

The Roadster

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

BMW Car Club
of America
Sandlapper



Summer 2015

A Changing of the Guard

President's Corner

Tim Dennison

Wait...what? Surprised? Dwayne Mosley's name is no longer listed on the "President's Corner" article. As you may have heard, our illustrious President, in place for ten-plus years (nobody seems to remember exactly when he took over the chapter) has made the move to the National Office.

Dwayne's election to the South Atlantic Regional Vice President is well deserved. He has served this chapter well over the years, and will represent Sandlapper and the other chapters in his region with the same dedication and passion he's shown to us in the past.

I'd like to personally thank him for his service to this chapter. Without his leadership, knowledge and dedication to making the Sandlapper Chapter a great BMW enthusiast's experience, many of us might not still be active members.

I joined the chapter in 2003, and Dwayne has been the face of Sandlapper for as long as I can remember.

When you see Dwayne at your chapter meetings, show your appreciation with a sincere "thank you".

So what does that mean for me? Well, I've got some big shoes to fill. Taking the helm of a chapter that

shows consistent membership growth could be either a blessing or a curse. I can ride the current momentum and if it slows down, well...we won't think about that. My mission will be to continue to improve the membership experience beyond what it is today. Dwayne is still an active member of the Sandlapper Board of Directors, so he still has plenty of input.

Taking my place as Vice President and Upstate RVP is Tom Lappin. Tom's been a Member since 2009, and I appreciate him stepping up. All you upstate members will now see Tom running the meetings and sending out the emails.

You'll also see a new name as RVP in the Myrtle Beach area. Michael Kuhl, some of you know him as Twinkie, has graciously offered to help generate activity in that area.

So who is Tim Dennison? For most of you in the Upstate that come to meetings regularly, you know me. Those in the rest of the state know me by the SPAM...um...I mean emails you get from me regularly.

What's my story? I moved from upstate New York to the Greenville area in 2003. I've been a "car guy" my whole life, but had never owned a BMW. My wife and I test drove an E36 M3 and a first generation Z4 when living in New York, but we never pulled the trigger.

When my wife and I first moved to

Greenville, we lived in the Marriott Courtyard for two months. One day, I came home from work (assuming you can call arriving at a hotel "coming home"), and the hotel was inundated with BMWs...mostly roadsters, and a few coupes.

There were people washing, waxing, and detailing their cars at the hotel. Of course, being the car guy that I am, I was intrigued, so I asked one of the guys there, "what's the deal with the BMWs"? "It's Homecoming" was the response. I was then fully educated on the cult of Z-cars.

Turns out, my brother, a musician, was the entertainment for the downtown Roadster Homecoming concert, so he snuck us in to the evening festivities.

When we saw the fun everyone was having at this event, we were hooked. We bought a '96 Z3 the next weekend. The rest is, as they say, history.

We still have the Z3. A few other BMWs have come and gone over the years. Some have even stayed.

In any case, I'm proud to be a part of the club, and I hope to be able to add to the BMW experience for our club members. I'm passionate about the brand, and about cars in general.

Tim Dennison

From Track Junkie to Newbie Racer: At the Mitty

Story by Jack Sugameli – Photos Courtesy Jack Sugameli & Tim Dennison



My son Frank and I have been attending the Mitty at Road Atlanta for five years now. We've enjoyed the friends we've made, watching the great racing, and meeting some of the racing legends.

We had always gone as spectators, and spent much of the weekend in the Peachtree BMW CCA car corral...until this year.

This year, BMW was the featured manufacturer. Since I qualified for my BMW CCA competition license last year, I entered my e12 racecar in the Mitty. Instead of camping on the infield like we had in the years previous, this year we were camping in the paddock, and it offered us a brand new view of the whole event.

First of all, in the past, we had never really toured the paddock the way we should have. The paddock is open to spectators all weekend. All of the drivers are super friendly, and love to share the history of their cars. Everyone who goes to the Mitty should definitely spend ample time in the paddocks.

Frank and I didn't spend a lot of time in the car corral. We did stop in to visit with our BMW CCA friends, but spent more time exploring the Road Atlanta facility.

I think, by accident, we found one of the best places to watch the race on the track. A friend of ours, Peachtree member and fellow racer Eric Nissen, was working the corner station at turn 7 and we went up to say hi. While standing

there, I noticed we were as close to the track as a spectator can get, and it looked like those cars were flying! Driving through 7 doesn't feel that fast, but watching the cars this close up, braking from 90 mph to 50, and then taking turn 7, was just plain exciting.

The racing was a load of fun. To think that I was actually racing against cars that I had grown up watching race at Lime Rock Park back in the 70's. What a hoot! As for our feature BMW-only race, the entire experience gave me goosebumps. They lined our cars up on grid at lunchtime, and opened it up for an old-fashioned grid walk. The collection of BMW's out there may never be assembled in one place again. Spectators were invited down to walk among the cars and drivers. Just prior to the race, they played the National Anthem, we got in our cars, and Grand Marshall Boris Said spoke those famous words: "Drivers start your engines". I'm glad mine did.

After the race, Boris made the rounds in the paddock, and spent time with each of us. Boris is just a really nice guy, and he autographed the back glass on the e12.



There is always a lot of stuff going on at the Mitty. There were Mazdas at the skid pad that were free to autocross. Vendor village is always interesting, and of course, there's the paddock. If you enjoy older cars and have not been to the Mitty, you should definitely go. And if you have been to the Mitty, and not gone down to the paddock, you should allow a good bit of time for it, there's a whole bunch to see.



What could be better than a surprise Autocross at the Performance Center?

June 13 turned out to be hot. I don't know what the temperature was, but it was definitely the warmest autocross that I can remember. Speaking of hot, this event was put together in a hurry! Dwayne got a call from Mike Renner a little over a week before the event that a day had become available at the BMW Performance Center. He rallied the troops of volunteers (thanks to each of you!), got some commitments, and it was a go. We've never had a problem selling out an autocross at the Performance Center, but we've never announced one a week before the event. Of course you, the members, quickly responded. Having only a day's notice that the event was available, the event was nearly half-full in 30 minutes, and fully sold out in three days.

Here are the top-ten times of the event:

Just for reference, our very own hot-shoe BMW Performance Driving School instructor, Mike Renner set the bar at 1:29.952 in a 2015 M3 (likely with 3 passengers on board).

Ashley Jones - 2015 M3:	1:31.286
Tim Dennison - 2007 MINI:	1:32.361
Michael Kuhl - 1998 M3:	1:32.660
Evan Schmidt - 2001 M5:	1:33.209
Adam Jurewicz - 2011 M3:	1:33.455
Johnny Valencia - 1999 M3:	1:33.604
Alex Goare - 1995 325i:	1:34.114
Tony Mangum - 1991 M3:	1:34.687
Marcus Schall - 1989 M3:	1:34.848
Brian Gardner - 2009 M5:	1:35.181



Vintage 2015 in Old Salem, NC

Story and Photos by Tim Dennison

I'd never been much of a vintage BMW fan, but I recently started looking around for my next BMW project. Sure, based on the number of garage doors at my house, it's more of a fantasy than an actuality, but one can always dream. After some E9 & E30 M3 sticker shock, I decided it might be best to look at the trusty 2002. With nearly 900,000 examples built, the rarity won't drive the prices up for a little while at least.

I packed up my newfound vintage BMW knowledge, and brought it to Old Salem, NC to take it for a test drive. This was my first time to the Vintage, so I wasn't sure what to expect.

One surprise was the town itself. It was like stepping back 250 years in time. I'm a bit of a history buff, so this was an added bonus. They even had people on the streets in period dress.

I was there a little early, but there were plenty of 2002s and E9s on the upper side of the town. I had never seen so many older BMWs in the same place, but like I said, I'm a newbie.

Another surprise was the varied states of condition of the cars. Some of the 2002s looked like they were dragged out of the backyard for the annual trek to the vintage. Others looked like

they just rolled off the field at Amelia Island.

I'd heard that people really liked the venue at the Vineyard in years past. Yes, I can see how that might be a nice setting, with a bit less walking involved. The benefit of having the event in town is that the tree-lined streets kept it nice and cool. It was a very pleasant day this year, but if it were to get hot, this would surely be the ticket.

The "newer" classics were at the lower end of town. There were some great examples of older M cars along with plenty of non-M cars. Our favorite Roundel Hack Mechanic columnist, Rob Siegel, was there with his "Barf-Aria" all the way from MA.

Whether you love vintage BMWs or not, this event is well worth the trip. I made a day of it rather than spending the weekend, and was able to take it all in without rushing.



A Trip to Watkins Glen

Story and Photos by Tom Lappin



I've been fortunate these last years to accompany the Performance Center team lead by Mike Renner to ALMS now Tudor races. Me and Steve Maguire of the Peachtree chapter, otherwise known as "Buff & Shine" attend to the cars and assist loading the cars with VIPs for the Hot Laps during the events.

If you've never been to Watkins Glen I recommend adding it to your list of things to do. We stayed at the historic Glen Motor Inn. It has a long history of hosting racing greats from the F1 years to today. The owner, Vic Franzese, will spellbind you for hours with stories of Jim Clark, James Hunt, Niki Lauda, Colin Chapman, and the rest. The lobby and dining area are decorated with photos of the cars and people of Watkins Glen. Kind of stuck in the 60's, but a great place.

Another historic meeting place is the Seneca Lodge. You can spend hours looking at the walls of the bar for photos, hats, banners, all kinds of memorabilia. Every time I go, I see something I missed from a previous visit. They were showing old home movies of Glen racing and the parties after the race. One had James Hunt celebrating a win in the bar with all the patrons, drinking and carrying on with the women that would flock to him. Try getting close to a F1 driver these days!

Just to show we are not totally car centric, Mike Renner, Matt Mullins, Steve and I hiked through the Glen Gorge state park in the center of Watkins Glen. It's another not to miss attraction, beautiful views of the

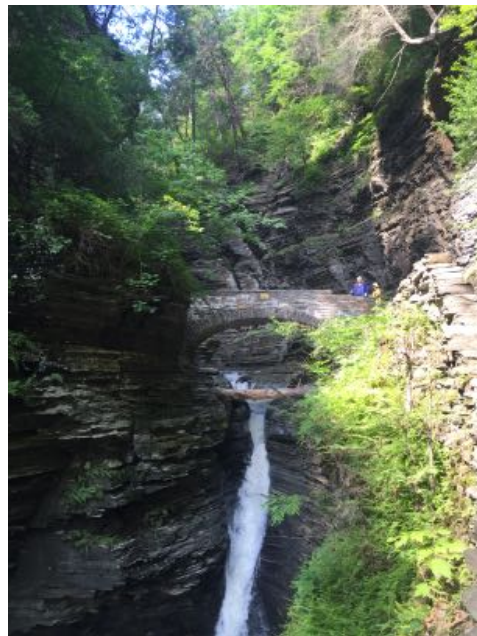
waterfalls, and a great hike through the shaded gorge.

To cap off the morning we drove a couple laps of the original race course through the village and surrounding roads. I honestly do not see how any of those drivers survived a lap in the cars of the day. The last section of the track is a long sweeping downhill that ends at a tight left hand turn back into town. It had to seriously tax the braking systems of the day!

The BMW Classic trailer had the new M6 GT3 racer for next year on display. What a beautiful, well-engineered car. I'm really looking forward to seeing it in action next year. I hear that it will race at the Daytona 24 in 2016.

The race weekend was a mixed bag. Heavy rain forced the Continental race to be red flagged early, but the Fall-Line IHG BMW of Hindman / Freiberg finished 2nd. Rain also hit the end of the Tudor race with the RLL Z4 GTLM of Auberlen / Werner finishing 3rd.

Despite the weather, Mike and Matt wowed the riders and spectators with Hot Laps in the Performance Center M3's. If you have never been on a Hot Lap with the



Performance Center guys, you're missing out on a real demonstration on how awesome that car is and what great drivers they are. Jump at an opportunity to ride with them.

Also, many thanks to the Continental Tire guys for their amazing hospitality at the race. The suite, the food, and the conversations were great.





Welcome New Members

Peter Forbes-Smith - Tega Cay, SC
 David Caruso - Sunset, SC
 Andrea Galehouse - Simpsonville, SC
 Stephen Mangum - Simpsonville, SC
 Sharyn Malinowski - Seneca, SC
 Thomas Stanley - Greer, SC
 Kyle Coneybeer - Greenville, SC
 Matthew Graham - Greenville, SC
 Geoff Hart - Greenville, SC
 Dan Baker - Summerville, SC

Shelly Baker - Summerville, SC
 Ricky Breslin - Summerville, SC
 Brian Henderson - N Charleston, SC
 Shane Devereux - Hanahan, SC
 Satish Prabhu - Columbia, SC
 Craig Calkins - Lexington, SC
 Jon Krolewicz - Elgin, SC
 Connor Anderson - Denver, NC
 Jody Anderson - Denver, NC
 Roger Bachour - Taylors, SC
 Carl Chandler - Aiken, SC
 Cass Chrabaszewski - Inman, SC
 Elizabeth DeVault - Easley, SC
 Jonathan DeVault - Easley, SC
 Benjamin Earle - Rock Hill, SC
 Catherine Flitter - W Columbia, SC
 Regan Hurst - Columbia, SC
 Hayne McmeeKin - Fort Mill, SC
 Santosh Menon - Florence, SC
 Steve Mesick - Columbia, SC
 Jerry Mitchell - Fort Mill, SC
 Ken Ruedy - Goose Creek, SC
 Adam Scott - Simpsonville, SC
 Peter Scott - Simpsonville, SC
 Noel Swartz - Asheville, NC
 Robert Waldrop - Greenville, SC

Stacy White - Effingham, SC
 Ben Arnold - Columbia, SC
 Julian Barton - Columbia, SC
 David Brown - Ladson, SC
 Nate Gainey - Johns Island, SC
 Scott Garrett - Simpsonville, SC
 Richard Highfield - Fort Mill, SC
 Robert Hinds - Aiken, SC
 Ryan Holloway - Simpsonville, SC
 Spencer Leonard - Spartanburg, SC
 Cheryl Mandia - Aiken, SC
 Richard Mandia - Aiken, SC
 Molly Mosley - Simpsonville, SC
 Rolando Pedroza - Greenville, SC
 James Penland - Simpsonville, SC
 Russell Roman - Greer, SC
 Terry Sandor - Greer, SC
 James Schmidgall - Clover, SC
 Shawn Sines - Myrtle Beach, SC
 Jacquelyn Smith - W Columbia, SC
 Jeff Smith - West Columbia, SC
 Helen Tewkesbury - Aiken, SC
 Andrew Theodore - Columbia, SC
 Len Villacres - Mount Pleasant, SC
 Marcus Wilson - Greenville, SC
 Mike Zeller - Simpsonville, SC

Upcoming Events

Sandlapper & Upstate MINIs Fun Rally - July 19th

A scavenger hunt style fun run involving Upstate MINIs and the Sandlapper Chapter BMW CCA. Register at motorsportreg.com

Fontana Dam, NC: Road trip with Al & Connie Fortuna July 14th-16th

Fontana Village Resort
 Day 1: Moonshine and Waterfalls; Day 2: From the Deepest Valleys to the Highest Hills; Day 3: Here There Be Dragons!
 Contact Al Fortuna (alfortuna@aol.com) for additional information.

National Capital Chapter Summer Tour Asheville, NC & Tail of the Dragon - August 13-17

This year's National Capital Chapter of the BMW Car Club Summer Tour will be 13 August 2015 – 17 August 2015 to Asheville, NC. We will tour and lunch at the Biltmore Estate, drive some great back roads as we tour a few waterfalls and lastly we will drive the Tail of the Dragon a time or two or three or four. Motorsportreg.com

Peachtree HDPE at Road Atlanta - September 4-6

Registration is now open for the Road Atlanta event. Motorsportreg.com

Euro Auto Festival - October 16-17

BMW Is the featured marque at this year's Eurofest. Registration is now open! <http://www.euroautofestival.com/>

Hilton Head Island Motoring Festival & Concours d'Elegance - October 23rd-November 1st.

SAVANNAH - OCTOBER 23 - 25

Nestled across the water from famed River Street, Savannah's own little, private island comes alive with the roar of engines the last full weekend in October. With its storied past and cobblestone streets, Savannah, unbeknownst to most, is the birth place of Grand Prix racing. Celebrating that heritage, the Speed Classic is a unique road race experience offering an intimate look at the inner workings of racing. Featuring points series races and even more excitement with hot lap rides, test drives and pit access, you'll be strapped in at full throttle and up close and personal.

HHI - OCTOBER 30 - NOVEMBER 1

Known best for its white sandy beaches and, what seems like, its infinite number of golf courses, its something else that takes center stage on the tranquil barrier island Halloween weekend - world class automobiles. Playing host to some of the country's finest collector automobiles, Hilton Head Island sets a beautiful backdrop with its majestic live oaks and draping Spanish moss. With everything from jaw-dropping classics to two-wheeled machines to wooden boats to amazing beach mobiles, Hilton Head Island brings out the car lover in all of us.

<http://www.hhiconcours.com/>

Kiawah Island Motoring Retreat - April 15-17, 2016

Collectors and enthusiasts will witness world-class domestic, foreign classic and antique automobiles. One hundred unique and rare cars will compete for the coveted Best in Show trophy at Sunday's Concours along with additional awards.

kiawahislandmotoringretreat.com

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