

SANDLAPPER CHAPTER  
PO BOX 889  
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Vol. VII No.1

*Spring 2002*

# ***THE ROADSTER***

*Celebrating Motorsports in Dixie*



Photo: Chris Gilliam

**Is It the new 1 Series?**



Photo: BMW Press

**BMW Unveils CS1 Concept at New York Auto Show**

In its design, the CS1 is dynamic yet elegantly agile. The domain of agility and pure elegance will be found where the car's occupants enjoy the thrill of driving. But where the car communicates with its outside world, conveying its power and dynamic performance are the dominant factors in the exterior design.

Short overhangs front and rear typical of BMW, as well as the striking side-sills, help to impressively underline this special look. The philosophy of light, carefree elegance is shown in the interior of the CS1 Concept Car. The designers were inspired by the world of fashion and modern architecture. The result is a fresh and modern ambience. Both classic and modern materials are used consciously in their ideal form.

The CS1 Concept Car consistently maintains BMW's new interior and control philosophy featuring iDrive management for the driver. This allows the driver to concentrate on the essential, the actual process of driving. All the driver has to do is

briefly press the Controller in the center console and the monitor previously concealed will come out of the cockpit, facing the driver's line of vision directly from above.

The CS1 is a BMW through and through in its drive concept as well - that is with the engine fitted longitudinally and the drive wheels at the rear. The CS1 is powered by BMW's 115 horsepower, 1.8-liter four-cylinder which features VALVETRONIC valve control. The SMG Sequential Manual Gearbox shifts gears within fractions of a second via paddles on the steering wheel. Power is conveyed to the road by 18-inch light-alloy wheels with tires measuring 215/45 at the front and 235/40 at the rear.

- Courtesy of BMW Press



Photo: BMW Press

**Letter from the President**

Well, its that time again. Our chapter officer elections are about to take place. The offices of President, Vice President, Treasurer and Secretary will be decided. If you would like to consider running for an office, and are a member in good standing, please submit a brief candidacy statement along with you membership number to 6000 Wedgewood Way, Columbia, SC 29206. It will be published in the next newsletter along with the ballot. The results will be posted in the following newsletter.

As our chapter grows, we are having more and more opportunities to participate in chapter events. Fortunately, there are to many to list here, so please consult our website, or contact one of the chapter officers for info on what is going on. One event I would like to mention is the annual Pine Island Concours on Lake Murray here in Columbia. It will be the first Saturday of May, and all proceeds benefit Camp Kemo. It is hosted by the Porsche club, and is open to anyone with an interest in automobiles.



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**In This Issue:**

**Columns:**

Letter from the President ..... 2

**Features:**

Welcome New Members ..... 3

Dreams Fulfilled, Part III ..... 4

New Driver Clinic ..... 7

**Cover Photo**

**Chris & Holly Gillams 535i (aka Big Wig) chills out in "the blizzard of 2002." Now that spring has sprung its hard to believe we started the year off with so much fun.**

## New Members!

Bill Wetmore	Greenville	SC
Sam Vetter	Rock Hill	SC
Byron Szekely	Hilton Head Island	SC
Holcombe Baird	Greenwood	SC
Karen Baker	Simpsonville	SC
Nancy Kotti	North Augusta	SC
Jim Hull	Greenwood	SC
Keith Ingram	S Charleston	SC
John Gemmill	Campobello	SC
Davis Moorhead	Clemson	SC
John Lester	Columbia	SC
Bonnie Kendrick	Charleston	SC
Edward Elberfeld	Goose Creek	SC
Joelle Jensen	Goose Creek	SC
Bill Brewster	Gilbert	SC
Andrew Heman	Greer	SC
Alan Trego	Charleston	SC
Chun Pang	Irmo	SC
Kevin Bischoff	Greer	SC
Richard Towse	Pawleys Island	SC
JJ Towse	Pawleys Island	SC
Sean Gaffney	Clemson	SC
Mark Redmond	Charleston	SC
Perry Boykin	Irmo	SC
Clint Harris	Irmo	SC
Jerry Canty	Florence	SC
Bruce Schwartz	Spartanburg	SC
Dennis Heil	Simpsonville	SC
Mary Arnette	Seneca	SC
SeaJay Bayne	Beaufort	SC
Melvin Johnson	Columbia	SC
David Linton	Greer	SC
Ronald Cairo	Greer	SC
Janet Cairo	Greer	SC
Joe Kirby	Columbia	SC
Walt Bolton	Beaufort	SC
Richard Penkert	Greenville	SC
Michael Smith	Greenville	SC
Howard Kalson	Hendersonville	NC
Brian O'Neil	Charleston	SC
Gerald Amann	Hilton Head Island	SC
Steve Kobush	Taylors	SC
Lauren Boylston	Greenwood	SC
James Boylston	Greenwood	SC
Shane Mull	Leesville	SC
Bob Deaton	Liberty Hill	SC
George Dailey	Greenville	SC
Dan Lowman	Hilton Head Island	SC
Patrick Drinnen	Cheraw	SC
Charles Colby	Greenwood	SC
Maureen Colby	Greenwood	SC
Glenn Foster	Spartanburg	SC
Ronnie King	Columbia	SC
Brian Thomsen	Greenville	SC
Ashley Jones	Columbia	SC

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**GREENVILLE**

## Dreams Fulfilled, Part III: Return of the Pucker!



**Pucker! It's the Two Suns Inn!**

photo: Chris Gillam

The 2001 motorsport season proved to be filled with as many thrills and fewer spills than the previous year. Pucker, the '73 2002tii, returned from the local FOB (Friend-Of-Bmw) repair shop with a freshly rebuilt engine, injection system, and suspension (thanks Olin and Jay!). It really became quite a different car, with more power, less roll, and better traction from a fresh set of Yokohama AVS-Intermediate tires. While the "little bimmer that could" was now fresh, I would prove to be rustier than Pucker's hood after a long hard winter exposed to the elements. To make things even more interesting, Holly decided to compete with me in South Carolina's Sports Car Club of America (SCR-SCCA) autocross championship series...Double Pucker!

From the first event in March, it was clear this would be a very contested season. Like a squad of Zeros bearing down on Pearl Harbor, the CRXsi's in E-Stock class came with blood in their eyes and some with race tires on their wheels...Banzai!!! Being 500 lbs. heavier and running on narrow street tires, poor Pucker didn't stand a chance. After five months of winter without Pucker during the rebuild, my driving wasn't that hot either! However, Holly was doing quite well for a novice autocrosser with her times improving each consecutive run. The first event ended with Kris Phillips in a CRXsi taking top honors (43.731 seconds), me in second (43.818), Chris Graham in another CRXsi at third (44.742), and Holly in fourth (46.410). Did I mention that E-Stock is also known as the "Chris"-Class? Being less than 9/100ths of a second behind Kris' CRXsi wasn't really bad, but it did blow my chance for a second undefeated season and Kris had yet to put on a set of race tires! Quadruple Pucker!

The next event was a great one, the two-day Memorial Day Grand Prix at BMW Manufacturing in Greer. Kris Phillips dominated this event after installing a set of race tires on his CRXsi. His best time was three seconds faster than mine (47.678 vs. 50.535); Holly pulled in third at 51.784, ahead of Chris Grahams' CRXsi (52.480) and a pair of Acura Integras (54.038 and 1:02.200, consecutively). Shamed by the chick in that "rusty old car" only Kris, Holly, and I showed up to "duke-it-out" on day two. Kris again took first place on day two (51.116) and Holly also beat my best time by 3/100ths of a second (54.679 vs. 54.707)...#\$%&\* Pucker!

From here matters became even more challenging as Jon Krolewics began to compete in E-Stock with his CRXsi also running race tires. Jon has competed in the SCCA's National Championship event for several years now and is tough to beat under any circumstances. The times tell the story. At the June event at the State Fairgrounds, Jon earned first place (1:00.849), with Kris in second (1:02.268), me in third (1:06.900), Holly in fourth (1:07.998), and a Saturn 16v Coupe in fifth (1:11.054). Things were looking bad, so (Ch-Ching!) time to buy some race tires...Team Pucker!

One look in any car magazine (even our beloved "journal", The Roundel), and you can find a plethora of "go fast" aftermarket parts to make your car outperform your nemesis, Mr. Jones Mobile. Aside from gas shocks and struts and "plus one" wheels, real handling improvements for high performance driving in a street car are literally acquired where the rubber-meets-the-road. Tire compound is everything when making a weekend

warrior out of your daily chariot. Pucker's new shoes were a set of 175/60-13 Yokohama A032Rs. These are narrower than the 205/60-13's tires of the smaller and lighter CRXsi squad, but sticky enough for good driving to make up the difference. Let's Rock!

The July event at the new White Knoll High School witnessed a marked improvement in our competitiveness. Holly's driving continued to improve and I was feeling more comfortable with Pucker's handling and added power since the rebuild. The sticky tires allowed more of that power to propel the car instead of spinning away in a puff of smoke. I was unable to take first place away from Jon, but Kris finally fell to third place behind me, with Holly in fourth (41.327, 41.781, 42.121, and 43.866, consecutively).

Our last event in the SCR-SCCA series was in August at the State Fairgrounds. Kris returned to the top of the heap, followed by me, then Chris Phillips in third, and Holly in fourth place (1:06.646, 1:08.083, 1:11.146, and 1:11.362). You guessed right, sticky tires can't make up for a bad driving! Holly's times are misleading, she would probably be running in first place if she had run under the Novice Class instead of E-Stock with its more experienced drivers to compete against.

Overall, I ended up in third place for the season with Holly close behind in fifth. Competition was much better this year, which added to the fun. Holly had a great first year, but more importantly had a great time participating and improved her driving skills in the process.

An added bonus this year was the Sandlapper/Michelin Autocross in December. This gave us an opportunity to weigh Pucker against similar BMW models. With the exception of Brook Harmon's heavily modified 318ti (thanks for the tech articles!), Pucker pulled away from the rest of the pack. Times and ranks for other 4-cylinder BMW models are given in the table. Holly places fourth in this comparison ahead of two 318is and another 2002. The times Holly and I posted in comparison to the more powerful 6-cylinder cars was also surprising, topping several cars wearing the coveted M-badge. The fact that this was a fast course, rather than a tight one, made beating so many of the higher horsepower cars a real treat. Pucker was also the oldest bimmer to run the course that day...Viva 2002!

**Table.** Pucker (1973 2002tii) vs. other 4-cylinder Bimmers at the Sandlapper/Michelin Autocross.

Model	Fastest Time	Rank
1973 2002tii -Chris	51.15	2
1973 2002tii -Holly	52.16	4
1976 2002	59.90	6
1988 M3	51.81	3
1991 318is	53.49	5
1991 318is	1:01.44	7
1995 318ti	50.15	1



**Chris Gillam  
Columbia**



**Pucker!**

**Braking for Turn-1 at Carolina Motorsports Park in Kershaw.**

Photo: Chris Gillam

For breaking info on events in the sandlapper area, log on to:

[www.sandlapperbmw.org](http://www.sandlapperbmw.org)

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## New Driver Clinic at the Performance Center

Saturday, April 28, 2001 was a Saturday like no other. I went to the BMW Performance Center in Greer, South Carolina to participate in the BMW NEW DRIVER CLINIC. I got to drive a 330 BMW exactly the way your parents tell you not to. At first, we were assembled in a meeting room with a BMW driving instructor explaining the activities and procedures for the day. WE were paired with another student to share a car for the driving events of the day. By the end of the day, your driving partner would be closer than many of your friends back home. There were 16 students from across the country. The majority of students came from out of state with students from California, Tennessee, and New York as well as South Carolina in our group in addition to other states.

We went to the assigned car with our driving partner and did a radio check with the instructor, who was in another car. After the radio check, we followed the instructor in a parade of 330's to the staging area for the first lesson. The first lesson was emergency braking. My partner went first by luck of the draw, what a relief for me! We first did an exercise with ABS switched off in speed intervals of 20 mph, 40 mph, and 60 mph. That was great because we got to floor the accelerator, then get the rush with slamming on the brakes as hard as you could and turn through some cones during the stop. The stop with ABS off caused the car to skid straight and not respond to steering very well. We continued with 40 mph and the car slid further and did not turn at all. And then, at 60 mph, even more sliding and sliding straight. We then ran the speed series with ABS switched on and slamming on the brakes. At 20mph, the stop was smooth and the car followed the direction that you steered and you were able to miss the cones. At 40 mph, the car handled the stop easily and smooth and was able to steer clear of the cones. At 50 mph, the same results with smooth, consistent braking and the car following the steering direction.

The second lesson was the slalom. This was the most fun of all the exercises. We weaved in and out of the cones in the same speed intervals as the emergency braking exercise. Twenty mph was fun, but when I got up to the 40 mph and 60 mph portion ; I thought, "I have got to have this car!" The main problem was learning to trust the capability of the car to do what you want it to, at the higher speeds. The car is more responsive than you think, so you want to drive it easy until you become familiar with the handling.

The final lesson was the skid pad. By the way, this skid pad simulated an extremely slick road. We drove progressively faster speeds after several loops at each speed. The first pass was at 20 mph and the car handled easily without any skidding. After several laps, we increased speed to 30 mph and continue to keep the car on a consistent circular path around the pad. I could begin to feel slick surface areas on the pad and had to stay focused. This exercise was by far the most stressful. As we made our way around the skid pad, I was apprehensive because I knew we were going to spin out somewhere, I just didn't know where. We made passes with the electronic skid control off and had many drivers completely spinning out or driving through the grass infield. Passes were then made with the ESC turned on and with much improved results. My experience with the skid pad was truly the biggest rush I've had, but when I looked at my partner, I noticed that her eyes had been closed the entire time I was driving.

To wrap this day up, we got out of our 330's and were wowed with how awesome these cars actually drive. We went back inside the BMW Performance Center to meet with our parents and to receive the certificate for completing the BMW New Diver Clinic. In my opinion, this is the neatest driving school around! When we first gathered, many of the students appeared to be skeptical of attending a driving school, but the attitude at the end of the day was all smiles. I think everyone would like to repeat the day to improve on the skills that they had learned. There is also a two-day camp for new drivers. Who knows? Maybe I will be able to talk my parents into signing me up for that clinic.



**Kaci Christian  
Columbia**

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# CALENDAR OF EVENTS

- April 13th, 2002: Mt. Pisgah Drive,** Details to be Announced by email to members
- Apr. 17, 2002: Rock Hill Area Club Meeting,** All are invited. Call Ronn Hale (803) 980-1638.
- Apr. 20 & 21, 2002: Spring Driver School,** Carolina Motor Sports Park, Kershaw, SC. Joint venture with NASA... Contact Chris Cobetto of NASA, Va. at [zxxx@comcast.net](mailto:zxxx@comcast.net) for details. [Application](#) on website.
- May 4th, 2002: Pine Island PCA Concours,** 1:00-4:00 PM, Shelter 16, Pine Island, Lake Murray, SC. A day-long cookout and car-viewing event with People's choice prizes awarded for several categories. Last year there were many older cars mixed with current models of all marques. There is a \$15.00 entry fee with proceeds going to Camp Kemo. Viewing and fun are free. Picnicking available, No Pets. For Info, call Rock Webb at 803-739-9765. For general info or directions, contact us at [Sandlapperbmw@yahoo.com](mailto:Sandlapperbmw@yahoo.com).
- May 5, 2002: NHRA Drag Races,** Join a group of Sandlappers for a day at the Atlanta Dragway and the NHRA Southern Nationals in Commerce, GA. For general info: <http://www.atlantadragway.com/>. details on website.
- May 7, 2002: Columbia Area Club Meeting,** 7:30PM, Grecian Gardens, W. Cola., SC. All are invited. Call Trip Binford for more information (803) 957-3124.
- May 14, 2002: Upstate Area Club Meeting,** 7:00PM, Logan's Roadhouse at Pelham Rd & I-85, Greenville, SC. All are invited. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at [dwaynesmosley@att.net](mailto:dwaynesmosley@att.net).
- May 17 & 18, 2002: Fun Run Driver's Ed Weekend,** Carolina Motor Sports Park, Kershaw, SC. FasTech is sponsoring a driver's ed weekend. Contact: [Jim Frazier](mailto:Jim Frazier) or [Earline Frazier](mailto:Earline Frazier) at (865)457-6532. [website](#).
- May 18 & 19, 2002: Highlands, NC Drive,** Details to be on website and emailed to members.
- May 22, 2002: Rock Hill Area Club Meeting,** All are invited. Call [Ronn Hale](mailto:Ronn Hale) (803) 980-1638.
- June 2, 2002: Car Care Clinic,** 2:00 - 6:00 pm at the Bell Tower Inn in Campobello, SC. Come learn to use the detailing tools and products that you've seen and read about. Practice on an old car with different buffers, paint cleaners, and waxes. More info to come.
- Jun. 4, 2002: Columbia Area Club Meeting,** 7:30PM, Grecian Gardens, w. Cola., SC.
- Jun. 7-9, 2002: Chemung Canal Trust Historic Races,** Watkins Glen Raceway, Watkins Glen, NY. Visit [www.theglen.com](http://www.theglen.com) for more information. Tickets online or 607-535-2481.
- Jun. 11, 2002: 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, [dwaynesmosley@att.net](mailto:dwaynesmosley@att.net).
- June 15, 2002: Tryon BBQ Drive,** Details to be announced here and by email to members.
- Jun. 19, 2002: Rock Hill Area Club Meeting,** All are invited. Call [Ronn Hale](mailto:Ronn Hale) (803) 980-1638.
- Jul. 2, 2002: Columbia Area Club Meeting,** 7:30PM, Grecian Gardens, w. Cola., SC.
- Jul. 9, 2002: Upstate Area Club Meeting,** 7:00PM, Logan's Roadhouse at Pelham Rd & I-85, Greenville, SC. All are invited. Contact Dwayne Mosley at (864)987-9495 or, via e-mail at [dwaynesmosley@att.net](mailto:dwaynesmosley@att.net).
- July 14, 2002: Picnic and "Trunk Sale" Swap Meet,** Join us for our 2nd annual Sandlapper Picnic at the Bell Tower Inn in Campobello. We start at 1:00 pm and will cook burgers, hot dogs, or whatever you bring. For the swap meet, if it will fit in your trunk, bring it to sell. Additional details to be on website and emailed to members.

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- 1994 BMW 325 Convertible** 5-speed, green, tan interior. metallic paint, console arm rest, dual pwr lthr sport seats, pwr mirrors & locks, cruise, alarm, comp, cd changer, roll over protection, new rear window. Excellent condition. 116,000 miles, asking \$16,800. Call Jerry at 864/967-0764 or email to [wallens@charter.net](mailto:wallens@charter.net)
- 1998 528i:** Black/black VIN:WBADD6324WB42219. Sport package, 17" cross-spoke wheels, 38,000 miles, Montana leather and most options. Excellent condition. \$35,500. 843-525-6437; [mdbrown@ilse.com](mailto:mdbrown@ilse.com). 11/01
- 1998 BMW M. Roadster:** Silver/black & blue leather interior/ blue top, 15,000 miles, perfect condition, wind screen, Nachimichi 6 disc indash CD player w/remote. \$34,500 864-242-5833 work, 864-963-2228 home, [jhunt@pace-incorporated.com](mailto:jhunt@pace-incorporated.com)
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- BMW 16" Wheels:** BMW Cross Spoke 42 - Part #: 85-32-9-408-690 Size: 7x16 - Qty: 5 - Fits: E36, E46, Z3 Roadster and coupe, except M. Incl. Orig. lugs and center caps. Condition: 4. Entire set of 5 for \$ 750.00. Buyer pays shipping. Call 843-293-2775 eve. 6 pm - 10 pm or e-mail [sal\\_coppola@hotmail.com](mailto:sal_coppola@hotmail.com) 12/01
- TC Kline Rollbar for E36 Coupe.** Brand new, never installed. Black powdercoat finish. Avoid the 3+ mos wait and get yours for less than a new one costs - \$550. E-mail jim: [jzilisich@carolina.rr.com](mailto:jzilisich@carolina.rr.com) or call 704 844-9533.

## CHAPTER OFFICERS

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## REGIONAL VICE PRESIDENTS

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## Sandlapper Chapter Regional Meetings:

Contact regional VP for particulars.

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The Roadster is published at least quarterly. For additional information, Please contact Greg Young (803) 736-2867 (H), (803) 736-2530 (W), (803)736-4830 (FAX).