

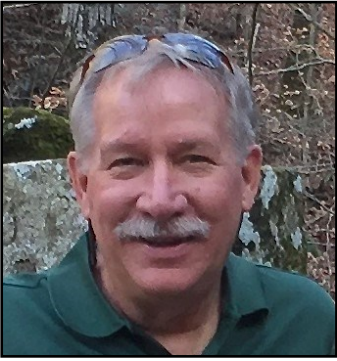
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THE ROADSTER

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BMW Car Club of America





It certainly was a long, hot summer that seemed almost never ending. Definitely ready for a cool fall.

As you may know, I assist Mike Renner and the Performance Center guys at IMSA races with the Hot Lap program. All the races over the summer were pretty hot, even Road America up in Wisconsin. But it's been a great summer and I met many people from all over the country at the races, plus I got to promote BMW and also promote the club.

Back in August we sponsored a Sandlapper M Club Day at the Performance Center. I was concerned about filling the event, but during the last couple of weeks people signed up and we filled all the spots. It's certainly not a cheap day, but in reality, it is a great value. I believe everyone got all the seat time they could handle and they all came out alive. We drove the Competition version of the M2, M4, and M5, and they threw in a surprise drive of the M850i xDrive. All are fantastic vehicles - each different and all fun. I encourage everyone to take advantage of Club M Days when offered by Chapters. You simply cannot go wrong with the events. They offer the opportunity to really drive M cars as they should be in a safe, controlled environment. You might even learn something from the excellent Performance Center Instructors.



Sandlapper M Day at the Performance Center.

We just recently held O'Fest here in Greenville, during October 15-19. In prep for the week, I drove around the area planning out drives for O'Fest participants. Thanks to Terry Schager for driving around with me. The planned route ended up going around the upstate and then up to Caesar's Head and Brevard. The experience gave me an appreciation for the great driving roads and scenery we have around here. Yes, some roads could certainly use a new layer of asphalt, but overall, they are not too bad. So, O'Fest or not, get out and enjoy a drive and take in the sights, food, and drink (in moderation!).

I've often written about members being active in the Chapter. As with anything, it is what you make of it. Yearly we recognize members that consistently work to promote the club, conduct events, and are just generally great people. This year we recognize long time member, Fall Mountain Driver, Charleston area wine drinking member extraordinaire, John Howard. It was kind of hard to pin him down for a presentation, but we finally did at the M Club Day. Well deserved, and congratulations, John.



Tom Lappin with John Howard (left).

BMW Motorsport: Then and Now By Mary Holcombe

BMW's legacy in motorsport is filled with amazing moments, fueled by the cars and drivers that lived them. It has a storied past as well as an exciting future, and our current teams representing the roundel continue to add to the history books. I was lucky enough to recently sit down with a couple of accomplished pro drivers who reside here in the south-east, one who shared some nostalgic memories of racing BMWs in a European series over the course of a couple years in the 80s, and the other a team owner and driver currently competing in several racing series here in the US. For a bimmer fanatic such as myself, just learning more about the race cars themselves was a treat in itself. But, adding in the interesting comparisons drawn between modern racing and the race environment of a few decades ago made for a truly rewarding experience filled with interesting insight from 2 drivers that I have a mountain of respect for.

Guy Trigaux - Lucky Strike 635 CSI - European Touring Car Championship - Group A - 1983

Guy Trigaux prepared cars and raced under several marques during his racing career, including BMW, De Tomaso, Volvo, & Porsche. It was actually during his time building and driving his DeTomaso Pantera in the BeNeLux Championship that he was noticed and later asked to build what would become the Lucky Strike BMW race cars. At the time, race Panteras had a reputation for being wildly unreliable, so his success in preparing and racing his car garnered the attention of many teams in that circuit. In his final full season racing the Pantera in 1979, Guy finished first in his class, Group 4, and second overall in the points standings. Not long after that, he was approached by a BMW driver in the paddock after a race and asked to prepare some BMWs for competition in the European Touring Car Championship (ETCC). Although I could fill many pages with stories of the successes of Guy's experience with other marques, for the purpose of this article I will focus on his couple of years racing BMWs.

Over the winter of 1982-1983, the Lucky Strike 635 was prepared by Guy and his team. The race team's sister car, a BMW 528, had already been successfully campaigned during the 1982 season. The 528 obtained the 6th overall position at the end of the '82 season, out of 60 cars. For the 1983 season the team would be expanded to include the 635. Upon delivery of the 635 body shell late in 1982, the process of building the car from scratch began. All systems of the car needed to be built and tuned to the team's specs. A BMW Motorsport... (continued)



Guy Trigaux takes the win at Circuit Zandvoort in Holland.



The 635 and 528 at the shop in Belgium.

Group A package was purchased which included a complete M30B34 engine, suspension components, and brakes. The straight six, 3.4L engine was tuned to reach the maximum power allowed for the Group A class, which fell between 282-285hp. The steering, fuel, and cooling systems needed to be installed, and a roll cage built. A 5 speed Getrag transmission and limited slip differential rounded out the drive train, and the car was finished with a set of BBS wheels (watch me swoon over vintage BBS wheels) and Pirelli tires. In this era of racing, prior to the modern conveniences of advanced data acquisition equipment, feedback from the drivers during testing was critical to tuning the car to perfection. Before long, the car was finished and ready for the 1983 season.

The ETCC series of the early 80s visited many of the most iconic tracks in the world of motorsport. Spa, Monza, Enna, Silverstone, and the Nurburgring were among the venues the 635 raced during its Group A campaign. As each track presents its own unique set of advantages and disadvantage to a race car, adjustments were made during practice sessions leading up to qualifying and race day that were specific to the track. Chassis and suspension adjustments were made, and the exact ratio of the rear axle was determined based off of the track profile so that the maximum power could be utilized in the straights of the track. It is difficult to find comprehensive listings of race results from that period, but from what I could find the 635, as well as the sister car 528, achieved several podiums and their fair share of top 5 finishes. The 635 suffered an early demise during the legendary 24 Hours of Spa when one of the drivers money shifted, blowing the engine and resulting in the car's only DNF. The car was well positioned when the engine damage occurred, third overall after 5 hours of the race had been clocked. I held the ill-fated twisted rod from that engine in my hand near the end of my interview with Guy. It seemed an appropriate ending to a most memorable evening spent listening to stories of BMW Motorsport as it was in the year I was born. (continued)



Guy pictured at the Nurburgring.



Working on the Lucky Strike 528.



Sister cars at Zolder in Belgium.



Holding up the Eggenberger 635 CSI.



Wheel up action on the Ring.



Making trackside adjustments.



528 in 1st row of the starting grid at Enna in 1982.

Guy certainly has an interesting history that took place on some of the most well known tracks in Europe and during a period in racing history that reminds me of racing in its purest form - team prepared cars, manual transmissions, fewer rules and regulations than modern racing, and the lack of driver aids that are present in modern cars. With the absence of Balance of Performance regulations, teams had more room to flex their tuning muscles, although modifications obviously still had to comply with the class specs set forth by the series. One aspect of the race environment during that time that brought a smile to my face was the overall camaraderie of the teams. Guy, and his wife Denise, reminisced over the friendships and the time spent after the track activities were done for the day - time spent with other teams enjoying meals together and appreciating each other's company. It may have been all competition on the track, but outside of work the teams were like family. This is a sentiment that I hope would carry forth in today's modern race atmosphere.

Check out Guy's shop, owned and operated with his son Gregory, located here in the upstate of SC: www.GTMANDSON.com

All images courtesy of Guy Trigaux.



The famous Raidillon at Spa.

James Clay - BimmerWorld Racing #82 M4 GT4 - IMSA Michelin Pilot Challenge - GS Class - 2019

BimmerWorld Racing acquired an M4 GT4 to race in the GS class as soon as it became available in 2018. The first 6 cars that were released in the US came just in time for 2018 testing, one of which was delivered to James Clay and his team. Since then, he and his co-drivers Devin Jones (2019) and Tyler Cooke (2018) have racked up 5 podiums and 1 win with their #82 M4 GT4 racing in the IMSA Michelin Pilot Challenge (formerly Continental Tire SportsCar Challenge) GS class during the 2018-2019 seasons. They finished third in overall points in 2018, and they just recently secured third in overall points once more for the 2019 season.



James Clay (right) and Devin Jones on the podium at Sebring.

James Clay might be my favorite professional BMW driver right now. It is hard not to admire a man who simultaneously runs a company as loved and respected as BimmerWorld, while also finding time to oversee his multiple race teams which he also drives for. And, you can still find him occasionally teaching classes and providing hot laps in BimmerWorld built cars at BMW CCA track weekends... we are very fortunate to have such a great resource right here in the Southeast. He was kind enough to carve some time out of his busy schedule to talk to me about his M4 GT4 race car, as well as discuss the evolution of racing and what the future might hold for him and his team. I specifically had questions about how Balance of Performance (BoP) regulations affect teams and drivers, as well as what his thoughts were on any other significant trends that had an impact on professional motorsport. (continued)



#82 M4 GT4 at Petit Le Mans.

M4 GT4 Specs:

Engine: S55 3.0L in-line six, four valves per cylinder; M TwinPower turbo technology; direct injection; engine produces more than 431 hp, but the output can be adjusted through the use of power stick technology that helps teams easily tweak the engine setup to stay in compliance with BoP rules.

Transmission: 7-gear dual clutch transmission; mechanical locking diff and beefed up rear axle specifically upgraded for motorsport applications.

Suspension: Ohlins motorsport shocks; three spring set options.

Chassis: Naturally, there are plenty of lightweight (and sexy) carbon fiber parts on this car, including: roof, doors, hood, splitter, and adjustable rear wing; welded roll cage manufactured by BMW Motorsport.

Brakes: 6-piston and 4-piston fixed calipers in the front and rear, respectively - supplied by AP Racing; 390mm front rotors with 355mm rear; increased brake cooling.



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The M4 GT4 represents the first fully homologated GS class racecar available from BMW for purchase by private teams. It comes ready to race straight from the manufacturer, complete with high level factory technology integrated in, which is a game changer for modern teams looking to race at the professional level. Prior to the availability of GS class homologated race cars, teams were responsible for preparing cars based off a production model chassis. As romanticized as this sounds (to me at least), it was understandably much more time consuming and expensive to go this route, making the act of simply having a car to race almost prohibitively expensive for some hopeful racers. With the rapid escalation in technology and cost in the last 20 years, the amount of funds needed for such a project began to skyrocket. This obviously gave an unfair advantage to teams with deeper pockets who had more resources at their fingertips, and created an environment of constant spending in the pursuit of finding the next improvement. The availability of homologated race cars such as the M4 GT4 not only helps to level the playing field for teams already competing, but it also helps bring new competitors into the field. Ultimately, this is great news for the majority of teams in the GS class. (continued)

Another aspect of modern racing that affects the cars and the drivers are the strict BoP rules that are set by the series' governing bodies. While there have always been class specific restrictions on power, weight, etc., BoP further regulates these types of vehicle details in order to prevent teams from having an insurmountable competitive edge that could possibly make them unbeatable. In the IMSA Michelin Pilot Challenge series, data is collected from the cars via an integrated Motec data acquisition system that each car is required to have. This data is analyzed and then utilized to create the BoP rules that are passed down to the teams. BoP has been present in pro racing for years, but it is an evolving practice that continues to change. It sometimes gets a bad rap, but improvements to the methodology used to create the rules, as well as the resulting regulations themselves, have made the overall system more palatable to most. BoP is a necessary element of modern racing, and it surely contributes to a race environment that is not only more fair to the contenders, but also more exciting for the spectators.

The takeaway for me is that both the introduction of homologated race cars and the refinement of BoP rules has changed the world of professional racing for the better. When the cars are operating under similar circumstances, the teams are then required to be more creative and work harder with the resources they already have. Plus, when there is consistency amongst the cars the race results are naturally more dependent on the drivers' abilities and the decisions the teams make during the race, versus being dependent on having the fastest car money can buy. These are all good things.

As for the future of BimmerWorld Racing in particular, it was hinted that there might be an expansion into new classes and/or series here in the US, and possibly abroad in Europe as well. This is great news for a dedicated BW fan such as myself. This leaves me looking forward with anticipation for what the next few years will bring.

Want to know more? Check out www.BimmerWorldRacing.com

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Pit Walk at Canadian Tire Motorsport Park.



A solid performance at Watkins Glen resulted in second place.



Perfectly synced pit stop at VIR.

The Vintage 2019

Story & Photos by Tim Dennison

Excited? Yes. Nervous? Absolutely.

I managed to stay in bed until 3:30, but anxiousness on the morning of the drive got the best of me. There's nothing left to do but pack. No last-minute fixes. No final detailing. As if detailing would make a difference on Fritz, my '72 2002tii. If you've seen him in person, you know what I mean. Today's politically correct reference is "Patina".

Fritz travels 60-plus miles at a time without concern, but never outside a safe radius from his garage. This is our first road trip as a team.

With butterflies in my stomach, I rolled out of the driveway at eight o'clock. I pointed us towards the first stop, the BMW CCA Foundation's opening of their "Passion" exhibit.

Only three miles after leaving the house, a BMW X5 pulled up alongside, gave a quick beep and a thumbs up. I grinned and waved back. He hung alongside while getting the attention of a child no more than four years old. Pointing, he explained who knows what. No doubt instilling the automotive bug in the child's formative years. I'll consider it a good omen... and good parenting.

Route 29 is a secondary road passing through the small towns of Blacksburg, Gaffney, Cowpens and then into downtown Spartanburg. As an athlete ages, you can't expect a sprint right out of the gate. Fritz needed to stretch a bit and ease into what I suspect is his first marathon in more than a decade.

Spartanburg's famous Beacon Drive-In signaled I was getting close. As the miles ticked by, I was gaining confidence in Fritz's ability to pull this trip off.

At the Foundation, there was a large spread of BMWs on the lawn. There were plenty of others as excited to get here as I was. Volunteers guided us to our parking spot, and I gave Fritz kudos for making it this far without so much as a hiccup.

Out of the corner of my eye, I recognized Kyle Von Hoften taking photos. As soon as I heard his voice, I knew it was him. Kyle filmed a Hagerty "Why I Drive" video called "The Smile Generator". It features Fritz' twin brother. Well... the brother with the great hair, LA beach body, and Beverly Hills plastic surgeon. The video is a must-see. Kyle sums up vintage BMW ownership in about two minutes. I've watched it at least 20 times.

This year's Foundation exhibit, "Passion", features cars influencing the club and its members. The display comprises a variety of BMWs ranging from the simplicity of the 2002 to the heritage of the M1. The performance of the M4 GTS to the technology of the i8. Each car, easy to recognize in its stock, or mostly stock, configuration... except one.

Frankenstein's monster meets WWII fighter meets Mad Max? My brain struggles to process this one. Turns out it's an E28 5-Series, or at least it was at some point, and its name is Rusty Slammington. Like the proverbial train wreck, it's hard to look away at first. But by the time the day was over, it became my favorite.



Rusty Slammington pictured at the BMW CCA Foundation.

After cooling off a bit, I headed back outside to grab my camera and peruse the field. A side mission while attending the Vintage is to take photos to hang at home. My vision was to print and frame Black and White photos of details on older BMWs.

I couldn't help singling out one car with an interesting patina. You could tell the car was once a light metallic blue. Today, its patches of surface rust, "re-surfacing" through mottled gray primer. One detail after another appeared as I moved around the car. Pitted chrome, bumper stickers, rust and peeling paint all played with the sunlight in a way a restored car couldn't. Once I made it all the way around the car, I realized. This was Paul Wegweiser's infamous F-Bomb. This car is special. It has a great story that many 2002 enthusiasts know. Restoring this car would strip it of its beauty. Of its history. Of its story. It's perfect as-is.

I moved on to Bertha: Rob Siegel's soon-to-be (if not already) famous 2002. Like the F-Bomb, this one has a patina that belies its reliable underpinnings. It also has a story that would be swiftly removed if restored. If you follow Rob, you know this car. If not, you will. He's got a new book coming out that tells Bertha's story.

As two o'clock rolled around, I grabbed my Passion book, my new Icon shirt, and headed towards Asheville. Still avoiding the four-lane, I wound through downtown Greer into northern Greenville County, making my way up the mountain into Flat Rock. Fritz cruised effortlessly at 65-70. I got the impression this is what he's been waiting for, and I've been holding him back.

The host hotel is the Clarion in Asheville. Registration doesn't open for two hours, but there's not a parking spot unfilled. Cars are being washed and various mechanical repairs are underway. The main activity, though, is socializing. These are folks that haven't seen each other since last year. No doubt keeping up with each other on various internet forums.

I found a spot in the dirt off the parking lot. It also happened to be near fellow Piedmont Sandlapper Nick Salameh's Brazilian Brown E21 320i. We set out our chairs in the shade near Nick's car. The Clarion parking lot is a Vintage preview, so everyone's walking around to check out the cars. If you sit in one place, you meet a ton of folks. Because Nick's car is eye candy, it was a stopping point for many. We met lots of new people, and with it, great conversation.

The next morning, I met Nick at Starbucks and we headed over to the Clarion. We'd hadn't been there long when the first group of around twenty cars lined up to head to Hot Springs. Nick yelled over to mount up, and we caught the tail of that group. As we progressed, cars broke into smaller clusters by pace. We jumped on the back of a mildly aggressive group of 2002s and followed them into Hot Springs. Neither of us had been there before, so we didn't want to fall off the back.

Driving a '70s era BMW is an analog experience. Losing cell service at least 20 miles out of Hot Springs ensured the final leg of the drive and the ensuing day were "period-correct". A cell phone is useless for anything other than taking photos. Hav-

ing a dedicated camera with me, I powered down the phone for the day.

Something you don't expect in the North Carolina mountains in mid-May is heat. If I had to choose, I'd take hot and sunny over cold and rainy any day. But 85 degrees? That's only three degrees below the July average high. Shade was "gold" on the field.



A hot, but beautiful day in the mountains.

The great thing about the Vintage is that it's not a car show. There is no "best in show" or "people's choice" award. Organizer Scott Sturdy labels The Vintage as a "gathering". It's as much about the people and friendships as it is the cars. A concours-ready M5 might not get the attention as an "honest" 2002 wearing its story in patina. In fact, to anyone other than a knowledgeable vintage BMW fan, a few of the more popular cars at this year's Vintage would be one flatbed trip removed from the crusher.

Mid-afternoon, the field began to thin out. We collected James Sack in his red E30, and the three of us from the Piedmont area headed back home. Since Fritz doesn't have AC, I spent nearly three hours with windows down on the highway. Not the best environment for maintaining optimal hearing in my left ear... nor melanin symmetry between forearms.

Other than picking up a nail in my left rear tire 25 miles from home, the trip was uneventful. I finished the trip with the nail still in the tire, but it made a heck of a racket tapping on the wheel arch every time the rear-end squatted under acceleration.

Fritz performed like a champ and gained a new level of credibility. If I'm searching for an excuse to blow-off an event, being too far away fell way down the list.

What's next? #VintagePrep2020 starts today!



Fritz and some "cousins" at the Foundation.



Art cars.



Vintage veteran.



Nick Salameh's E21 320i.



What a summer. So many memories made with car friends old and new, filled with spirited mountain drives, early morning and late evening meetups to admire our rides, and even though I was without a track toy this year – plenty of fun times at the race track. I finally made it out to watch some IMSA races in person, and after attending Petit Le Mans for the first time I think it is safe to say I will be back every year from here on out. So much fun. I have been to Road Atlanta many times, but always for smaller events - BMW CCA track weekends, club races, or once for a Chump Car race. The larger than life atmosphere at Petit was absolutely amazing, a race fan's dream. I also made it up to the IMSA race weekend at VIR where I got to sit shotgun in a new M5 for a hot lap with Mike Renner, such an awesome experience at one of my most favorite tracks. It wasn't the first time I was in a car being piloted by the infinitely talented Mr. Renner, but it certainly was the most memorable. Thank you Mike and Tom!

Sadly, moving into my new place earlier this year delayed my search for a race car candidate... But! I am pleased to report that I am all settled and finally on the hunt for a manual E46 330ci. I'm putting a good amount of energy into the car search, so it is just a matter of time before the perfect car comes along. I have been spending all year converting my M3 back into a street car and getting her all cleaned up after her service as my track monster, and she is looking (and sounding) great. But, I am ready to roll up my sleeves and get to work on my Spec E46 car, so everyone please send me positive thoughts on the right car popping up in the near future. Also – if any of you out there have any leads on a car that fits the bill, please email me at maryholcombe1118@gmail.com.

Closing Remarks:

As some of you may know, the quarterly chapter newsletter is being replaced by a regional publication which includes contributions from chapters across the south-east. This is bittersweet for me, as I very much enjoy putting this together for all of you at the end of each quarter. I'm a bit pressed for time right now though, so I suppose everything happens for a reason. I hope you have enjoyed the newsletter over the last couple of years while I held the reigns, it's been a blast for me. I have been blessed with some of the best contributors an editor could ask for - each and every one of you have made this an experience I will look back on fondly over the years. We will still need quality content to submit to National from our chapter members for publication in the regional magazine, and I am happy to remain available to the chapter to act as liaison between the two parties. So, same as before, if you have an article you would like to see published please email it over to me and I will pass it along. Thank you to everyone who has contributed to my issues of the Roadster, it's been a pleasure working with all of you.



My baby is all street car once more.

Some of the More Memorable BMWs from the Summer:



Rusty Johnson's heavily modified E46 M3.



M1 on display at the Foundation.



Scott Hughes' show stopping 3.0 CSL at Euro Fest.



#24 M8 GTE at VIR.



James Clay's beautiful San Marino Blue E92 M3.

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Monthly Meetings:

Upstate: 3rd Monday of each month
Quaker Steak & Lube, Greenville, SC

Lowcountry: 2nd Thursday of each month
West Ashley Crab Shack, Charleston, SC

Midlands: 1st Tuesday of each month
Grecian Gardens, West Columbia, SC

Piedmont: 2nd Thursday of each month
Fish Market, Baxter Village, Fort Mill, SC

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