

SANDLAPPER CHAPTER  
PO BOX 889  
LEXINGTON, SC 29071-0889



Vol. VII No.2

*Summer 2001*

# ***THE ROADSTER***

*Celebrating Motorsports in Dixie*





Photo: BMW Press

## BMW'S NEW M SCHOOL DEBUTS IN JULY Class Features Top Instructors, Exhilarating Track Time...Even Helmets for Participants

Spartanburg, South Carolina, May 15, 2001...BMW lovers and driving enthusiasts everywhere will race to enroll in the company's newest class - M School - an exhilarating two-and-a-half days of high-performance driving instruction at the BMW Performance Center Driving School in Spartanburg, South Carolina. "The M School was developed for enthusiasts who want to learn how to get the most out of BMW's high performance M brand automobiles," said Tom Strahs, spokesman for the BMW Performance Center Driving Schools. "This program has been developed using Michelin's test track on the second day so they'll be able to do just that."

Debuting in July, the M School offers behind-the-wheel action including performance driving, handling tips and timed slalom courses. The M School incorporates practical lessons, too, such as accident avoidance and hands-on experience with BMW's traction control systems on the ultra slick skid pad. The BMW M Brand represents decades of race-bred, high performance engineering, technology, safety and sheer driving pleasure. Participants utilize the BMW Performance Center's stable of powerful M brand automobiles, including the ultimate M5 sedans; the all-new M3 coupes, with almost 100 horsepower more

than previous models; the muscular and sporty M roadsters and scintillating M coupes, both with all-new engines.

BMW professional driving instructors conduct the classes, providing valuable insight and expertise. The M School driving experience is enhanced by a number of special measures including an impressive roster of guest speakers from Prototype Technology Group, the team that races M3s; a tour of the nearby manufacturing facility where M roadsters and M coupes (in addition to the popular Z3 roadsters and X5 Sports Activity Vehicles) are produced; welcome reception and formal dinner; and awards ceremony to recognize M School "graduates." Participants keep the open-face Simpson helmets they use in the class to commemorate the occasion.

Class size for BMW's M School is limited to 20 participants and is priced at \$3,650 per person, which includes all catered meals and two nights of accommodations. Gift certificates are available.

The BMW Performance Center Driving School road course can be configured 35 different ways and uses special features not found in most driver training programs, ranging from a slippery skid pad to a water wall corridor - considered to be one of the most effective ways to simulate unforeseen obstacles that suddenly appear. An emergency braking zone provides the opportunity to learn the relationship between speed and stopping distance and how to brake with an ABS-equipped vehicle on both wet and dry surfaces.

The BMW Performance Center is home to a BMW driving school, factory delivery program and world-class conference center. Its facilities and programs offer visitors a unique automotive-related experience. At one location, a visitor can tour the \$1.6 billion state-of-the-art manufacturing facility, browse the Zentrum Museum, host a corporate event and enroll in one of several driving instruction programs.

More information on the BMW Performance Center Driving School is available through the BMW Performance Center's toll free number, 888-345-4BMW (4269).

- Story courtesy of BMW

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### Cover Photo

May 6-7th, Sandlapper Newsletter Editor Emeritus Greg Young hosted E3 Fest East 2001 at his home in Blythewood. One couple drove all the way from Colorado to join in on the fun which included some of fellow Sandlapper, and beermeister, Joel Master's excellent homebrew, entry in the Pine Island Concours, and a Saturday night drive-in double feature of "LeMans" and "Rendevous" courtesy of Century BMW. Photo by Mike Feilds.

## Sandlapper Events

### Spring School a Success

The Spring Driver's School, held April Fool weekend and co-hosted with the Carolina Mustang Club at Carolina Motorsports Park in Kershaw, SC, was a big success thanks to the support of the Sandlapper Chapter.



The event drew a wide variety of drivers and vehicles. There was a Pantera and a Ferrari

308, and a bunch of classic mustangs, including a Shelby GT 350 complete w/ original window sticker and concours level finish. The big news, however, was the arrival of Genesis Motorsport's E-46 M3 racecar. What made the arrival of a racecar at a track so special? A passenger seat! Before the weekend was over, several Sandlappers got the ride of their life.



### Pine Island Concours benefits Kamp Kemo



The Porsche Club held its annual Pine Island Concours to benefit Kamp Kemo May 6th at the SCE&G Picnic Area on Pine Island at lake Murray. Besides the hoard of E3's seen on the cover, which arrived en-

masse like "some kind of gang", BMW's were well represented by the Sandlapper Chapter. Congratulations to the concours winners: chapter members Trip Binford, Larry Gilbertson and Jerry Wallens.

## President's Corner



Well, it's hard to believe, but the year is already halfway over. And this will be a landmark year for the Sandlapper Chapter.

Most notably because this past April, the BMW CCA National office relocated from Cambridge Mass to 640 S. Main St.,

Greenville S.C. I know all of us Sandlappers extend a warm southern welcome to Wynne Smith and the staff. We are very unique as a chapter, to have both BMW Manufacturing, the Performance Center, and the clubs national office right here in S.C. Could you ever, in your wildest BMW fantasy, imagine that this would come to pass?

This year is also shaping up to be one of the most active for our chapter. Beginning with the Holiday recovery party, this year is full of events covering every area of interest. Just check our calendar of events, and you will find something of interest going on. Speaking of events, we just concluded our picnic and oil change event, most

graciously hosted by Bob Payne at his B & B in Campobello. The turnout was fantastic, and everyone had a great time. Look for an upcoming article, with pictures to show you what you missed. Also, the sign-up list for our fall trip to the mountains is filling up fast, so if you would like to go, please send a deposit check for \$90 made payable to the Sandlapper chapter. Mail it to the chapter at P.O. box, 889, Lexington, S.C. 29071.



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# Continuous Improvement

A couple of weeks ago I woke to the ringing of my phone. I didn't know who would be calling at such a late hour, but figured it must be some sort of emergency. Indeed, it was.

The caller was a member of the Badger Bimmer Chapter, and the owner of a '96 318ti. This car is mostly stock, but its owner had performed one suspension modification; the addition of a stiffer rear anti-roll bar. Let's take a look at why he would do this, and what options he had to choose from before we delve into the urgency of his call.

## Under and Over

Most of today's cars are designed with a slight to moderate amount of understeer; even our BMWs. If you were to put a stock vehicle on a skidpad and increase the speed until the tires lost traction, you would find that the front tires lost grip before the rears, allowing the front to slide off the skidpad if you didn't do anything to correct it. This is thought to be safe by most automotive companies and the lawyers that represent them. An understeering car will run off the road surface and strike an obstruction head-on, deploying the ever-increasing number of airbags in the process.

So what happens if your car oversteers? The above skidpad example can be used, but now the rear tires will lose grip before the fronts, allowing the rear to step out and initiate a spin if you didn't do anything to correct it. An oversteering car is more likely to spin off the road surface, and this greatly increases the chance of a rollover situation. Spinning and rolling is thought to be less safe than hitting an obstruction head-on.

Of course, if you are ever out walking about and suddenly find yourself ablaze, spinning and rolling is thought to be more safe than hitting an obstruction head-on. (Just trying to be thorough here.)

Somewhere between understeer and oversteer lies a well-balanced vehicle, and one of the ways to adjust the handling attitude of a vehicle is to change the roll stiffness.

## Roll Stiffness

Increasing the roll stiffness is the same as adding resistance to body roll. You can increase the roll stiffness by using stiffer springs, increased compression damping in the dampers (for dynamic transitions), and larger diameter anti-roll bars. This discussion will deal only with steady-state cornering, so that leaves us with springs and anti-roll bars. Fodder for a future article will be my excuse for only addressing anti-roll bars at this time.

Several months ago, Mr. Badger Bimmer (hereafter referred to as BB) wanted to reduce the understeer of his 318ti. He could do this by reducing the roll stiffness at the front of the vehicle or by increasing the roll stiffness at the rear. He chose the latter because this would minimize body roll, making better use of the negative camber he had with the otherwise stock suspension. Increasing the stiffness at the rear loads the rear tires more with respect to the front. An increased load means that the tires must work harder, and a tire that must work harder will lose traction sooner. Hello Oversteer, we're headed your way.

## Making a Selection

Once BB had decided to increase the rear roll stiffness, the next decision to be made was whether to go with a full set of adjustable aftermarket bars or make use of the BMW parts bin. He decided to find a BMW bar for the rear that would give a

moderate increase in roll stiffness. This solution minimized the wallet depletion factor and maximized his confidence in the modification because he knew that BMW engineers are very thorough individuals that would never rest until they researched all aspects of a design and tested it well into the "abuse" region that street cars would never actually achieve. Well, perhaps I shouldn't have laid it on quite that thick. Everyone has his moments!

The 318ti shares its rear suspension design with the E30 and Z3 models, and as you might expect, many of the pieces are interchangeable. Because there are so many models to choose from that use the same rear bar mounting points, the next thing BB needed to select was the rear bar diameter. His stock Sport suspension used a 16 mm bar, so he needed something a bit larger. He knew the M Coupe used a 19 mm bar and wondered how large a difference it would make.

Keeping the overall bar geometry and material equal, the torsional stiffness varies with the diameter to the 4th power. That is, to determine the increase in stiffness due to a diameter change, divide the new bar diameter by the old bar diameter and take that ratio to the 4th power. We'll call this the bar stiffness factor. In this case,  $(19/16)^4 = 1.99$ ; so the M bar is nearly twice as stiff. The difference was even more dramatic on my Base ti when I added the Dinan bars. For the rear bar,  $(22/14)^4 = 6.10$ ; which is a huge difference, and one that would be really unsafe unless the front roll stiffness was increased at the same time.

We can compare the bar stiffness factors to those used by respected tuners to make sure we are dealing with a change that is appropriate. Many people think that a vehicle set for mild oversteer is the way to go. When you take the time to calculate the stiffness factors for the front and rear based on the bar diameters used by several tuners, you will find that the factor for the rear bar is greater than the factor for the front. They are tuning for more oversteer than stock. It just happens to be FUN making steering inputs to correct for a tail that tries to step out of line! If we divide the rear factor by the front, we obtain a number that gives us information on the amount of change we can expect in the car's balance. For BB's Bimmer, this factor would be  $(1.99/1)$ , or 1.99, since we didn't change the front bar diameter. Using the same procedure for Dinan bars on BB's car yields a factor of  $(3.57/1.16)$ , or 3.07. He can feel good about changing only the rear bar because this factor is still considerably less than that used by a reputable tuner. Keep in mind that these factors are approximations as to the overall effect.

## The Tab

I hope you are still with me because the time has come to reveal the reason for BB's call. Ease back off the edge of your seat and try not to bite your nails. Your suspense will be relieved in the next few statements.

The rear bar attaches to the E30 trailing arms via a "dog-bone" link. The main structure of the trailing arm is formed from a stamped steel piece that has a "tab" protruding from the rear of the arm. The connecting link terminates on this tab. The picture at right was taken looking down towards the top of the trailing arm.

BB had used the M bar for over a year, enduring several driver's schools and competitive events. He was pleased with the change and felt really good about the modification, but his grin turned to a frown while performing a general inspection of his

## Continuous Improvement

suspension one evening. One of the tabs had been RIPPED from the trailing arm! This revelation was indeed an emergency. A loved one had been wounded!

It turns out that this is not an uncommon failure for vehicles with larger aftermarket bars, or even stock M Roadsters and M Coupes. The tab is placed in bending about its weak axis and works fine for Base suspension packages. It is inadequate for bars that can generate many times the force of a Base bar, and woefully inadequate for vehicles that participate in competitive events with these larger bars.

### The Cure

One solution to the problem is to reinforce the tab by welding additional material to the trailing arm. Please note the pictures below and below right that view the tab from the bottom of the trailing arm. The reinforcement in the picture has not been welded in place yet, but shows the proper location. My first attempt to place the reinforcement failed as the tab on this donor M Coupe arm was already tweaked. The tab fails due to fatigue.



Photo: Brook Harmon

One specific event doesn't kill it, but the repeated loading bends the tab back and forth until it finally gives up. This particular reinforcement is a Dinan part and can be purchased for around \$15 each. Probably the least expensive Dinan part ever!

### Conclusion

Suspension tuning is one of the greatest design challenges an automotive engineer can face due to the large number of variables involved and the compromises that must be made to obtain an acceptable handling package for the general public. Changing



Photo: Brook Harmon

the balance of the car with respect to understeer/oversteer can make enthusiastic driving more rewarding for those so inclined. Tuning the anti-roll bars is one way of achieving this change.

BB chose to change only the rear bar using a BMW part. The tuning came as a selection of bar diameter. Aftermarket bars usually have two or three different points on the bar ends to attach the dog-bone link (or end link). Tuning is performed by changing the attachment points on the bar ends, effectively changing the bar leverage.

Lastly, the tab on the E30 trailing arm is prone to failure when asked to absorb load levels produced by BMW M and aftermarket bars. Everybody needs a little help now and then. Give your tabs some support when using these larger bars.



**Brook Harmon  
Greenville**



Photo: Brook Harmon

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## Welcome New Members

Bruce Balmer	Blythewood	James Barker	Columbia	William L Lacher	Greenville
Jennifer Kern	Blythewood	Mark T Wishart	Columbia	Newton Stall Jr	Greenville
Robert Bedenbaugh	Chapin	Seth Quarles	Columbia	John R Farrall	Greenville
Dub Rountree	Elgin	Allen Worthy	Columbia	Paul Work	Clemson
Dave Kelley	Irmo	Herb Welsch	Spartanburg	Lanny Rollman	Greer
Daniel Strange	Lexington	Jack Rogers	Spartanburg	Kern Davis	Greer
Francis Mills	Newberry	Tom Mcguire	Charleston	Maggie Purvis	Mauldin
Burl Kenner	Sumter	William Moelich	Florence	Line Trudeau	Simpsonville
Barry Casterlin	Columbia	E C Padgett	Florence	Jeff Michenfelder	Simpsonville
Eric Powers	Columbia	Jeanne W Karagias	Myrtle Beach	Jason Gaede	Walhalla
David Charles	Columbia	Surendra Dawani	Mullins	William Knapp	Jackson
Ben Rivers	Columbia	Thomas Badurski	Myrtle Beach	George Radford	Beaufort

## News of the Weird

### "Ugly Duckling" Competition Feirce



Photo: Mike Fields

The "Ugly Duckling" category of the Pine Island concours has historically been a hotly contested and much coveted award, and this year was no exception. The judging is conducted as "people's choice" with ballots being cast from all entrants.

This year marked the first time that 1st, 2nd, and 3rd place prizes were awarded due to the number of contestants. But, controversy arose when a wrecked but well repaired (except for mis-matched paint and no windshield) Porsche 930 won 1st place over a rust-consumed BMW Bavaria (see photo above.)

While some speculated that the contest was fixed, others pointed out that the merits of the car take a back seat to presentation. Soliciting, Lobbying and bribery of voters is allowed and encouraged.

To console themselves, the losers offered the contest as proof that even the ugliest BMW is prettier than a Porsche.

And there was much rejoicing...



First SAV's and now this! Is this sporty "last ride" proof that BMW is out to compete with Cadillac? Makes me wonder... just how big IS that next "7" going to be?

Remember, you heard it here first...

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## CALENDAR OF EVENTS

**July 10: 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](mailto:dwaynemosley@att.net).

**July 15, 2001: SCCA Autocross**, 9:00AM , White Knoll High School, Columbia, SC. \$20 for SCCA Members, \$25 for non-members. Chris Lawrimore (803)794-8624 or [alfadriver@aol.com](mailto:alfadriver@aol.com). Info: [www.scr-scca.com/Autocross/Whiteknolldirections.htm](http://www.scr-scca.com/Autocross/Whiteknolldirections.htm)

**July 18: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.

**July 21: Highlands Tour**, 9:00 AM until, Highlands, NC. A day trip to Highlands through twisty mountain roads with stops for eating, hiking, shopping & sightseeing. RSVP [sandlapperbmw@yahoo.com](mailto:sandlapperbmw@yahoo.com) or call Jerry Wallens at

**Aug 5: SCCA Autocross**, 9:00AM , SC State Fairgrounds, Columbia, SC. \$20 for SCCA Members, \$25 for non-members. Chris Lawrimore (803)794-8624. Info: [www.scr-scca.com/Autocross/SCFairdirections.htm](http://www.scr-scca.com/Autocross/SCFairdirections.htm)

**Aug. 7: 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.

**Aug. 14: 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](mailto:dwaynemosley@att.net).

**Aug. 22: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.

**Sept. 4: 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.

**Sept. 11: 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](mailto:dwaynemosley@att.net).

**Sept. 16: SCCA Autocross**, 9:00AM , Anderson Airport, Anderson, SC. \$20 for SCCA Members, \$25 for non-members. Chris Lawrimore (803)794-8624. Info: [www.scr-scca.com/Autocross/andersondirections.htm](http://www.scr-scca.com/Autocross/andersondirections.htm)

**Sept. 19: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.

**Sept. 21-22: 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. 2: 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.

**Oct. 7: SCCA Autocross**, 9:00AM , Ice Palace, N. Charleston, SC. \$20 for SCCA Members, \$25 for non-members. Chris Lawrimore (803)794-8624 Info: [www.scr-scca.com/Autocross/Icepalacedirections.htm](http://www.scr-scca.com/Autocross/Icepalacedirections.htm)

**Oct. 9: 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](mailto:dwaynemosley@att.net).

**Oct. 17: Rock Hill Area Club Meeting**, All are invited to attend. Call Ronn Hale (803) 980-1638.

**Oct. 19-21: 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: 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 in this issue.

**Nov. 6: 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.

## 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

**1974 2002 tii:** White w/ Tan interior. Gold alloy wheels. New: tires, SS Brake lines, front & rear strut braces, electronic fuel pump, shifter bushings, center bearing & guibo, eng. & trans. mounts, belts, hoses, h2o pump, injector lines & gaskets, rubber fuel lines, rear shoes and new fluids. AC Avail. [clemrower78@yahoo.com](mailto:clemrower78@yahoo.com) 912-965-4032 days. 6/01

**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](mailto: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 w/tan leather & wood trim interior. Email for pictures. Garage kept and maintained by a BMW CCA member. Zymol waxed and Lexol treated. 5-speed, Sunroof, Anti-Lock Brakes, Premium Sound, Tinted windows. High performance chip, K&N filter, 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

**1995 M3:** Mugello Red w/ Black Interior, 5 speed, Cruise, Sunroof, Kenwood CD, SS brake lines, ATE blue fluid, Mobil 1 and Redline trans fluid. 68,000 miles \$22,000, [clemrower78@yahoo.com](mailto:clemrower78@yahoo.com) 912-965-4032 days.

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

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The Roadster is published at least quarterly. For additional information, Please contact Joe Weir (803) 787-3754 (H), (803)748-9215 (FAX).