

BMW Car Club
of America
Buckeye Chapter



News, Views and
BMW Stuff to Do

SUMMER 2017

D R I V I N G

Decisions, Decisions.



Welcome to the summer edition of the Driving Light! This is the quarterly publication of the Buckeye Chapter. But it is much more than just a magazine! Here you will discover what is happening across all areas of the Buckeye BMW CCA. Each area governor will talk about exciting events that have transpired as well

PRESIDENT'S UPDATE

by **Nick Schumacher**

as future plans to serve the members in their area. You can get to know your officers and other fellow Buckeyes who volunteer their time to share their passion for BMW. Read on, and you may find that it is not all about the cars!

Thanks to the hospitality of Dohn and Marsha Roush, the Spring Kick-Off party went off without a hitch. The food, company, and weather were all excellent. There were plenty

of BMW's parked on the street. The annual highway pick-up community service event in Beavercreek also went well. There are some big events set for this summer and fall! The Bridgestone Potenza BMW CCA Buckeye Chapter HPDE at Mid-Ohio Sports Car Course is the weekend of August 18-20, so don't wait to sign up at motorsportreg.com and check out the track. Also mark your calendars for the 48th Annual BMW CCA Oktoberfest from October 31 to November 4 and take a trip down to Bourbon Street in New Orleans!

This spring I had the opportunity to attend the national BMW CCA leadership conference in Dallas, and I learned a few useful tidbits of information. My E39 5-series isn't exactly new anymore, and it needs some maintenance and repairs. If you are anything like me, you'll embark on a journey digging through manuals, guides, videos, and forums to find the best possible way to make the repair. It turns out you don't have to do that if you don't want to. Did you know that you have access to car knowledge professionals through the club? Technical service advisors are available with your BMW CCA membership. Another handy resource is the car club's ombudsman, who can advocate for members and negotiate with various parties to help resolve problems.

DRIVERS OF ALL SKILL LEVELS INVITED!



Join us for a very special driving event
**Bridgestone BMW CCA
Buckeye Chapter HPDE
at Mid-Ohio**

August 18-21, 2017

Registration is open now!

Go to buckeyebmwcca.org and click on Drivers' Schools,
then just select the school to sign up on motorsportreg.com

The terrific **Saturday Night Dinner** is now included!

Check-in is Friday, August 18 at our headquarters motel,
Quality Inn and Suites, 419-886-7000



Perhaps the most impressive benefit that members have is the BMW CCA Foundation, located near the BMW Zentrum in South Carolina. It is the largest museum in the Americas that is dedicated to the history of the BMW marque, and you can learn about the history of the club as well. There are over

50,000 items in the museum, and it belongs to us! It is worth a visit to the 7-acre campus. A special Motorsport Exhibition will be on display at the museum through August 31.

The BMW CCA Foundation is not just a museum! One of our chapter's core values is to encourage safe and skillful driving. The Foundation has a program that does an amazing job at this initiative: Tire Rack Street Survival. It is estimated that 1,000 teens are injured in automobile accidents and sent to the emergency room every day. Through the Tire Rack Street Survival program, coaches volunteer to help teens gain invaluable experience in controlling their car. Our chapter is lucky to have some key players who work very hard to make Street Survival a success. Last year Mark Jeanmougin was named a Circle of Excellence Winner, and Jaynee Beechuk was named the Street Survival Hero of the Year! The chapter makes donations in support of this program each year. The next Tire Rack Street Survival will be held on Saturday, August 19th at Miami University in Oxford. Volunteers are needed! Please contact Mark Jeanmougin for information and become part of this rewarding program.

Which area of the Buckeye Chapter is closest to you? If you aren't sure, don't worry. Area governors are located in Toledo, Columbus, Dayton, and Cincinnati. While we do have chapter-wide events and BMW CCA has national events, these areas are there to serve you and your community. Each area holds regular social gatherings for food and beverage with fellow Buckeyes as well as special events such as a visit to see some incredible cars. Contact your area governor to find out what is happening in your region. Get involved and share your ideas for events in your region or across the chapter. If you have any questions, please reach out to Jaynee Beechuk. And if you happen to live in between two different regions, you are welcome to participate in both of them! Check out Facebook and the Buckeye Chapter website for meeting times and locations. Here's to lots of open sunroof weather over the coming months. See you at an event! ■

Scenes from the *Heroes of Bavaria* display at the BMW CCA Foundation in Greer, SC. Clockwise from far left: Lance White's TISA (yes, that is Rob Siegel with museum director Michael Mitchell in the background); a nice selection of 3-series race cars; a 2002 from the famous Miller & Norburn shop; an M1 Procar, with friends; the LeMans winning LMR prototype!

This show will continue at the Foundation through the summer, so don't miss your chance to see these rare classic race cars up close!



How do I say this with a humble expression on my face? I really can't, so I'll just grin and toss it out there. A really nice guy, who I had only met the day before, let me drive his almost new Ferrari 458 Italia at Daytona. And, he wanted me to drive it flat out. It's been almost two months ago and I can't stop giggling when I think about it. What an adventure.

How did this come about, you ask. Well, it was the typical right place, right time, scenario. It also helps that I don't have a real job and can travel about with impunity. The National Ferrari Club has an annual get-together like our O'Fest and they often need instructors for their track day events. One of our local Buckeye members, Michael Kelly, who is also a Ferrari Club member, asked if I could help out last year at their event at Mid-Ohio. I jumped at the chance to be a part of this, brought along Bill Wade, and we enjoyed it immensely. Another Buckeye, Len Mueller, was also there. For this year, they would be in Daytona, Florida, and using the full Rolex 24 track. When asked if I could come there, it was no question. To get the chance to ride in a Ferrari and experience the banking at that track was a bucket list

Tim tames the **FULL COURSE** *and a* **PRANCING HORSE!**



check-off. Not surprisingly, Bill again was available. We, of course, wanted some track time at the event, so Bill opted that he would trailer his track car there and let me have some time in it, also. Bill and I booked a motel near the track and we were all set. Off we went with a stash of peanut M&M's, to keep us healthy on the way.

The Ferrari track days are an easy gig. You usually only have one student, and some of us are asked to do a check-out ride or two for the more experienced drivers who won't have instructors. They even give you lunch. I was introduced to my student via email. I found out about his very desirable car, knew he had had very limited track time, never with an instructor, and was looking to learn. I told him who I was and where I'd been. It was shaping up to be a fun two days. We said we would get together on the check-in day at the track before the event.

Once at the track, we pull into the paddock, get the car off of the trailer, check in with the Chief Instructor and set up the basic Monkey Compound. I had told my student to look for the Monkey flag and Bill's bright red car. Soon rolls up a very beautiful,

by **Tim Beechuk**

black 458. It's Ryan, my student. I am already giddy. That is such a sexy looking car, and I'm going to get to ride in it at Daytona, no less. I've been to Daytona for the Rolex 24-hour race a couple of times and the track is an iconic draw for any race fan. To be able to ride on that banking in a real exotic car is more than I had hoped for.

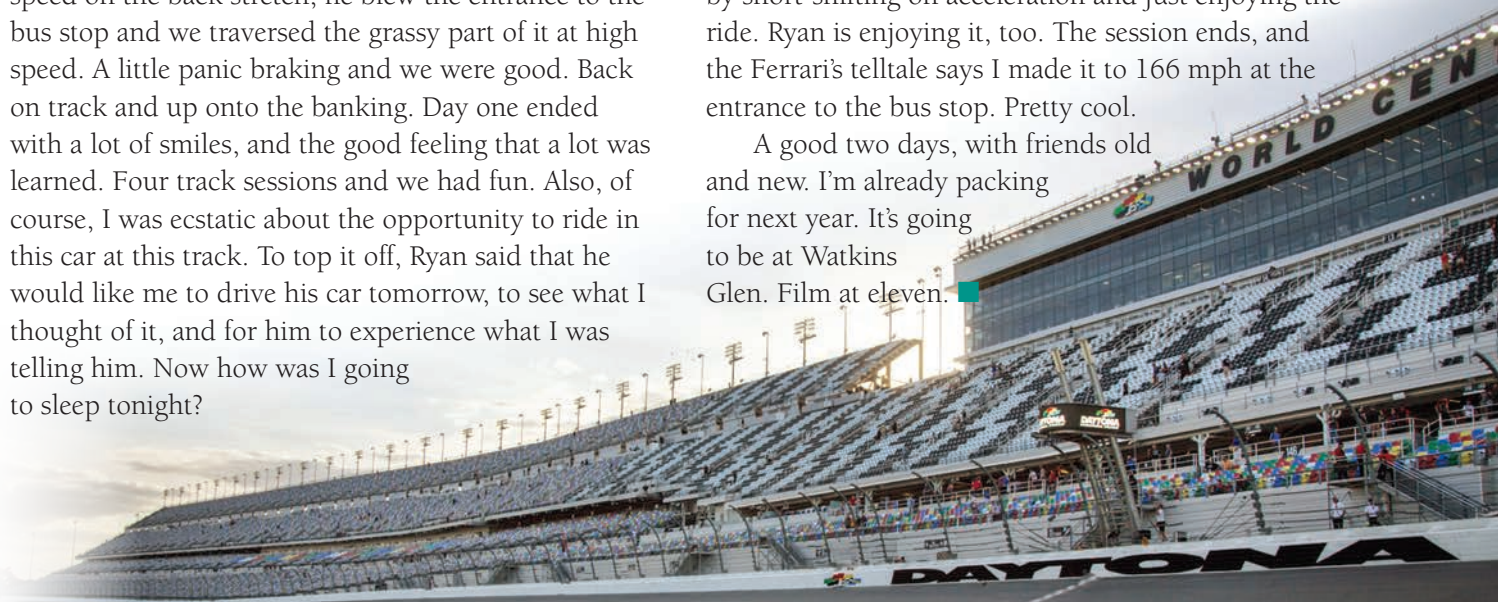
Day one arrives, and during the first session Ryan and I are learning. I'm learning his capabilities, the car's feeling, and the track. Having never driven here before, it seems that I should learn as quickly as I can so that I can instruct my student. Ryan is learning more of the feeling and capabilities of the car and how to drive and listen at the same time. I try to keep my instructions a bit basic to start. The one thing we both learn is that **the banking is phenomenal!** You can't describe it, you can't anticipate it, you just want it to never end. The infield part of the track is ok, nothing too special, a diversion to the tri-oval. If you do turns 1 and 2 correctly, you are set for the next couple, and then you are looking for the last two turns so that you can properly get set to climb up onto the **BANKING**.

Though Ryan is a novice, he is doing well and picking up speed each lap and each session. That car is so stable, so planted, so quick, that I believe I could teach my mother to drive it well. We are having a good day, working on braking and the quick line through the corners. Ryan is an excellent student, in that he is willing to try different ideas to see what works best for him. I enjoy riding with someone so interested and capable. We work a lot on braking, as that is his weak point. This was evidenced when as we were adding speed on the back stretch, he blew the entrance to the bus stop and we traversed the grassy part of it at high speed. A little panic braking and we were good. Back on track and up onto the banking. Day one ended with a lot of smiles, and the good feeling that a lot was learned. Four track sessions and we had fun. Also, of course, I was ecstatic about the opportunity to ride in this car at this track. To top it off, Ryan said that he would like me to drive his car tomorrow, to see what I thought of it, and for him to experience what I was telling him. Now how was I going to sleep tonight?

Day two dawned once again with great weather and beautiful cars. The first session was for remembering what we learned on day one and moving on. One thing I became even more aware of is that as Ryan progressed, we were passing more cars. Great, and good learning for him, but when passing cars on the banking, I was the one who was very close to the wall at a very high 3-digit speed. A bit unnerving. Also remember that this is a street car, albeit a very capable street car, but it was equipped with street tires, street brakes and street 3-point seat belts. I began to wonder about my sanity. I soon realized that I was having too much fun to worry for long. The day progressed as before, Ryan learned more, drove smoother and had a lot of fun. He drove the third session in race mode and managed to hit 180 on the back straight just before entering the bus stop. I've never before been in a car going that fast. He was ecstatic. We had a number of things to work on during the day, and even though he wanted me to drive, I wanted to do what was best for my student. But now Ryan was urging me to drive the last session. How could I refuse?

OMG doesn't even come close to describing the feeling of sitting in a Ferrari 458 and pulling out of the pits onto the track at Daytona. I'm thinking if I do something stupid and ball up this car, I'll have to sell my house and my first born to cover the damage. The feel of this car is incredible. 7-speed paddle shift transmission, with rev matching on the downshifts, acceleration like a lightning bolt, stable as a rock, and a really big grin inside my helmet. My inner self-preservation gene kicks in and I plan to take it easy by short-shifting on acceleration and just enjoying the ride. Ryan is enjoying it, too. The session ends, and the Ferrari's telltale says I made it to 166 mph at the entrance to the bus stop. Pretty cool.

A good two days, with friends old and new. I'm already packing for next year. It's going to be at Watkins Glen. Film at eleven. ■



LAST MAN to EUROPE

Text and photos by
George Saylor

My wife likes vacations - vacations which usually involve water and, mostly, a boat in the water. Yeah, we cruise. It's typically the Caribbean, because it's cheap. We've been to Alaska a few times. But after she scheduled a "family cruise" (free vacation for my daughter and her family) to... the Caribbean last year, my wife then said "Where are we going next year?" Granted we hadn't even been on the Caribbean cruise yet. I then made a huge error in mentioning that I had received (yet another) email from Viking Cruises. We had been talking about a European river cruise for a few years, but it was just something far off in the future, if ever.

River cruises can be expensive. And getting overseas usually requires an airplane. I have never been to Europe. I'm afraid of flying. It hasn't kept me from flying, but the longest flight I had been on was about five hours. I also intensely dislike airports. Oh, and people in airports, too. Then the same people from the airport would then be boarding my flight. Eight hours held captive. I'm already screaming in my head.

After I mentioned the cruise to my wife she cheered up and asked if I was serious. My next tactical error was responding by saying "Sure, book it." At least it would keep her busy for a few months for planning. Nope, a few phone calls and everything was set, still seven months from leaving for the airport.

I'll cut to the chase - I had a great time. The overseas flight, over and back, was awesome. As soon as I got back I engaged co-workers and friends in conversations about the Great European River Cruise. They would say "Where did you go?" and I'd say "Oh, Switzerland, France, Germany, and the Netherlands." And then they would say "Oh yeah, I've been there. Probably eight times, and then four trips to China, three to Australia, and too many times to Hawaii to count." So now I'm like the last person in Ohio to go to Europe. I'm trying to scale back on my enthusiasm, realizing that worldwide travel isn't something entirely new.

One of the most interesting observations in Europe was the cars. It was pretty cool seeing Renaults, Opels, Peugeots, and several models of Alfas, BMWs, and Mercedes not available in the US. With fuel at about £1.40 per liter, most

cars had small engines or were diesel. Saw a few Teslas and several BMW i3s (unfortunately no i8s). There was an Alfa Romeo 4C buzzing around in Basel, Switzerland (more awesome in real life than the photos). Taxis and limos are typically BMW and Mercedes in the larger cities. I tried to peek into most cars we walked past to ascertain the type of transmission. My wife worried that I would be perceived as "casing" the cars and would be arrested. Anyway, about 90% were manuals.

The train and tram systems are efficient and very easy to use. There were lots of small motorcycles and scooters. Bicycles were everywhere, especially in Amsterdam. We were told there were 1 million bicycles in Amsterdam and 750,000 cyclists. The differential is that bicycle theft is fairly prevalent, so there are a quarter million bicycles in flea markets somewhere.

In the rural areas there are few traffic signals, with roundabouts (traffic circles) carrying the load. We were informed that Germans are the best drivers (I don't think I've ever seen close to 100% use of turn signals and no one hogging the left lane, as I did in Germany). The roads are all in very good condition (at least where we traveled). I've been told that I need to go back and rent a car and travel around the country. Sounds good. In fact I told my wife we could do European delivery of a new BMW. And I'm not going to spend all that money to bring back an automatic gearbox(!). ■



*i3 in France,
s'il vous plaît.*



*i3 feeding in
Amsterdam.*



*Amsterdam,
that's a lot of bikes!*

CINCINNATI AREA NEWS

Marshall Garrison, Cincinnati Area Governor

With a recent note from our Editor, I am reminded that suddenly three months have passed and here it is time again to relay what's been going on!

In March, we gave a different place a try, and gathered at the Silver Spring House in Blue Ash. Long noted for their chicken, everyone shared a sampling of appetizers before moving along to dinner entrees – the food was good! We had a good turn out & also the good luck of decent weather. One could barely call this past season a winter, as mild as it turned out.

Our April meeting was a return to Mac's Pizza in Fairfax. Lucking out on another ridiculously nice weather day, we hit the outside deck to enjoy a warm evening along with Mac's delicious pizza. Can't go wrong there!

Street Survival was slated for Saturday, April 22nd. Unfortunately, the weather had other plans for us this time. A host of early-rising volunteers had everything set to go, as usual, and just around the time the students and everyone else had gathered for the first meeting of the morning, the skies were blackening. Before long a deluge of lightning and very hard rain had Tim and Jaynee watching the radar and weather reporting, while considering what to do for the day. With the weather forecasting barely a break in the storms for the next several hours, it was decided we had no choice but to cancel – a first for here! It's now been re-scheduled to July 22nd, so don't miss this opportunity to invite any teen drivers you know to learn and improve their driving skillset! See: <http://streetsurvival.org/> for the schedule and links to register.

Our May meeting brought us back to Brian Cain's MWorks Garage on Cincy's west side. We had a great meeting there last fall too, so we were most appreciative of their generosity in hosting us again with more delicious BBQ from the Sunnyside Grill in Miamitown, plus the opportunity to scope out the always-interesting car projects in the shop.

Our thanks to Brian & Kaitlin for all their hard work to make the evening possible!

Now that we're moving into the summer season, don't forget to put the Buckeye Chapter's Mid-Ohio drivers' school on your schedule – August 18-20, info and registration details on the chapter's website: <http://www.buckeyebmwcca.org/driving-school/>

It's also a new-helmets year, helmets must have a 2010 or 2015 Snell rating, so be sure to get your helmet-shopping in before August!

Later this fall, the Buckeye Chapter will also be participating, along with the Bluegrass and Hoosier chapters, in the tri-chapter North Central Roundup driver's school and club race at the NCM National Corvette Museum racetrack in Bowling Green, Ky. More details will be forthcoming, but pencil that in for the place to be in late October.



2017 NCM

Word was just sent out that this year's O'Fest in New Orleans, the club's national get-together, has been re-scheduled, moving from July to Oct. 31st-Nov. 4th. I was going to mention there was still time to register, now there's even more time! O'Fest is always a good time if you've never been, and there's typically a contingent of Buckeye members in attendance as well. See: <http://ofest.bmwcca.org/>

Cincy Area meetings are normally the second Wednesday of the month – contact me to get on our email list for meeting announcements and/or stay tuned to the chapter facebook page: <https://www.facebook.com/groups/153450721386951/>

Hope to see everyone at an upcoming event! ■

Buckeye Chapter Officers

President

Nick Schumacher
nschumacher.1@gmail.com

Treasurer

Tanya Carter
tdcsys0@gmail.com

Driving Events

Chief Instructors

Steve Schardt
steve.schardt@forgeline.com
George Thielen
info@mobileinspections.com

Coordinator

Lance White
lwhite@dcs.ms

Newsletter

Dohn Roush
dm3roush@earthlink.net

Cincinnati Area

Governor

Marshall Garrison
MHG@cinci.rr.com

Vice Governor

Mark Jeanmougin
markjx@gmail.com

Columbus Area

Governor

Mark Borrer
mborrer.cols.bmwcca@gmail.com

Vice Governor

Mike Laci
c230mike@gmail.com

Dayton Area

Governor

Alex Watts
ahwdvm@aol.com

Vice Governor

Chuck Craves
ccraves@earthlink.net

Toledo Area

Governor

Phil Ross
rossviii@aol.com

Vice Governor

Jim Troknya
jctroknya@hotmail.com

COLUMBUS MEMBER PROFILES



Gary Derian
Columbus Area Member

City: Columbus

Years in BMW CCA: Since 1999

In the garage: 1991 525i (with Chevy LS1, E39 6-cylinder front subframe, suspension, and steering, E60 M5 brake rotors with Brembo calipers, E60 M5 limited slip, 2002 Camaro gauge cluster, and other bits); 1993 525i with G420 6 speed swap; 1992 525i race car (Chumpcar, 24 Hrs of LeMons, AER)

BMW History: 1968 2002 with turbo (not factory); 1973 2002tii; 1991 E34 M5; 1995 525i Touring

Dream car: BMW E34 (isn't it obvious?)

Favorite drink: Unsweetened iced tea for thirst, Jameson for pleasure

Favorite Social Event: Dinner with friends

Best advice: Correlation does not infer causality

Why BMW? Great cars that can be driven many miles for very little money, provided one goes back a few years. Also they come with a large and enthusiastic group of owners.



George Saylor
Columbus Area Member,
Past Buckeye Chapter President

City: Hilliard, Ohio

Years in BMW CCA: 21

In the garage:

2009 Nissan Altima; 2000 BMW 528i; 1994 Ducati 900 SS/CR; Trek Bicycle (with flat tires)

BMW History:

1982 BMW 633 CSI; 2000 BMW 528i; 1991 BMW 325i (just the two front fenders)

Dream car: Lamborghini LP500S Countach (no wing and with Forgeline wheels)

Favorite drink: Ste. Chapelle Cabernet Sauvignon

Favorite Social Event: Anything with the Buckeye Chapter because of the people

Best advice: Do what you want and don't worry about what anyone else thinks. (Kind of explains my apparent lack of fashion sense)

Why BMW? I sat in a 633 at an auto show in 1981. Have loved the E24 ever since. The engineering is pretty good. And, I never had a "special" kind of car before. (the two TR-7's don't count - they were "special" but in a different way entirely)

COLUMBUS AREA NEWS

Mark Borrer, Columbus Area Governor

Hello Columbus BMW CCA Members!

It's getting nice outside! What to do, what to do? Cars and Coffee? Club Racing? Social Events? Baseball Games? Chili Party? Governor's Party? High Performance Driving Events? Fall Drive? Holiday Party? Read the latest Columbus area member's profiles. Maybe you will see them at the monthly meetings! If you are not receiving my monthly reminders for the meetings and would like to be added to the distribution list, please contact me at mborrer.cols.bmwcca@gmail.com. ■

DAYTON AREA NEWS

Alex Watts, Dayton Area Governor

Hello Dayton Chapter. By the time this is published, it will be June. This has been a busy spring for our chapter. I hope you are among those who made it to Dohn and Marsha Roush's home for the Spring Kick-off Party. Their home is a great place for outdoor entertaining and the weather could not have provided a more beautiful spring day. Great food and great company were abundant. Those killer brownies are addicting. Thank you, Dohn and Marsha, for your hospitality; Rebecca and I really enjoyed the evening. It is good to see such a group get together and just have a good time.

Earlier in the day, at 10am, Mike Self had organized the annual BMW CCA highway clean-up. Maybe the weather was too nice, because only five of our members showed up to do our duty to God, country, and minor Ohio highways. It really is sad that so many people litter from their cars. Let me tell you that drinking while driving is well in vogue (Busch and Bud Light are the favorites on Ohio 835). Thanks to Mike, Jim, Doug, and Chuck for working up a sweat while cleaning up a small part of Buckeye land. My most surprising moment was when Chuck and I were actually thanked by a motorist. We did finish in time to run home, shower, and make it to the Spring party. A busy, but enjoyable Saturday.

If you are reading this and were unaware, or have procrastinated in signing up for the

August Driving School, you may want to enroll ASAP. The Bridgestone Potenza BMW CCA Buckeye Chapter HPDE is at Mid-Ohio Sports Car Course this August 18 through 20. You can look up information on the CCA calendar of events, or go to www.bmwcca.org and choose activities, then choose events. You can link to registration from the event info screen. High Performance Driving Events are a safe and excellent way to learn about the capabilities of you and your car, with an instructor, and at your pace. This is not racing, it is high performance drivers' education that translates directly to your car control in the real world. You will really enjoy your weekend.

Another great way to have fun with your car is at an autocross event. Last summer, after installing a newly rebuilt engine in my 2002, I was looking for a way to test myself and the new engine before a race weekend at Grattan Raceway in Michigan. I found a reference to Corvette of Troy sponsoring Autocross meets at Kil-Kare Speedway in Xenia. This was only four miles from my house, allowing me to drive my barely-street-legal 2002 to the site. The people were very welcoming to a new guy driving a 40-year-old BMW. They start at 10am, but it was helpful to be early, to get signed in and learn how the process works. At 10 a.m. you can walk the course layout for the day. This is really helpful to visualize where to drive between the cones marking the course. Kil-Kare is a 1/3 mile oval, so the autocross utilizes some of the oval and the infield asphalt to keep the turns coming. The fastest car was a supercharged Mustang running a coilover suspension and Hoosier slicks. Yes, there were a lot of Corvettes from the Corvette Club, but there really was quite a variety of cars, many totally stock. The only equipment required is a helmet. There is a brief tech inspection, mostly checking for safe tires and making sure nothing is loose on or in the car. The cost was \$35.00 for five timed runs, a real deal for the amount of track time. I learned a lot, both driving and then talking over the runs with my friend Rick Baldwin between the runs. Rick sat high in the grandstands and gave me pointers on where

he thought I could improve. Through the day I improved by 10 seconds from my first run. My new engine ran very well and I got a really helpful practice session. This year Rick may bring his M5 and give the Autocross a try. That should be fun. I will be back this year, but unless I can squeeze another 300 HP out of my four-cylinder, that Mustang is in no danger. If

"...unless I can squeeze another 300 HP out of my four-cylinder, that Mustang is in no danger."

you are interested, go to www.corvette-troy.com for their schedule. They autocross monthly through October. Also the Western Ohio Region of the SCCA sponsors autocross events at a variety of places. Google WOR SCCA.

Again, as you are reading this in June, I hope you attended our May meeting at Euro Classics. If you missed it, I am sorry. Euro Classics has a first rate repair and restoration facility, but they also maintain a stable of very cool vintage race cars. In an adjacent building is Rick Grant's wonderful collection of vintage cars. We will try to give a better story with pictures in the next issue of Driving Light. You have time to make the June and July meetings.

In July we will be at Voss BMW. Our contact, Aaron, is working on trying to get a new model to test drive. Go Aaron. The meeting is July 25th, at Voss BMW at 6pm. They will provide food as well. Visiting Voss is always an interesting evening.

Last on my list is to ask what you would like to see us do for our meetings. Chuck and I both want a car club that is fun for the members at the local level. Watch your e-mail for updates and reminders. E-mail me at ahwdvm@aol.com if you have any questions or suggestions.

This year is going by so quickly, half over already. I have to get back to work on the 2002. Slight damage from my last vintage race weekend in October (not my fault – really). There are always upgrades and rebuilding to do. I want to make the SVRA vintage race in June at Mid-Ohio, so there is much to be done. Hope to see you all at our next meeting. ■

TOLEDO AREA NEWS

Phil Ross, Toledo Area Governor

Dear Toledoans, I'm back home now after escaping the ravages of a mild winter by taking a long cruise. It was 111 days, or 16 weeks, long. The ship stopped at 36 ports on six continents, missing only Antarctica.

Before we left home, we celebrated the holidays with family. The youngest addition was nearly turning one and just the right size for the BMW toy car for riding. Her Dad, my son-in-law, was envious that she got a BMW before he did.

The BMW highlight of our cruise was in Dubai, United Arab Emirates, where we were scheduled to stay overnight. Rhonda, my resident travel planner, learned of a 7-Star hotel there by the name of Burj al-Arab. You may have seen a picture of it, looking like a big ship sail. One amenity that was offered was a chauffeur-driven limousine to collect us at portside and deliver us to the hotel. This hotel

claims to have the world's largest fleet of Rolls Royces (11) and another more familiar marque – BMW. The Roller was three times the cost of the 740Li, so we opted for the BMW. It arrived with the chauffeur holding a large placard with our name on it and a bouquet of roses. We felt like somebody!! I liked the rear seat massage and the mobile WiFi service.

One story that the chauffeur volunteered is that the hotel once switched from BMW to Mercedes, and the clientele complained. So BMWs were reinstated to the stable of cars at the world's most luxurious hotel!

I understand that Yark BMW had a Grand Opening in early Spring for their new dealership. I was not able to attend, so I'm interested in hearing from someone what I missed. Maybe we can get a mini-tour of the facility for the Club if I get a showing of member interest.

Monthly meetings continue to be at Tekela's in Perrysburg.

Looking forward to seeing you soon. ■

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Parts vendors were abundant



Yes, it's my car. Your point?



The BMW CCA Foundation booth was a popular stop



Scenes from **The Vintage 2017**

*Bright sun, warm friendships, and
over 550 fantastic cars!*



2002s in coats of every color

Opportunities

I know you're out there. I know you don't think you can. But I know you can. Because I do it. So anyone can do it.

Having conceived three daughters, my dad decided early on that we were going to learn a lot of things, including 'boy' stuff. Yes, yes, I thought I wanted to be a ballerina (not too surprising, right?) but I realized that talent doesn't necessarily equal success. So I went to college, got a responsible job, and bought a house, all the while driving sporty cars of some sort, at least the sort I could afford at the time. Starting with my '71 Super Beetle convertible (with no heat) I moved to a MG Midget (short-lived bad idea) and then to my beloved Datsun (now I'm dating myself) 280Z which saw an untimely demise. My Jetta was trick, for a Jetta, as a pre-Wolfsburg edition model with all the bells and whistles. Then I saw the light and traded the Jetta for my first of many BMWs.

That's all it took. A nice girl who bought her first (used) BMW was hooked! In hindsight my e30 325es was really just a glorious toaster with wheels, but it was a 'legit' sports car and the world was now my oyster. I did my first school at Mid-Ohio in the early 90's, and it's been history ever since.

So if it's that easy, why aren't more women excited about sports cars, either driving, watching or behind the scenes? Why aren't there many professional female drivers, or team owners, or engineers? My simple answer is that they weren't encouraged or engaged, at an early age, by their family or friends. Very few women that I know, outside of my family or sports car peers, even know how to drive a manual transmission or how to change their own oil! I am as 'delicate' as the next gal, but what separated me from the rest of the ballerinas was that if I wanted a car I had to work for it, and ON it.

I don't think paying \$500 for a car was that bad, even in the mid 80s, but it also didn't get you much of a car. I begrudgingly, at the time, helped my dad rebuild the VW's

air-cooled engine, do body work, put on new seat covers and convertible roof (it blew off in a storm), remove tires from rims manually, and rebuild clutches. As a young driver I learned how to replace the distributor cap and points on the fly, because they didn't seem to last very long. My most memorable, and perhaps scarier than I realized at the time, moment was when the fuel line popped off, spraying fuel all over the engine while I was driving. Talk about problem solving!

"Motor sport is one of the few sporting activities in which men and women can compete alongside each other on an equal footing..."

An old-school racer recently commented on social media something along the lines about "driving like a girl" which, as you might imagine, didn't sit well with me. My reply, in short, was that I love driving like a girl, because I am a girl, and I drive as well as many guys on the track, so what's the big deal? What honked me off was that the comment was intended as a derogatory reference, instead of an encouraging one. No wonder women aren't inspired! And, if you're not inspired, you're not going to show up. I recently found, on the UK website msauk.org, this line from their female development section that truly stuck with me, "Motor sport is one of the few sporting activities in which men and women can compete alongside each other on an equal footing, yet as they currently make up only eight percent of registered licence holders, women are hugely under-represented among competitors." No wonder there's a lack of female podium finishes, marshals, engineers or anything outside of pretty arm-hanger-on-er models.

Thankfully, not long after the initial smoke-from-my-ears moment, another old-school car guy, and friend of our family, sent me a link to an article titled "Equality (in F1)" <https://joesaward.wordpress.com/2017/05/05/equality/>. Perfectly timed, this article pointed out that "You might find jealousy and tough competition (in F1), but you will not be written off because of your sex, creed or colour." As long as you brought value to the team and are at the top of your game you are considered an equal, and would get equal opportunities – not a novel idea, but certainly a good one to reinforce. Now that my blood pressure is back to normal I pledge to continue to fight the good fight, and to make a difference by encouraging women of all ages to join what I consider to be one of the most thrilling and fulfilling experiences of a lifetime. Sure, I don't mind regular mundane adulting stuff, but get me to the track and I'm in heaven! ■

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