

SANDLAPPER CHAPTER  
PO BOX 889  
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Vol. VII No. I

*Spring 2001*

# ***THE ROADSTER***

*Celebrating Motorsports in Dixie*



Photo: Brook Harmon



Photo: www.bmw2002.co.uk

**The new 6?**

Finally there is an end to all speculations: the model range is to be extended by the 1 Series and the 6 Series.

27. February 2001, Munich.

The all-new small BMW model series will be called 1 Series. Moreover, a successor to the big 6 Series Coupe will enter the market at some time within the next few years. Prof. Joachim Milberg, CEO of BMW AG, announced these two decisions on the evening before the start of the Geneva Motor Show. The new BMW model series, which is being designed according to schedule, will occupy a position between the BMW 3 Series and the MINI and will introduce all BMW virtues into the upper end of the lower midrange segment. Rear-wheel drive, excellent handling as well as prime quality will provide for an outstanding "driving pleasure". The 1 Series is to be launched in 2004.

"The new small BMW model series will be fully integrated into BMW's nomenclature and accordingly it will be given the number one within BMW's entire product

range, not in a very spectacular way but most consistently though. In future one can speak of a BMW 1 Series," Professor Milberg declared.

An open-top version of the 6 Series Coupe is to be launched as well. The model-related decision on the continuation of the 6 Series will satisfy the customers' undaunted demand for a big BMW sport coupe. "On the one hand the BMW 6 Series Coupe will be very prestigious, and on the other hand it will embody the sportiness that is typical for BMW cars. We also plan to put on the market an open-top version of this vehicle," the CEO of BMW AG promised. Between 1976 and 1989 the first 6 Series Coupe was exclusively equipped with straight 6-cylinder engines. At that time the 6 Series Coupe was the epitome of sportiness and elegance. This car served as a model for racing cars and it proved on the racetrack its enormous potential when it comes to sportiness. In 1990 the exclusive 8 Series, the production of which was discontinued two years

ago, had taken the place of the 6 Series. The BMW engineers have already started to design the future 6 Series Coupe. "The BMW Group is an automobile manufacturer that follows a clear course and shows ongoing success pursuing a logical and comprehensible premium brand strategy. This strategy is convincing and takes into account all foreseeable trends, potential for growth and changes in demand," Professor Milberg said. As proof of the rightness of this strategy Milberg referred to the economic success of the company in fiscal 2000. With a turnover amounting to Euro 35.36 billion (an increase by 2.8 % over the previous year) the BMW Group achieved a record-breaking result. The BMW brand showed an increase of about 20 % percent, which means that the turnover lacking from Rover and Land Rover has been over-compensated for. "The positive turnover trend enjoyed by the BMW Group serves as a basis for an excellent operative result. In the previous year we even surpassed the record figures achieved in 1997, which has so far been the best result in the company's history. We will also achieve a better return on turnover than in 1997," Milberg said.

*-Press release courtesy of BMW*

**Sandlapper Congratulations!**

Congrats to Chris Gillam for winning Driver of the Year from the South Carolina Region of the SCCA. Chris won his Class in the Marsh Point Motorsports Autocross Series driving his '73 2002tii, which is featured in a story on page 7.

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**Cover Photo**

The new Z8's low production numbers alone make this a car few club members will get to see up close. Thanks go to BMW Manufacturing for graciously providing an example at Oktoberfest and the After Holiday Recovery Party for members to intimately inspect & drool over.

### Ruminations of a Frustrated Flasher...

**DON'T WORRY**—I promise this is not be an obscene article. Lately I have been thinking about the “good ol days” while driving my 2002, back to the time when flashing your headlights at approaching fellow BMW drivers was a gesture of camaraderie. Sadly, that practice has long since vanished. The trend seemed to change with the introduction of the 320i when BMW was suddenly discovered by the masses. Unfortunately the majority of these new BMW owners bought their cars as the Ultimate To Be Seen In Machine instead of the Ultimate Driving Machines we all know they are. So, trying to ferret out fellow car guys on the road, I decided I would try some cars other than BMW's. I figured the best chance would be with the occasional older sports cars you pass. I have had pretty good success with the British car crowd. They usually acknowledge my greeting. I think owners of the older cars realize that we are steadily becoming more of a minority with each passing day. While driving out in the country one afternoon, I spied an approaching train on tracks that closely paralleled the road I was traveling. At a distance of about 100 yards, I flashed my lights at him and he reciprocated with a blast of his horn, and a wave of the hand. Maybe he was a fellow BMW owner. Maybe I am getting desperate.

What does the future hold for the frustrated enthusiasts among us. I am not quite sure. For the past 14 months, I have been driving a silver Z3 2.8 Coupe. Love it, or hate it, the styling is definitely unique. I have been amazed at the amount of interest this little car has generated. Almost weekly, strangers will question me about the car. On one occasion, as I was filling the car with gas, a couple pulled up to the pump next to me in a big 4wd pickup, not to buy gas, but to look at the car. They were just driving by, and this was the first Coupe they had seen that was parked, and wanted to know everything about it. What I find most puzzling about the interest in the car is, that hardly any of the people I have talked with have indicated that they are current BMW owners. Maybe this car will help recruit a new group of enthusiasts, and then we could try and revive the practice of flashing.

### Holiday Recovery Party

What can you say. Once again the gracious staff at BMW's Performance Center helped make our party a tremendous success. It was another sellout event. The format was similar to last years with three different driving exercises, a parking box contortion, skid-pad session, and a timed slalom run. But this time, the slalom was run in X5's. This exercise proved that the X5 can do anything, handling wise, that its kindred sedans can do. The X5 is truly an impressive machine. To add even a little more uniqueness to this event, we were honored to have none other than Boris Said as a special quest. For those of you who may not be familiar with Boris, he is one of the top road racers in the country, and has been one of the primary drivers for Tom Milner's PTG BMW M3 team for the past several years. Boris rode with many of the competitors in the slalom run, giving valuable instruction in the process.

After we had satisfied our speed addiction, we adjourned back inside for a social hour prior to dinner. Richard Glascock had an impressive display of vehicles set up in his shop for us to drool over. We were treated to a new M3, Z8 and a new M3 motor that had been disassembled for us to examine. Quite impressive stuff. After our tech session and cocktails, we were treated to an excellent meal prepared by chef Lenny, and Mary Crout who manages the food preparation for the Performance Center. When dinner was over, Boris entertained us with some of his interesting (to say the least) stories about his

very diversified racing career. One story that stands out in my mind was of the third degree burns he sustained on his buns. It seems that during a NASCAR race at Homestead last year, the temperature got so hot under the seat, due to a lack of insulation, that it literally burned his butt. Boris said that the only time he noticed the pain was during pit stops, or under yellow flag conditions when his mind was not totally focused on driving. After the race was over, he realized that his condition was a lot worse than he first imagined. But due to the fact that he was flying back to Charlotte N.C. on a friend's private plane, he had to wait to have his condition examined by a doctor. It was late when they returned, and he had to go to one of the 24 hr. clinics in the area. Boris said the nurse asked him how he had received the terrible burns, and after he explained she asked him why he just didn't stop, and get out of the car. Obviously, she doesn't understand what racing is all about. Boris related, that during the exam, after he had explained what had happened, as he lay face down on the table with his pants pulled down, to add insult to injury, the nurse said, “your about the stupidest Yankee I ever did see.” Just goes to show you that being a racecar driver is not always the glorified profession it appears to be.



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This will be a series of technical articles devoted to increasing the overall performance and enjoyment of our cars. My name is Brook Harmon, and I will be your host for this installment. The items I share with you will be from research performed for my vehicle, which is a pretty good model for these types of articles as it shares components from a couple of 3-series cars, the E36 and the E30.

My car is a 1995 318ti, Base model. The 318ti has the front of an E36, while the rear suspension was carried over from the E30. It is similar to the Z3 models in this respect. In addition to general transport, my car is also required to participate in autocross events and driving schools. I had been looking for ways to sharpen its steering response, and found that I had several options. Besides more sporting springs, shocks, and struts, let's take a look at a couple of ways we can increase the fun factor while minimizing adverse results.

## Wheels/Tires:

My car was originally equipped with 15" steels with 185/65 touring tires. This combination was pretty numb from behind the steering wheel. Lots of mileage and comfort, but the performance penalty was too great. Decreasing the sidewall height would quicken the steering response, but how far should I go? I could purchase 18" wheels, but let's remember that the tires DO play a huge role in absorbing bumps, and the tire manufacturers don't exactly give 18" tires away.

We could do an entire article on wheel selection, but let's leave that for another time. When I was selecting wheels, a set of 16" BMW Double Spoke wheels made perfect sense. I could buy tires for this wheel size that would give me more traction with a better compound for competitive events, and a stiffer sidewall to take advantage of the added traction. The combination still does an admirable job of soaking up road imperfections such as chuckholes, expansion joints, and the occasional 2 x 4 that falls off construction vehicles as they hit a chuckhole. A win/win situation, and that is pretty much the description of a successful modification.

## Chassis Stiffening:

The change in wheels and tires made a huge difference, but as often happens, I found myself wanting more. Here are a couple of items that have added to my driving enjoyment.

### X-Brace:

BMW Motorsport developed a part for the E36 models that found its way onto production vehicles such as the 1995 M3 LTW and convertibles. This brace is bolted to the front subframe and unibody, stiffening the connection between the two. Lateral loads from cornering are met by a stiffer structure, and the result is a reduction in response time for a particular input.



**BMW X-brace**

The installation is rather straightforward, with the biggest requirement being a "nutsert" installation tool. There is a steel bar that spans the transmission tunnel on the stock vehicle, and this should be removed when you install the brace. This maintains the crashworthiness of the structure as designed by BMW engineers. Another benefit is that the brace also protects the oil pan, especially important on vehicles that have a sport suspension and the lower ride height that accompanies it.

This part is readily available from BMW dealers and aftermarket suppliers, with most being in the \$150 - \$160 range. I installed the X-brace on my car this past summer and immediately felt the improvement. It is a good performance value without having to pay a penalty in ride quality. Hey, we're on a roll!

### Strut Brace:

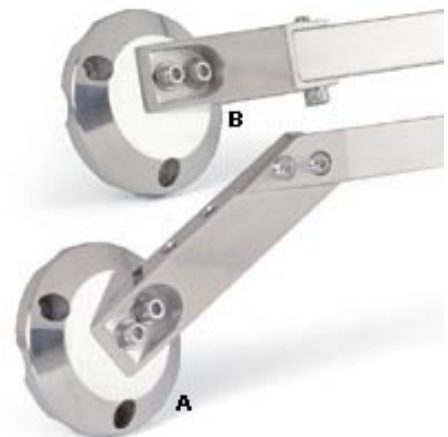
So you've got a sport suspension and a set of grippy tires that can transfer large lateral loads into the chassis? Good, because you are the ones that will gain the most from a strut brace.

Although most people like to think their cars are built "solid", EVERY chassis flexes when it encounters a load. The trick is to limit the deflection in

areas that affect the handling of the vehicle. When you corner aggressively, the lateral load from the tire is transferred through the strut to the upper strut mount. For the heavily loaded outside front tire, the force at the upper strut mount deflects the strut tower AWAY from the centerline of the vehicle. Deflection in this direction reduces the negative camber BMW designed for your vehicle, and the result is a reduction in the tire contact patch. This means that the faster you go around a particular corner, larger loads are placed on the strut tower and the greater deflection reduces the available traction. To sum up, this is something we don't want.

The best part about this situation is that we can do something about it. Those crafty BMW Motorsport engineers threw another tasty piece on the '95 M3 LTW; the Motorsport Strut Brace. This item limits the strut tower deflection by connecting the two towers via a steel bar, and its design is such that it also resists rotation between the strut tower cap and the steel bar. Several designs do not go to this extent in stiffening the structure. They have a "pinned" connection instead of the "moment" connection.

A pinned connection allows rotation of the end cap about the bar end, so the only load the bar sees is an axial load; tensile forces during cornering, compression forces when a bump is encountered. That is why a flat rectangular bar and a relatively small bar-end bolt will work for this design. The moment connection DOES resist rotation at the bar end, and the bar sees not only the



**strut bars with covered tower caps**

## Continuous Improvement



**strut bar with pinned connection and open tower cap**



**strut bar with moment connection and open tower cap**

axial loads described above, but also bending stresses. Which is best? The Motorsport design will do a better job of maintaining the proper steering geometry, but the pinned design will definitely help.

The Motorsport brace will not fit E36 vehicles with traction control, and the large intake manifold of the 4-cylinder E36 vehicles precludes its use in this application as well. Other items to consider when making a strut brace purchase would include whether the brace has an open or covered tower cap. If you have adjustable

dampening on the strut, or adjustable camber plates, you would want to focus on an open tower cap that would allow access to these adjustments. And finally, consider the styling. There is a lot of ugly out there. Beware!

### **Conclusion:**

The advantages of a tire or wheel upgrade can be felt with even a Base suspension package, and the X-brace is a good choice no matter the level of suspension tuning. The strut brace is a

good choice for M cars, and vehicles with aftermarket suspension packages.

Let me know if you found this article useful. I'm also welcoming ideas for future articles, and look forward to reporting on more topics. As the owner of BMW's least expensive model in the 1990s, Continuous Improvement is always on my mind.



**Brook Harmon  
Greenville**

## Welcome New Members

<u>Name</u>	<u>Location</u>	<u>Name</u>	<u>Location</u>	<u>Name</u>	<u>Location</u>
ERIC HAMM	MORGANTON, SC	SARWER ZAFIRUDDIN	COLUMBIA, SC	ANDREW DOUGLAS	MT PLEASANT, SC
BILL KOWALSKI	BLYTHEWOOD, SC	MARIO N MACHADO	SPARTINBURG, SC	MAT PARKER	MT PLEASANT, SC
BO HUFF	CHAPIN, SC	DANIEL GOSNELL	SPATANBURG, SC	JAMES B FOLK	WADMALAW ISL.
LEE BOGUSKI	CHAPIN, SC	LARRY ABELKOP	DRAYTON, SC	JIM MANIKOWSKI	FLORENCE, SC
GEORGE PHILIPS	IRMO, SC	CLARK WHITNEY	LANDRUM, SC	GRAHAM SMITH	N MYRTLE BEACH
STEPHEN GOLDRING	LEXINGTON, SC	FLOYD JONES	N CHARLESTON, SC	BRITTON MCGREGOR	GREENVILLE, SC
GILBERT PRICE	LEXINGTON, SC	VIC SOWERS	N CHARLESTON, SC	BOB COX	GREENVILLE, SC
MORRIS LYLES	COLUMBIA, SC	CHARLES MESSERSMITH	CHARLESTON, SC	MARK DAWSON	GREENVILLE, SC
S OLIVER HINES	COLUMBIA, SC	GORDON KING	FOLLY BCH, SC	RITA ZACK	GREENVILLE, SC
ROLANDO VAZQUEZ	COLUMBIA, SC	CHERYL HOOD	GOOSE CRK, SC	REBECCA A EGERT	GREENVILLE, SC
ROBERT BLAIR	COLUMBIA, SC	MICHAEL NEWMAN	ISLE OF PALM, SC	JOHN RIESTER	ANDERSON, SC
ERIC ARCHIE	COLUMBIA, SC	ALEX BAERG	MT PLEASANT, NC	JOHN CHAPMAN	ANDERSON, SC

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## Dreams Fulfilled, Part 1

### Buying that '02 You Always Wanted

If buying a used car is like opening a can of worms, then buying a 2002 is like opening a can of worms with a bunch of rust holes in it! Even if you think you've figured out what you're getting, you still don't know how much of it is really left. So, wide-eyed (with blinders on) you do your homework and decide that it's finally time to own that amazing '02 you've always dreamed about.

As luck would have it, there's a bargain '02 for sale in your community and to top it all it happens to be a 1973 2002 tii (sweet, sweet, tii...Mmmm!). It's even an unrestored car, so you know where the rust is (everywhere) and where it isn't (structural). There's also an FOB (Friends Of Bmw, not to be confused with SOB) repair shop in your community that will fix the three decades of "custom" repairs inflicted upon your happy chariot for a reasonable rate. Time to approach the spousal unit. Fortunately, your significant other is so sick of hearing the lamented tales of never having owned a 2002 that she (or he) gives you the thumbs up...Ouch! (or Wow!).

Such was life in the Gillam household at the end of December 1998. To celebrate my approaching 30<sup>th</sup> birthday I would finally have the '02 tii I had always wanted (not to mention the BMWs I had had...1973 Bavaria 3.0s, 1978 320i, 1984 318i, 1986 535i, 1994 318i sedan, but I digress...). I sealed the deal on New Year's Day 1999 with a song written by the artist formerly known as Prince echoing in the void between my ears (the radio was also broken).

I had had a pre-purchase inspection and estimates for the multitude of repairs required done by the FOB (thanks Olin!). Unlike the dealership, this FOB greets you with a smile (usually) when your rusty old sedan rolls (spits, coughs, or is hauled) in for service. Thus, the waiting game for parts and repairs began. After all, nearly 30 years of tough love (neglect) tend to take their toll.

This wait afforded me the time and budget (ha!) to look for some "special" parts for my project. The interior was a shambles, so factory BMW/Recaro seats were a priority. Likewise, a limited slip

differential and 13" alloy wheels were among the top items on my list. I found a differential and 13" wheels at an import salvage yard in North Augusta, SC, but I had to go long distance for the seats. A word of advice, don't deal long-distance with private parties (News Flash!). Yep, you guessed it...I was screwed over by a Californian on the seats (and the "uncracked" dash, "excellent" steering wheel, and "clean" console). In the used parts market I have found that all adjectives have the same meaning...*BAD!* However, with a little (a lot) more cash than planned the seats were re-trimmed and now look nearly new.

Several grand (cha-ching!) and a few months later, the basics had been sorted out. I have brakes, acceleration, supportive seats, alloy wheels with new M+S rated 185/70 tires (banzai!), and a limited slip differential. Time to go racing! I had taken the '94 318i sedan to an SCR-SCCA autocross before the '02 was ready and was instantly hooked! This provided the perfect opportunity to improve my driving skills and to get to know the '02. Needless to say the handful of rookie events that I participated in near the end of the 1999 season were less than impressive.

However, I did learn a great deal about my own weaknesses and the car's handling traits by the year's end. The Fall '99 Sandlapper Chapter BMW CCA driving school at the Carolina Motorsports Park (CMP) in Kershaw, SC, also helped to improve my driving skills (thanks Ronn!).

Thus, the year 1999 came to an end. It was a successful year. I had purchased my '02 and had the car fairly well sorted out by an FOB. It was more fun to drive than I had ever imagined and provided a much-needed outlet from the daily (nightly, and weekend) grind at the University. In the next newsletter, I'll share with you the thrills and spills (literally) of the year 2000 in, "Dreams Fulfilled, Part II: I Need to Have My Head Examined".



**Chris Gillam  
Columbia**

#### *Editor's Note:*

*Last issue we ran part 2 of this story before we ran part 1. Contrary to popular opinion, this was not an attempt to copy the format of the popular Star Wars serial. My apologies to Chris and to our readers.*

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## CALENDAR OF EVENTS

- Apr. 10, 2001: Upstate Area Club Meeting**, 7:00PM, Logan's Roadhouse at Pelham Rd & I-85 , Greenville, SC. All are invited to attend. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at dwaynemosley@att.net.
- Apr. 18, 2001: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.
- Apr. 28, 2001: Endurance Karting 6 Hour Challenge**, 7:30 AM - until, Charlotte Motor Speedway, Charlotte, NC. Click here for more information. Johan C. Schwartz 978-468-8355 reservations.
- May 1, 2001: Columbia Area Club Meeting**, 7:30PM, Flight Deck Restaurant, Lexington, SC. All are invited to attend. Call Trip Binford for more information (803) 957-3124.
- May 4-6, 2001: Senior Six Registry's E3 Fest East**, Blythewood, SC. Festival to celebrate BMW's premier luxury sedan. Hosted by Greg Young. '70's Driveway dance & Barbeque party friday night, Drive-In Movie Saturday night. Contact Greg Young at blueseadog@aol.com or (803) 333-0738 (not in the AM).
- May 5, 2001: Pine Island PCA Concours**, Pine Island, Lake Murray, SC. 12:00 to 3:00PM. People's choice awards, Picnicking available, BYOB. \$15 entry fee. Proceeds to benefit Camp Kemo. PCA, EUROPEAN, BMW, SCCA, VBC Exclusively invited. Contact: Rock Webb at 803-739 9765 h, 803-530 2864 c, 803-217 9123.
- May 8, 2001: Upstate Area Club Meeting**, 7:00PM, Logan's Roadhouse at Pelham Rd & I-85 , Greenville, SC. All are invited to attend. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at dwaynemosley@att.net.
- May 16, 2001: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.
- May 19-20, 2001: FASTech's Fun Run Driver's ed weekend**, Carolina Motorsports Park, Kershaw, SC. PCA -style driver's school. Click here for flyer and application in MS Word format. Contact Jim Frazier at faster951@aol.com , or (865)457-6532, or Fax:(865) 463-0484.
- June 5, 2001: Columbia Area Club Meeting**, 7:30PM, Flight Deck Restaurant, Lexington, SC. All are invited to attend. Call Trip Binford for more information (803) 957-3124.
- June 12, 2001: Upstate Area Club Meeting**, 7:00PM, Logan's Roadhouse at Pelham Rd & I-85 , Greenville, SC. All are invited to attend. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at dwaynemosley@att.net.
- June 20, 2001: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.
- July 3, 2001: Columbia Area Club Meeting**, 7:30PM, Flight Deck Restaurant, Lexington, SC. All are invited to attend. Call Trip Binford for more information (803) 957-3124.
- July 10, 2001: Upstate Area Club Meeting**, 7:00PM, Logan's Roadhouse at Pelham Rd & I-85 , Greenville, SC. All are invited to attend. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at dwaynemosley@att.net.
- July 18, 2001: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.
- Sept. 21-22, 2001: Fall Mountain Run**, Big Lynn Lodge, Little Switzerland, NC. Fresh air, Good Food, Fun Rally. All are invited to attend. Call Trip Binford for more information (803) 957-3124.
- Oct. 19-21, 2001: Eurofest 2001**, BMW Manufacturing, Greer, SC. Car Show to benefit Red Cross. Concours, Autocross, plant tours, food, music. Last year's event was covered by Speedvision. Don't miss the fun.
- Oct. 27-28, 2001: Sandlapper Chapter Driver School**, Carolina Motorsports Park, Kershaw, SC. Learn how to drive your car in the safest way possible, and have a blast doing it. Application will be in the Summer issue.

## For Sale:

- 1973 Bavaria:** Rare, Low Mileage, 4-door, Michl, All Disc, Brakes, Never Raced, 4-speed, Air Webers, Will Consider Trade, Warner DeHart (843) 332-5374. Florence, SC. 12/00
- 1976 2002:** For parts or restoration. 4-speed. not running - towable. Offers over \$800. Warner DeHart (843) 332-5374. Also - 2 doors, hood and rear clip. Florence, SC. 01/01
- 76 3.0si:** "SEADOGS": Silver (repaint) with red leather - stock replacement red leather interior included. 1995 One Lap of America & "Old Man & Me" Hootie & the Blowfish video (copy included). 18X,XXX. \$4,500. Greg Young (803) 736-2530 (w); (803) 333-0738 (H). Blythewood, SC. 12/00
- 1987 325is:** Vin# WBAAA1304H2323970. Delphin Grey/Pearl lthr. 240K Many records and receipts. Factory AM/FM cassette. Recent drive shaft, Guibo, steering rack/tie rods, Boge shocks, M3 springs, M3 shifter w/all new linkage, recent AC service. Runs and looks excellent. Very nice E30. \$4000.00. 919-319-3465 e-mail for photos service history: ricks325@bellsouth.net 3/01
- 1992 525i Touring:** Black/Tan; Auto; Sport Package; M-contour wheels; Sport Suspension. Just completed major service. 108k miles. Contact Martin at (843) 856-1550 for more info & Pictures. \$14,000 obo
- 1994 5 Series:** Vin: WBAHD5328RGB36169. Shining black exterior, tan leather with wood trim interior. Email for pictures. Garage kept and maintained by a BMW CCA member. Zymol waxed outside and Lexol treated inside. 5-speed transmission, Sunroof, Anti-Lock Brakes, Power Windows, Power Locks, Premium Sound, Airbags, Air Conditioning, Tinted windows and chrome exhaust tips. High performance computer chip, K&N filtercharger, upgraded brake rotors & pads. Need to sell. Bought an M3. 126,500 miles. \$13,800 obo. Contact Norris Mitchell at (843) 766-9442. Charleston, SC. 12/00
- Very low mile: 1999 323i:** Jet black w/tan. CD, Sunroof, Xenon lights, Only Zymol used for polishing. Free custom BMW CCA cover w/ purchase. Only 5,100 miles. \$27,700 Contact Roger Spurlin @ (843) 824-8638. BMW CCA member. 06/00
- 1993 E34 525i stock/factory 15" wheels set of four:** Condition is used, but not abused. Includes center covers and used Michelin X One tires, I have lugs if you need them. \$450 nego., want to sell fast, occupying someone else's storage space. Call Ronn at 803.980.1638. Rock Hill, SC. 12/00

## CHAPTER OFFICERS

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## Sandlapper Chapter Regional Meetings:

Held in Columbia, Greenville and Rock Hill.  
Contact regional VP for particulars,  
or to arrange a meeting in your area.

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