



The Roadster

November 2010

Volume 16 Issue 5

The Official Newsletter of the Sandlapper BMW CCA Chapter

Ethanol. [eth-uh-nawl, -nol]

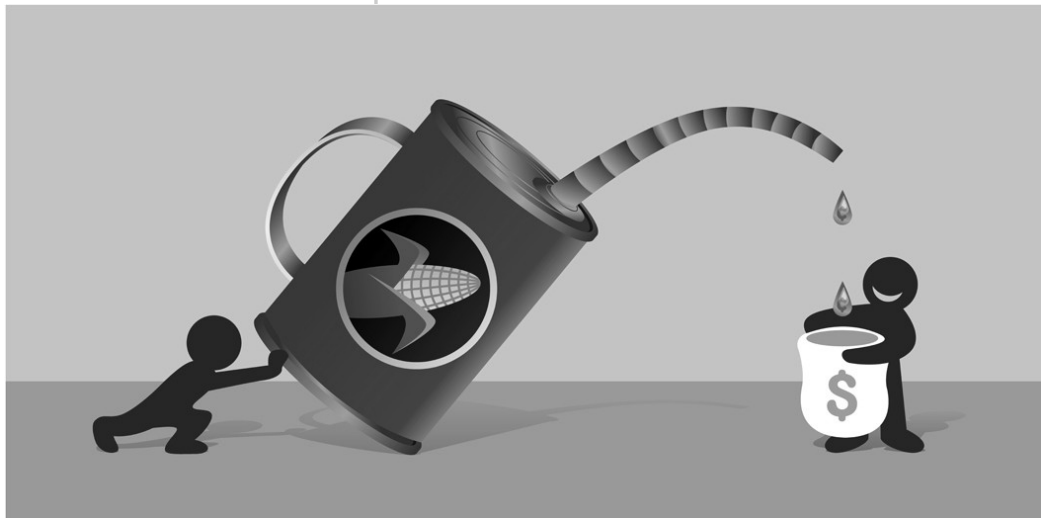
As a fuel, its ethanol (ethyl alcohol), which is the same type of alcohol found in alcoholic beverages. It is most often used as a motor fuel, mainly as a bio-fuel additive for gasoline. Biofuels include a wide range of fuels and have gained a great deal of public and scientific attention due to oil price spikes, needs for energy security, and concerns over greenhouse gas emissions from fossil fuels. Some cars on the road today in the U.S. can run on blends of up to 10% ethanol and the use of 10% ethanol gasoline is mandated in some U.S. states and cities.

Ethanol is usually derived from corn. The sale of corn for fuel supports the U.S. Farmer. Ethanol cannot be transferred through a pipeline, as it will corrode the pipeline. It is moved by truck and added to local fuel depot batches. Ethanol has lower energy content than gasoline, which provides less power and miles per gallon than gasoline. Ethanol alone is slightly corrosive, mainly to seals in fuel systems not designed to use it. The new E85 vehicles are updated for its use. At low percentages, it should be harmless to other cars. A disturbing fact is that ethanol can absorb water and can separate from gasoline at low temperatures creating a higher concentration than if evenly mixed. As noted above, many states add 10% ethanol (E10) to gasoline. Turn this page and further read the 'President's Corner' to understand why this percentage may grow.

Imagine what happens when 10% ethanol is increased due to an uneven mixture. When Ethanol is

mixed with pure gasoline at the fuel depot, it is probable that separation will occur while sitting in the tank. Those cleaning agents that Top Tier brands add to gasoline, above the required standard, aren't going to have any effect on ethanol. So shopping around for a 'name' brand won't solve the problem.

Until something is developed to reduce the corrosiveness of the water and ethanol in the fuel, and when pure gasoline is not available, consider going to a gas station with a high volume of customers where tanks are refilled often and where water in the tank has a better chance of being absorbed and pumped out quicker.



Story by, Denise Gagnon

SANDLAPPER

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updates, calendar, photos of past events

President's Corner

Hello Sandlappers,

I hope everyone had a good summer. The weather has certainly been hot this year. There are also many hot topics in the car industry. IMO, this one deserves the most attention. I've read many articles about this and I thought I'd share these two with you. This info comes from Consumer Reports and Bimmerfile with minor edits.

The Environmental Protection Agency (EPA) announced in October its approval to raise the blend of ethanol contained in regular gasoline. The fuel would be available to use in cars from the 2007 model year and up. Pumps that dispense E15 will have to have special labels, which the EPA also previewed.

The move comes in response to the Renewable Fuels Standard, which requires **36 billion gallons of ethanol** to be produced by 2022 for blending with gasoline. Currently, ethanol is blended into gasoline in two forms: E85 and E10. E85 is 85 percent ethanol and 15 percent gasoline, and it can be used only in specially designated flex-fuel vehicles. Far more common, E10 (10 percent ethanol and 90 percent gasoline) is designed to improve air quality in smoggy regions and can be used in all cars built since the early 1990s.

The problem with these approaches is that they currently only consume about 12 billion gallons of ethanol. To reach 36 billion gallons will require either sale of exponentially more flex-fuel vehicles with significantly more pumps, or an increase in the percentage of ethanol allowed in normal gasoline. About half the ethanol will come from corn, most now does. The other half is supposed to come from cellulosic sources such as wood chips, switch grass, or municipal waste.



Growth Energy, an ethanol industry trade group (think: Corn Lobby), has asked the EPA for a waiver to blend up to 15 percent ethanol into conventional gasoline for newer cars, rather than just 10 percent. They have also asked for approval for older engines to run on a blend of 12 percent ethanol. Groups representing automakers, farmers, environmentalists, and oil terminal operators have opposed the waivers and called for a Congressional hearing on the subject. Among other things, they are con-

(Continued on page 4)

From the Editor

It looks like fall is finally here. That 'fall' smell is in the air and my air conditioning is no longer running non-stop. It's a joy to drive my car with the 'top down' and not wear a hat to keep the sun at bay (which can make for a really bad hair day for me).

I don't know about you but fall runs a close second to spring as my favorite time of year. I hope to get in some leaf peeping this year to consume the beauty of those mountain ranges in full color. I promise not to speed on the switchbacks (ha-ha).

Before I say goodbye I'll share with you a story about a recent mishap with the passenger seat in my 325Ci. My husband (Alan) and I were running errands in my car. It was a beautiful sunny Saturday afternoon. We stopped at a Big Box Retailer for supplies and decided to purchase one of those clear plastic floor mats that you put on top of carpeting so a chair can easily roll back and forth. The mat has those sharp spiky things on the bottom so it grips the carpet without moving.

We purchased the mat and left the store. When we got to the car it was obvious that the mat wouldn't fit in the trunk. We both agreed it would fit behind the seat of the car. Alan grabbed the mat, rolled it up, and headed for the passenger side door. I was behind the car placing our other purchases in the trunk.

By the time I realized I should have checked to make sure that the mat had been rolled up with the sharp side 'in' it was too late. A multitude of punctures ran across the back of the front passenger seat. To make matters worse 'someone' thought it would be a good idea to take the mat out of the car causing additional rips.

I got in the car. Started the engine. Began to drive and started to cry. My first thought was to sell the car. I knew I wasn't thinking rationally. There had to be someone that

could fix this. I drove around for a couple of weeks with those wounds in my seat. I was embarrassed to put my top down. I went to the BMW website and built myself a new car. I almost clicked 'order'.

Then a miracle happened. Jeff Roubaud of Carolina Leather. Jeff restored my seat to close it's original condition. If you need his contact number please let me know. I'll show you myself what a wonderful job he did if you join me at the next Sandlapper Club Meeting at 6:30 p.m. on the 2nd Tuesday of each month at Logan's Roadhouse @ Pelham and I-85 in Greenville.



Denise Gagnon,
Newsletter Editor

BMW CCA Foundation Print



BMW E36 M3 GT3

Winner, 1998 Rolex Daytona 24 hour (second consecutive)
Drivers: Bill Auberlen, Marc Duez, Boris Said, Peter Cunningham
Winner, PTO's second consecutive Driver & Team Titles, and
BMW's third consecutive SPORTS CAR GT3 Manufacturer's Championship



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American Legacy Series
Painting by Steve Duez

We have just released the latest print in the American Legacy Series – the BMW E36 M3 GT3 sedan that won the 1998 24-Hours of Daytona. This car was driven by Bill Auberlen, Boris Said, Mark Duez and Peter Cunningham.

The prints are \$85 each plus shipping.

To purchase go to our store link below – also see our other prints and great BMW merchandise. <http://bmwccafoundation-shop.streetsurvival.org/catalog/>

President's Corner

(Continued from page 2)

cerned about increasing the concentrations of ethanol, especially in older cars, because ethanol is corrosive. They cite studies that show ethanol can be harmful to emissions and fuel-system components in cars.

Some gasoline blenders, who fall directly under the Renewable Fuels Mandate, are resisting the increase. Valero Energy and Marathon Fuels say they are hesitant to sell E15, because they don't want to be liable for damage to engines burning higher concentrations of ethanol. One Detroit-based automotive engineer we spoke with said that automakers would have trouble making non-flex-fuel vehicles comply with emissions requirements if the ethanol levels in a vehicle's fuel tank are inconsistent. Today's 10-percent standard is the maximum allowable, but lots of gasoline may be blended at 7 or 8 percent to stay safely below that cap. These variations can confuse the oxygen sensors in a car, which can make the fuel injection overcompensate and produce more pollution or even rough-running.

The EPA is scheduled to release the results of testing it has conducted on cars from the 2001 to 2006 model years next month (November 2010). The agency may later issue an amendment to this ruling that would allow the use of E15 in those cars. The ruling opens the door to more sales of E15, but in practice it may be months or years before it becomes more widely available. Some state regulations still inhibit higher ethanol blends, and underground gas tanks and other equipment would still need to be certified to store it. Current gasoline pumps are not approved for more than a 15% mixture. If careless blending elevates the mixture even a small amount over 15%, the delivery systems could become hazardous. This means operators might have to buy new pumps just for the delivery of the new blend. There are currently only two gas pumps on the market that have been approved for a 25% blend and they cost in excess of \$20,000 each, so station owners are not going to be in a rush to upgrade, especially when there may not be enough new pumps available to meet the demand.

We are not going to explain how the supply used to make ethanol will impact the prices of food or how the net energy to produce the fuel is less than what it yields, or the absolute impact on marine engines' fuel systems. (You can research that elsewhere and form

your own opinions) What concerns us is how this will impact our cars, our warranties and of course - all those cars with direct injection. One subset that immediately comes to mind is the turbo-charged BMWs and MINIs. Think impact on the high-pressure fuel pump. It has already struggled with E10.

It is really quite simple, an unnamed source at BMWNA has told us that the maximum percentage allowed for use in a BMW is 10% (E10 - the current blend), and **that is that**. After internal testing, BMW is not condoning the use of E15 at this time on any new or old BMW.

The EPA is taking public comments on its proposed waiver for 60 days. Please contact the EPA to voice your displeasure in this ruling. Please also contact our Congressional representatives to voice your displeasure. If they do not hear from you, they will think it's OK to go along with this change in blending ratios. If we talk to them, they will listen. I've contacted them many times on political issues. You should too.

See you around SC.

Dwayne Mosley

PS. If you'd like to see where you can purchase gasoline in your area that DOES NOT contain Ethanol, visit pure-gas.org.

Book Review

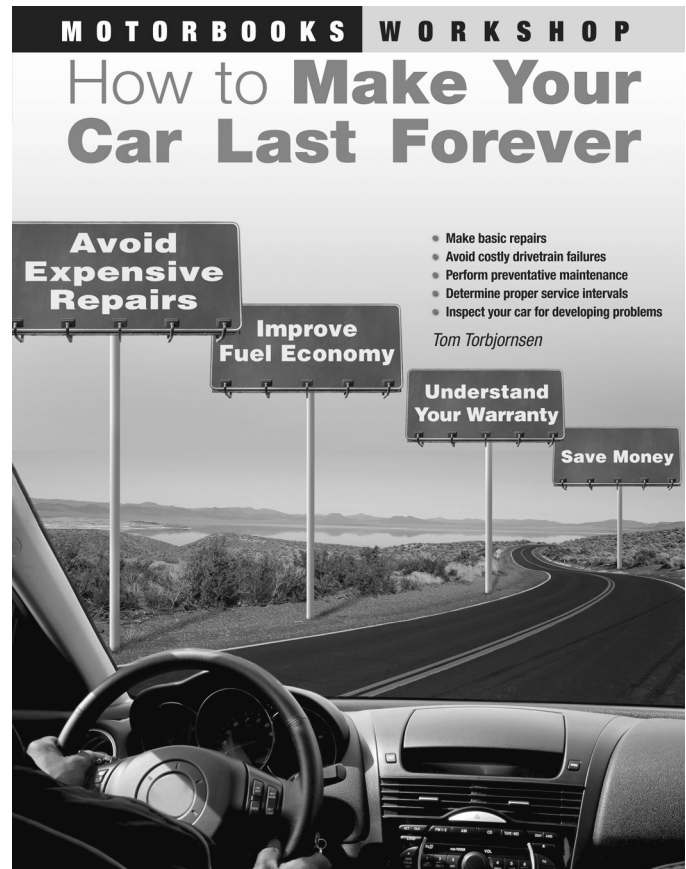
Review by: Nichole Schiele

How to Make Your Car Last Forever by Tom Torbjornsen

As you know, in today's current economic climate drivers are holding onto their cars for a longer period of time than they did in years past. If a car is maintained properly, it is substantially more cost-effective to keep a car running rather than taking on a new car payment. Motorbooks is releasing a book that is the essential tool for increasing the life of your car. There really is nothing like this on shelves today and it is now more important than ever to offer your audience a resource like this.

How to Make Your Car Last Forever by Tom Torbjornsen (MSRP \$24.99) will help all makes and marques of cars and drivers of all levels of expertise keep their cars on the road. Readers will increase automotive longevity and keep money in their wallets by learning how to:

Avoid expensive repairs
Improve fuel economy
Understand their warranty
Perform preventative maintenance
Inspect their car for developing problems
Save money
...and much more!



With the holiday season just around the corner, this book is an affordable gift idea for anyone in the family. Keeping a car healthy and running longer is truly a gift that keeps on giving...and this book will do just that!

Relay for Life

Thank you to everyone who donated and participated in the Relay for Life. The Sandlapper Chapter raised \$1477.00.

Photos by Dan Collins and Denise Gagnon



www.sandlapperbmw.org

BMW Launches The Next X3

Story and photos by: Michael R. Mitchell

For those of you living in the Upstate, it isn't any surprise that the new BMW X3 is going to be launched. We have been seeing disguised X3s running all over town. On October 13, 2010, BMW had a huge press launch for the new X3 as well as the expansion of the Spartanburg plant.

BMW VPs, SC VPs, members of the press (both print and TV), as well as BMW Associates all entered the new portion of the factory. Guests were greeted both outside and inside the factory by a selection of the BMWs the plant has built in the last 15 years. After receiving a name badge, guests were invited to sit before the stage where the ceremonies were held.

The Factory President introduced many of the BMW VPs along with the current and past SC VPs that were on hand for the introduction. Next, we watched a short video reflecting the history of the factory from the ground breaking back in 1992 up through today. Several BMW and SC people were on hand to give their thanks to the state, BMW, the employees and the people buying the cars.

At the end, of the ceremony , we were watching on a big screen hundreds of BMW Associates walking through the factory. At this point, the big screen moves out of the way to reveal the same Associates proudly marching towards the stage. Like the parting of the Red Sea, the Associates divided while Mike Renner carefully drove a new X3 up onto the stage. From there, everyone was invited to an area in the middle of the factory for a reception.

As I walked what seemed like a quarter of a mile through the factory, I couldn't help myself but to take pictures of the factory line. Normally photography isn't

allowed on the factory tours. I kept waiting for security to escort me out of the building, but no one ever did. The manufacturing line is a huge "U" shape with a few fingers off it here and there. The fingers are for when a vehicle might take more time to produce. The vehicle can go on a portion of the line in the fingers so it won't hold up the rest of the production.

Overall, the new factory is very impressive. In my opinion, this new X3 looks better than the first generation. They say the X3 is about the size of the first generation X5. Look for it to appear soon at a dealership near you.



Motorsport on Main

Story and Photos By Michael R. Mitchell

About a week before the final ALMS race at Road Atlanta this year, Michelin invited the race teams to display on Main Street in Greenville. About a dozen or so teams and just as many vendors took over two blocks between the Peace Center and the West End. A majority of the teams on display were from the GT class – BMW, Corvette, Ferrari, Porsche and the Ford GT. A select few LM and LMC teams were on hand as well.

The teams brought their race transporters, displayed one or two cars, and had at least one driver on hand to talk to the crowd. The drivers were busy showing off their cars and signing hero cards or posters. Several teams had some sort of driving simulator set up with the latest video game. This was a popular attraction for the school kids that toured the event during the afternoon.

BMW had a great presence at this event. Not only did they bring a current E92 M3, but they brought a couple of their heritage cars – the Yokohama E36 M3 and the David Hobbs 320i turbo. The turbo happens to be one of my favorite BMW legacy cars. I had an opportunity to sit in it for the first time. That is probably the closest I will ever get to have a ride in it. It is notorious for blowing up engines, which are not cheap to rebuild.

Clemson University unveiled a very unique electric car. They used the chassis of a BMW 1 Series 5 door hatchback. This is the model we can't get here in the U.S. This car was entirely powered by an electric motor. It was a project that was done by the Clemson students.

Although I didn't stick around for the evening activities, it is my understanding that the crowds really showed up after work hours. The mid-afternoon time was mainly for the press and school field trips.

Hopefully Michelin will bring the Motorsport on Main back to Greenville again in 2011. If they do, it is well worth it to go downtown to see the team. Best of all, it was free to attend. The only thing that could make the event better is if the teams could do some parade laps up and down Main Street.



Michael Mitchell and Tommy Milner

ALMS at Road Atlanta Classified Ads

Story and Photos by Denise Gagnon

It was a perfect day for the trip to Road Atlanta for the final ALMS Race. The weather forecast predicted sunshine with highs in the low 80's.

At 8:30 in the morning, just outside of Greenville, SC I hooked up with the Porsche club and we headed south for the trip to Braselton, GA. My top was down (as usual) and the heated seats were set to high to ward off the morning chill.

We exited the highway only to find ourselves in a long line of traffic. I soon remembered how exciting it was to see the dizzying array of amazing cars that spectators drive to the track. It's a 'see and be seen' event where the cars on the track can take a momentary backseat to the cars going through the front gate.

We situated ourselves right outside of the Porsche Car Corral tent. Throughout the day we explored the grounds and took in the sights which included food and retail vendors. We didn't stay for the finish but In the end Peugeot won Petit Le Mans running the entire 1,000 miles.

There was some excitement during the last lap. Ferrari F430 GT was leading its class and at turn 10,

with two turns to go the Ferrari ran out of fuel, moving Corvette into first place and the BMW Rahal Letterman Racing Team into fourth place with one of its two BMW M3 GTs. BMW secured the manufacture and team championships as well as winning the GT portion of the MICHELIN® GREEN X® Challenge with the No. 92 of Dirk Werner, Dirk Mueller and Joey Hand.



BMW M3 GT No. 92



Welcome New Sandlapper BMW CCA Members

Dawn	James	Galivants Ferry	SC	BMWCIC	2006
Hardy	Emery	Greenville	SC	Convertible M3	2011
George	Audi	Columbia	SC	535i	2009
Jon	Barrett	Greenville	SC	330xi	2004
Trung	Le	Taylors	SC	M6 Convertible	2007
Thomas	Hughes	Mount Pleasant	SC		
Charles	MacDonald	Huntersville	NC	328i	2010
Charles	Munns	Aiken	SC	BMW 238i	2011
Thomas	Batey	Chapin	SC	328 Coupe	2011
Jacqueline	Batey	Chapin	SC		
Mark	Fagan	Greenville	SC		
Judy	Stuart	Greenville	SC		
Mark	Essex	Greer	SC	X5 4.4i	2006
Patrick	Shirley	Simpsonville	SC	335i	2007
Sangita	Shirley	Simpsonville	SC		
Kristy	Cifuentes	Johns Island	SC		
Eduardo	Cifuentes	Johns Island	SC	M3	2011
John	Fort	Spartanburg	SC	Z3 Coupe 3.0	2001
Brandon	Punch	Moore	SC	X5 3.5i	2011
Becca	Punch	Moore	SC		
Mert	Ciller	Mt Pleasant	SC		
Thad	Dulin	Greenville	SC	330ci ZHP	2004
Dixie	Dulin	Greenville	SC		
Henry	Farnum	Johns Island	SC	635CSI	1986
Frederick	Christian	Columbia	SC	328i	2011
Vincent	Ragona	Mount Pleasant	SC	335D	2011
William	Seay	Taylors	SC	335i Sedan	2007
Lukas	Rigdon	Greenville	SC	E36 M3 Sedan 5spd	1998
Arthur	Beane	Charleston	SC	Alpina B7	2007
Chris	Thomas	Roebuck	SC	330Ci	2002
John	Kozak	Spartanburg	SC	323i Convertible	1998
Ryan	Plum	Seneca	SC		
Joel	Jenkins	Greenville	SC	525	1995
Keith	Armstrong	Greer	SC	e39 540iA	1997
Richard	Mishler	North Augusta	SC	Z3 2.3 ROADSTER	1999
Kyle	Mathis	Chesnee	SC	325is	1992
Ken	Campbell	Hilton Head	SC	z8	2001
Alex	Galloway	Easley	SC	318i	1992
Gale	Galloway	Easley	SC		
Teresa	Wood	Summerville	SC		
Harlen	Wood	Summerville	SC	BMW318ti	1998
William	Bradberry	Irmo	SC	BMW 335i Coupe	2008
John	McElvenny	Clover	SC		

Sandlapper Events:

FOR MORE EVENT DETAILS, SEE THE WEBSITE: www.sandlapperbmw.org

10/20–10/31/10—Hilton Head Concours d'Elegance & Motoring Festival hosts a Car Club Corral during the Savannah/Hilton Head Speed Classic. Go to www.hhiconcours.com/events for additional information.

2/19/11-Holiday Recovery Party / Driving and Dinner at the Performance Center; www.sandlapperbmw.org



Classified Ads

Sandlapper Chapter Pins/Decals

Decals and static clings with the new chapter logo. Both the decals and static clings are approx 3.5 x 2.75 inches. The decals are for the outside of your window, helmet, tool box or anything else. The static clings are for the inside of your window.

Also available are chapter logo pins.

The prices for the pins and decals are as follow:
Pins \$4 each or three for \$10.

Static Clings and/or decals \$3 each or two for \$5 – yes, you can mix and match outside and inside decals. (Shipping is not included with any of these prices.)

To purchase, contact John Anderson at sandlap-perbmw@gmail.com.



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Classified ads are free to Sandlapper BMW CCA members (1 ad up to 50 words) and must be renewed after running in two issues. \$1 per word over 50 words. Photos for ads are \$10 - free on the web. BMW CCA members name, membership number, and telephone number **MUST** be clearly identified on ad submission. Classified ads for non-members are \$15.00 per ad, per issue, and must include name and telephone number.

Are You Cleaning Up Before The Holidays?

Donate your automotive/motorcycle books, magazines, tech/parts manuals, posters, videos, brochures, die cast models, chapter newsletters or any other misc stuff to the BMW CCA Foundation for a tax-write off. Michael Mitchell: 864-329-1919; mmitchell@bmwccafoundation.org. (SC)



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**Story, photo, classified ad and advertisement submission
deadline**

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March 2010 Issue - 2/15/10
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July 2010 Issue - 6/15/10
September 2010 Issue - 8/15/10
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Commercial Advertisements are available at the fol-
lowing per issue rates: Full page - \$100; 1/2 page -
\$60; 1/4 page - \$35; standard business card - \$20.

All ads must be paid in advance - please mail pay-
ment with ad copy.

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