuned for announcements regarding these types of events. As stated earlier, they'll be announced through email notification, so sign-up at the home page if you want to stay informed.

See you around SC.

Dwayne

Welcome Aboard!

We are excited to welcome Larry Gilbertson to the team as the Regional Vice President for Columbia. Larry can be reached at lgilbertson@sc.rr.com



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

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Editor's Note

the last several months of content, many of which were synthesized from Germany, but if you want stuff that isn't

totally Upstate-centric, send it my way. I made some arrangement with other suckers to share some content, but lets be honest, we don't care what they do. My e-mail address is dancollins@sandlapperbmw.org and I'm always taking contributions.

In addition to the new layout, whether we send it by snail mail or publish digitally, we are also working on our online presence. Hardy Emery of Greenville is managing our Facebook and Twitter accounts, which are already instrumental, especially in organizing events that happen on short notice. The MINI auto-cross Century MINI put on at Greenville Tech wasn't an a BMW CCA event, but through Facebook, we spread the word enough to have quite a few members show up and participate in a very fun Saturday morning. You can also post your own pictures of events, look at others' pictures and connect with fellow members. If you haven't had the chance to yet, check it out.

aaaand we're back! We are out of the cold winter and well into pollen season in SC, and we've done some spring cleaning at *The Roadster*. Our January/February issue ran into a roadblock at the printer so we took the opportunity to give it a LCI (Life Cycle Impulse, BMW-speak for a facelift). The January/February issue went out online with postcards sent out. Postage is expensive! Let me know if thats something you would like to continue to see in the future.

I was one of four to go to the Chapter Congress in Dallas back at the end of February. That was an experience. Not only was it a great opportunity to learn about the club, it gave me a new perspective on how vast our community is, and how great of a chapter we have here. My lessons that apply to the newsletter are as follows: I am not the newsletter editor, rather the 'sucker' (official BMW CCA term), and no chapter sucker ever gets off easy when it comes to getting content. You may or may not have liked

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Since I'm already late publishing this issue, and have to publish at least quarterly to keep my word to the advertisers and not have to hide my face when I walk past the national office downtown, I'll end things here. Now that this new format is at least roughed out, I can start trying to make my car Space Gray again instead of Allergy Attack Yellow so I can park with everyone else at the next Upstate meeting.

Until the next time,

Dan

Advertising

The Roadster reaches about 1,000 Sandlappers each month, both by mail and online. Advertisements (now in full color) can be purchased as follows:

Business Card \$25

Quarter Page \$35

Half Page \$60

Full Page \$100

Contact Dan Collins for more information at dancollins@sandlapperbmw.org. Advertisements must be ad-ready and are subject to the chapter's discession. We publish quarterly, (January, April, July, October) and advertisements must be submitted by the 15th of the preceding month to be included.



TURN YOUR CAR INTO A COACH.

As the Official Automotive Partner of London 2012, BMW has been inspired to develop a new technology to help customers boost their fitness in the run up to the London 2012 Games. The new driverless Running Coach feature uses a combination of ConnectedDrive technologies and surround view cameras to enable your BMW to follow you at a safe distance while you pound the streets. Integrated exterior speakers play words of encouragement when you need a little extra motivation and, if you don't have the willpower of an elite-level athlete, the Lock Out Logistics (LOL) feature helps you to complete any distance set. Alvin Alaff, BMW's Head of Innovation, said "It's a car gym but not as we know it." For more information call 0800 093 6161 or email alvin.alaff@bmw.co.uk

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Welcome New Members!

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| Robert Hooge Daniel Island | |
| Mark Housley Simpsonville | |

Adding to the list of X's in the US

by Dan Collins

NEW YORK – As the X3 and X5 have grown in their second generations, there is a new offering coming to the US under its two big brothers. The Leipzig produced X1 is not a brand new model, it has been around since 2009 in Europe and 2010 in Canada. The demand for these cars has been so great in other markets, however, that BMW delayed introducing it to the US market until now. BMW hopes that this car will find similar success in the USA, with some mild restyling and the addition of a model just for us – the X1 xDrive35i, that was unveiled at the 2012 New York International Auto Show, things are looking good.

The X1 rides on it's own E87 platform, which is derived not from the 1 Series hatch but the E91 3 Series touring wagon. In Europe, the car is fitted with one of a string of 4-cylinder gas and diesel engines in either rear-or all wheel drive, topping out with the xDrive28i with the new 240 horsepower turbo-4 that is in the new 328i, 528i, X3 and Z4 with an 8-speed automatic. The diesel engines

and manual transmissions are not slated to make it to the US at this time, but the availability of rear-wheel drive with the sDrive28i models will be sure to please those of us who do not need or want the all-wheel-drive system in South Carolina.

Having “examined” the X1 in Munich in 2009, I can report that this product has promise. It fills in the hole in the small-SUV segment that the X3 left when the F25 turned out to be the size of the last generation E53 X5. What is even better is that somebody who is 6'2” will have no issues

with space in this car, front or rear. If you add this to the M-Sport Package and new twin-turbo 6 offering, it makes for one powerful compact vehicle that you can still haul your stuff in.



The 2013 BMW X1 was released at the 2012 New York International Autoshow in April. We may have been delayed a few years getting this model, but we get an exclusive, US-only xDrive35i model.

photo BMW Group

Can You Teach This Old Dog Some New Tricks?

by John Budinich

GREER, SC – On March 13 thru 15, Shane Tisdale, Carolinas Region PCA Chief Driving Instructor, and I attended Michelin's Influencer Tire School. This class brought together 18 enthusiasts from BMWCCA, PCA, Corvette Clubs and other enthusiast organizations to learn more about high performance tires versus all season tires and how to help our constituents decide what is best suited for their driving styles. The short two and a half day schedule was packed with information and practical insight into what goes into building a high quality tire and how the various types of tires perform. This information is useful for both street and track applications.

The program started with a “get to know each other” dinner at one of the Michelin training facilities. This gave us all the opportunity to meet our fellow classmates and the Michelin people involved in putting together this inaugural event. After dinner, we were given some insight as to how Michelin trains their dealers and prototypes their showroom displays. There were three key players from the Michelin side that were with us throughout the program. Kimbrelly Kegler, Marketing - Influencer Manager, who was the driv-

ing force in putting the group together. She also coordinates the 25th Hour, a social media outlet for the key influencer group. Johnny Valencia, Training & Development Manager - TCAR, handled the classroom instruction portion of the program and answered the technical and sometimes “unusual” questions posed by the group. Last but not least was Doug Brown, Brand Category Manager - Michelin Sport UHP (Ultra High Performance), whose 30+ years of experience in the industry and performance & motorsports background provided valuable insight surrounding our track and “spirited” street driving questions. There were two other members of BMWCCA in the class beside me, Nate Risch and Devin Charters, both representing the San Diego Chapter of BMWCCA.

The next day the program started in earnest. We met at the Michelin Sales Training facility in Greenville, SC. Once we gathered and got our morning coffee, it was time to get down to business. We were given a walkthrough of the extensive amount of technology behind the “round black donuts” that we take for granted. They do not just pour molten rubber into a mold and pop out a finished tire. They described the various prod-

ucts that go into a tire (different types of rubber, textiles, wire and additives) and the precise placement of each of those items. We were also shown a variety of finished tires that demonstrated two very distinct means of manufacturing. One method is used for mass production and when the products used are fairly consistent across the tire. The other method allows for more precise placement of product within the tire. A great example of this technology in practice is the new Michelin Pilot Super Sport tire. The tread of this tire consists of the same carbon black rubber used in the ALMS race tire in the outer rib and shoulder for extreme cornering capability and a silica rich compound across the balance of the tread for exceptional wet weather grip and wear resistance. Another example of the precision this technology provides is in the BFGoodrich KDW tire. In one of the rows of blocks around the tread, the individual blocks are made up of two different rubber compounds resulting in different performance for the inside of the block versus the outside of the block.

We also went through some exercises in determining how to calculate air pressures required when going to different

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The Roadster

size tires in a plus configuration. This was enlightening in that some of our preconceived notions on the differences in air pressure were in effect, wrong. Michelin, and other tire manufacturers, publish fitment guides that aid in determining correct air pressures to use when changing from one tire size to another. This can be going to a wider tire on the same diameter rim or in a plus one or plus two fitment. These guides are provided to tire retailers, yet I cannot remember when I have ever seen one consult the book for the correct pressures to use. Most either go by the sticker on your door (no longer valid) or "swag" the pressure based on "experience". A few of those present gave examples of cases where the dealer was up to 15 PSI off on their "recommended" settings.

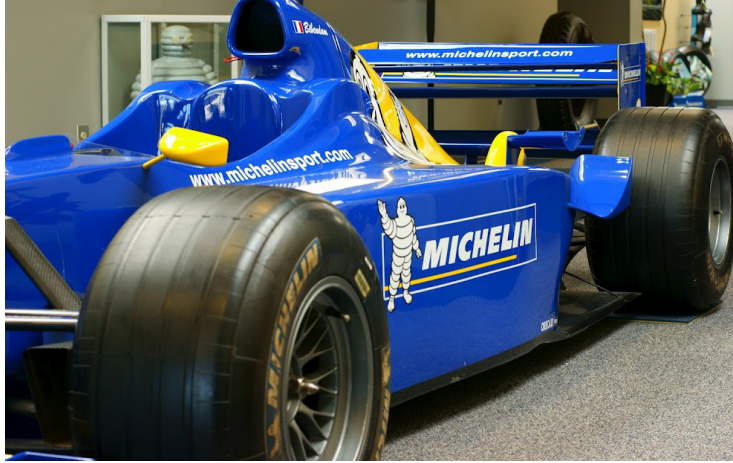
Finally, we discussed the differences between an Ultra High Performance tire and an All-Season tire. This put to rest the common misconception that an

all all-season would be better in the wet due to the greater number of "sipes" and grooves in the tread pattern. They proved that logic just does not "hold water". The performance tire performs better in the wet due to the grip of the compounds used. The all-season tire reflects its name in that it is in effect, a compromise. The all-season really shines based on temperature, not moisture. The performance tire falls off considerably below 40 degrees, where as the all-season remains consistent across the temperature range. The lesson learned here: if you want very high levels of grip above 40 degrees and the best performance below 40 degrees and in snow, get two sets of tires. A set of UHP Summer tires and a set of dedicated winter tires will provide the best result. The All-Season tires are for those looking for inherently longer tire life but are willing to settle for consistent, but compromised, performance.

We then were given a tour of the manufacturing facility in Greenville. This facility is one of 29 worldwide tire production facilities. The complexity of the number of products that go into a tire, and the level of automation in building a given tire was impressive. This facility primarily builds passenger car tires for Original Equipment and Replacement markets. In addition to observing the processes involved in making the tires, we also saw all of the quality checks that are built in to the process. Every tire is inspected by hand and a sampling

of tires goes through additional quality checks. Talk about being obsessed with quality!

The final day started out with some practical application of what was learned so far. We met at the BMW Performance Center in Greer, SC for some "hands on" with the Michelin tires using the Center's various BMWs. The lead instructor for the day



The Michelins we really wanted to test on the track

photo John Budinich

was Jimmy Clark. No, not THAT Jimmy Clark. He reviewed courses we would be driving and the basic handling characteristics we should be evaluating.

First up was an Autocross using a portion of their road course. After an orientation lap and one "warm up" lap, each student was given six runs on the course. This was done using 335d sedans on sticker Michelin Pilot Super Sports. The diesel in the 335d produced a tremendous amount of torque but the Super Sports were up to the task at hand. The tires were very communicative when they approached the limit without the typical squeal of most tires. They were then quick to correct, utilizing the same carbon black rubber on their outer band as that used in the Michelins made for ALMS racing. After our runs, the tires showed very little wear or feathering, despite not having been "run in" before we were let loose

on the track. The thing that amazed me the most is how consistent the tires were and the consistent times they allowed across the students of varying experience. The proof, the fastest time of day was produced by a student with lots of racing experience and more that a few competition licenses. The slowest time of day, from a student with markedly less experience, was only 1.1 second slower over a course averaging 29 seconds. This speaks to the confidence the tires gave the students and the forgiveness they demonstrated on the track. They even allowed a driver like me, who can barely work the pedals and chew gum at the same time to post a time in the middle of the pack. In addition to all that performance, they come with a warranty (the Michelin Promise Plan offering 30,000 miles on square fitments). It's definitely got to be the tires...

Following the Autocross we moved to the BMW X5s for the off road course. The vehicles and the

Michelin Latitude tires both impressed the group with their abilities to climb slippery rocks and perform at extreme angles to the goat path posing as a road. While not in the same class as an off-road equipped Jeep con-

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quering the Rubicon Trail, the vehicle and tires proved they are easily up to any off-road driving 95% of luxury SUV buyers will ever encounter.

Finally, we moved to the wet skid pad. Here students faced off on opposite sides of the oval for a “rat race” demonstration. We were in identical BMW 335 sedans, with one exception. One vehicle had the Michelin Pilot Super Sport Ultra High Performance tires and the other had the Michelin Pilot Sport All-Season Plus tires. Shane and I squared off for the first run, Shane had the Super Sports and I had the PSAS+. Even though the all season tires looked to have a more aggressive tread pattern we thought would shed water quicker, the results of the run proved interesting. My comments after the “race” we’re that the all season tires were consistent and fun. By this I meant I could hang the tail of the car out at the stab of the gas pedal and then keep it there as long as I wanted. Shane had a different experience on the Super Sports. While the carbon black outer band allowed for quick initial turn-in, the remaining bands of silica rich rubber across the tread allowed the car to stick to the inside line of the oval as if on rails. The result: within two short laps around the oval, Shane was right on my rear bumper and wanting to pass. The difference was consistent across all of the runs by the various students. Most of us were seriously impressed by the sticking ability of the Super Sports and this demonstration drove



I wonder if these tires knew what we had in store for them... *photo John Budinich* that point home.

This exercise showcased the amazing wet traction of the new Pilot Super Sport. While most of the track savvy students have experienced the exceptional dry weather grip of the Michelin Pilot Sport Cup tire, they were talking about how good the Pilot Super Sport would be on a damp to wet track. If the weather looks iffy when you head out for a Driver's Ed or Autocross event, you can still bring the Pilot Sport Cup tires in case the track

dries out but you can be confident that the day will not be ruined if you have the Pilot Super Sports already mounted on the car. You can just run them in the wet and still enjoy the day and set good times in general summer temperatures.

After lunch and awards for the quickest Autocross time, we thanked the Performance Center instructors and headed back to Michelin's Sales Training Center. We completed our school by debriefing about what we learned over the two days and we discussed how this experience would be put to use. I for one have a much better appreciation of the technology and track testing that goes into a Michelin tire and the ways to make them perform better through correct application and tire pressures. I also know that when someone in the club asks me which tire I would recommend, instead of giving a quick answer of what is popular or “aggressive looking”, I will ask some important questions. What type of driving will you be doing? What conditions will you encounter? Are you willing to change to dedicated winter tires in cold weather? Only then will I be able to make an informed recommendation.

Imagine that, I did learn something by going “Back to School”.

Classifieds

2007 335i Sedan – Titanium Silver/Grey Leather, Sport Package, Premium Sound, Bluetooth, Sirius, All Weather Mats, Xenon Headlights, Recent Continental Non-RFTs. 69,000 Miles, CPO to 100k. \$22,000 864.977.1764 or brentseay@gmail.com

1999 M3 Convertible – Maintained, Harmon/Kardon Audio, Power and Leather seats, F+R Bilstein Struts with H&R Springs, Polished Front Strut Bar, Tint, DEPO Headlights with HID and Angel Eyes, Euro Tail and Sidelamps, K&N Intake, Dinan Stage 3. \$11,569. Brian 864.420.2318 or west.brian12@gmail.com

1996 Z3 1.9 – Dark Green/Beige. BMW CCA 1st place concours winner. Garaged. Downing Atlanta Supercharger producing 200+ hp / 200+ ft. lbs, Car weighs under 2,700 lbs. and has superior F/R weight distribution than 6cyl. Has better gas mileage than stock engine, Fondmetal “plus one” 17” alloys, HMS Rollbar, 4pt. “Competition” Harness with Harness Bar,

Racing Dynamics Stress Bar, Blistein HD Shocks, Scorpion Free Flow Exhaust, Nose and lower bumper bras, K & N Air Filter. Plus these Extras: Original 16” Factory Alloys in excellent condition, Original intake manifold system, Premium car cover with locking cable. 78,000 miles. \$15,000. Tom 864.944.8010

2008 528i Sedan - Black Sapphire Metallic/ Gray. Unbelievably well maintained by a very particular owner. Garaged so all surfaces are like new. Steptronic automatic transmission with electronic gear selection, Moonroof, Navigation, Premium Sound System, Sirius Satellite Radio, Bluetooth, Keyless Entry with Push Button Start. 3.0 Liter DOHC engine with EPA Highway rating of 27mpg. Weathertech trunk mat, tasteful 30% tint on rear windows and New Tires. Protected by factory extended warranty until 3/2014 or 100K miles (47K miles now). Asking \$30,950. 828.280.7118.

Members in good standing may submit a classified to dancollins@sandlapperbmw.org or webmaster@sandlapperbmw.org. Ads run for six months. Please keep them simple.

Recall

MUNICH - BMW AG is recalling 2004-2011 E60 5 Series and E63/64 6 Series vehicles to replace a part that covers the battery cable in the trunk to avoid a potential electrical malfunction, resulting in failure to start and possible fire. No accidents or injuries have been connected to this problem, but make an appointment at your local BMW dealer. The repair is free and should take about 30 minutes.

Street Survival Scheduled: May 19th in Laurens

The Sandlapper Chapter is supporting the BMWCCA Foundation with their Tire Rack Street Survival school at Michelin's Laurens Proving Grounds on Saturday May 19th. In the simplest terms, the Tire Rack Street Survival program teaches basic car control skills to students (primarily teens and young adults). The Tire

Rack Street Survival web site at www.streetsurvival.org has all of the information about the program. Sandlapper chapter members can help with the May 19th event in two ways. First, we need help getting the word out to the parents of potential students. Please tell your friends, family members, co-workers

about this event. It is open to the public, and the cost is \$75. The second way you can help, is by volunteering. We are in need of both ground crew and in-car coaches (instructors). For more information, or to volunteer, please contact James Conlon (james@facilitytree.com) or Brett Baker (pqrst@charter.net).

New Camping Line from MINI

GENEVA- MINI AG announced on April 1 that a special line of MINIs would be released with all the comforts of home – the MINI Countryman with a pop-up roof-mounted Westfalia-style tent, and a tow-behind camper complete with a TV/DVD that integrated into the MINI's electrical system. With the John Cooper Works tuned MINI, that makes for one exciting camping trip, and the both models are engineered to work with the MINIs aerodynamic traits reducing drag. Interested? MINIUSA.com. Oh, by the way.... April fools.



New Camping accessories from MINI. Making Motoring one with nature, one eco-friendly LCD-TV at a time. Toilet paper not included. *photo BMW Group*

Upcoming Events

April 20-21 Kiawah Island Motoring Retreat, Kiawah Island. Members have cars entered. FMI www.kica.us/motoringretreat

May 19 Street Survival at the Michelin Proving Grounds in Laurens. To volunteer or to register, contact james@facilitytree.com (James Conlan) or pqrst@charter.net (Brett Baker)

June 10 Sandlapper Autocross at the BMW Performance Center, Greer.

Third Saturday of every month Cars and Coffee of the Upstate, Bi-Lo on E.North and Pleasantburg, GVL.

Monthly Meetings

Columbia Area - 1st Tuesday of every Month, Grecian Gardens, W. Columbia

Charleston Area - 2nd Thursday of every Month, Hendrick MINI, Charleston

Rock Hill Area - 2nd Thursday of every Month, Nishie G's, Rock Hill

Upstate Area - 3rd Monday of every Month, Quaker Steak, Greenville

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