

# D R I V I N G L I G H T

BMW Car Club  
of America  
Buckeye Chapter



News, Views and  
BMW Stuff to Do

AUTUMN 2015

GIVE  
**THANKS**  
FOR LIFE'S BOUNTY



When I mention the Buckeye Chapter Board I am including several persons beyond the Area Governors and Vice-Governors. Our two officers – President and Secretary/Treasurer – appointed Chapter Vice-President, appointed

## PRESIDENT'S UPDATE

by **George Saylor**

Recording Secretary, the North Central Regional Vice-President, the Driving Events Committee, Newsletter Editor, and our Membership/Activities Chair are all included in the core group, which meets quarterly to set and carry out the direction of the Chapter. All of our Board meetings are open to the membership. Each year we conduct a Board meeting a few hours in advance of the Chili Party. This is true for this year's party, again, graciously hosted by Scott Ontjes. I invite you to drop by a little early to sit in on our meeting. It's not the U.S.

Congress in action, (or inaction – ed.) as we get along quite well!

The Chapter Membership/Activities Chair is Jaynee Beechuk. Jaynee works tirelessly (a term which I am sure she will dispute) to develop interesting activities for our members. Her latest accomplishment is "An Evening With Rob Siegel" this October. Rob, better known as the "Hack Mechanic", is extremely entertaining. His musings affectionately remind many of us of car-related adventures. He will relate his experiences during a dinner in the car museum of the McKinley Hotel in downtown Canton. (See ad on page 8.)

As I have related many times over the years, I am amazed by the members of our Chapter, with their knowledge, passion, and sometimes eclectic collections of automobiles. The old motorcycle ad campaign went something like "You Meet The Nicest People On A Honda." I feel that way with our Club and Chapter members. As much as I enjoy the company of Buckeye Chapter members, it is always nice to be introduced to new faces. While our membership seems to be fairly stable in terms of numbers, the faces come and go. It's probably weird (but I am certain many of you probably do the same thing) but when I see a BMW on the road I think "Are you a BMW CCA member?"

I have decidedly placed BMW owners into two camps – those to whom their car is a passion, and those to whom their car is, well, just a car. It's a shame, because our Chapter is so much more than just the cars. I know that our members actively encourage their friends and fellow BMW owners to join the Club. Keep up the good work! ■

### Upcoming National Events

**September 21-27** BMW CCA Oktoberfest  
*Stockton Seaview Hotel & Golf Club,  
Absecon, NJ*

**October 16** BMW CCA Foundation Open  
House, *Spartanburg, SC*

**October 17** European Auto Festival  
*Spartanburg, SC*

Come to our Umpteenth Annual



Party

6:00 pm,  
Saturday, November 14

At the home of Scott Ontjes  
6545 Reigate Road,  
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Prizes for best and  
most unusual chili

# Lois and Louis bag an Isetta

by **George Thielen**

A couple of weeks ago, I received a call from a local attorney who was trying to settle an estate for which he was appointed executor. The estate included a funny little car and the attorney needed help evaluating its condition, appraising its value, and finding a buyer. I was more than happy to help once I found out the car was a 1957 BMW Isetta 300. A single-cylinder, single-door microcar that saved BMW from bankruptcy during Europe's cash-poor, post WW-II era. • Speaking of the war, the estate belonged to an amazing American, a retired Lt. Colonel in the United States Air Force who was stationed in Hawaii during the Japanese attack in 1941. He later went on to fly in B-17's, B-18's, and later in B-29's. In 1942, he participated in the battles of Midway and Guadalcanal, and then three campaigns in the Solomon Islands. He earned the Silver Star, four Distinguished Flying Crosses and two Purple Hearts. Later, he flew in sixty combat missions over Korea, before retiring and becoming a researcher working for NASA. Even his late wife had a fascinating career, serving as an executive assistant to the executives working on a program called The Manhattan Project. • While we know a lot about his amazing career, little was known about the history of the Isetta. He owned the car for the last 20 years, but when and from where he purchased it has been lost. We knew that the car last ran about five years ago, and that the fuel in the tank had clearly gone bad. Therefore, the car would not run, even if it would crank over. The battery would not take a charge and so it was replaced. After a thorough washing, installing the battery and determining the engine had compression, we created an honest description of the car's overall condition, listed the car on the local Craigslist, and within 24 hours received an afternoon phone call. The call was from a lady asking if she and her husband could drive from Michigan with a trailer and buy the Isetta the very next morning. • Surprised at the lack of questions, I asked if they were familiar with Isettas, to which she responded: "Oh yes, we just finished restoring ours and now it's too nice to drive, so we'd like a driver." • Excellent, I thought. Arrangements were made to meet, and they came and crawled all over the vehicle, making various observations about rare parts and identifying upcoming needs. When I asked if they wanted it, they said "of course" and proceeded to hand us a bank check for the full asking price, and load it onto their trailer. • Lois and Louis Shepard (that's right, "the only difference between us is u" she told me) had purchased another Isetta. But it wasn't their second, it was their fifth! It turns out that they have been accumulating parts cars for quite some time. Fortunately for them, Isettats take up very little space. It turns out that Lois and Louis were already quite familiar with air-cooled BMWs. They owned a BMW motorcycle franchise from 1953-1997! It was called Shep's Motors, and was located in Holt, Michigan. When BMW insisted that they build an entirely new facility, to comply with the new corporate standards, they decided to drop the franchise to avoid going into massive debt. Lou still has a vintage BMW motorcycle and an old school, flathead '32 Ford hot rod. But most of their time these days is spent with their show-prepped Isetta. They attended 44 shows last year alone! • They find that nearly everyone, from the very young to the very old, loves the funny little micro-car that saved BMW from bankruptcy some 60 years ago. •



George Thielen is a 30-year Buckeye Chapter member and the founder of Mobile Used Car Inspections, LLC: a company that provides on-site, pre-purchase inspections, appraisals and insurance mediation for all types of vehicles, from the very old to the very young. Learn more at [mobileinspections.com](http://mobileinspections.com)

# Karma Revisited

*Or, haven't we been this way before ...*

Some time ago I wrote about the delightful experience of having the blessings of track Karma lifting us through what could have been a sad weekend at Putnam Park during a Drivers School event. My wife had cracked a brake rotor, which would have put us out of luck for the rest of the event, but we were back on the track in short time due to the Karma that was emanating from the paddock that day.

At that time I thought Karma existed as a simple entity. As told in a Pierce Brosnan film, when discussing fate, or the oriental term, Joss, he was asked if it was good or bad, and he replied, there is no good Joss or bad Joss, just Joss. Fate is what it is. And so, from this, I thought the same of Karma. It just was. But now I don't believe this is true. I'm starting to believe that Karma is like energy. It isn't created or destroyed, it just transforms into a different state. Unfortunately, the only two states of Karma are good and bad. This seemed to be proven at the recent Mid-Ohio track weekend.

Once again I came in from a session with my student and there she was, moping around her WEEE36 track vehicle. Of course, there were others standing and staring at the left rear wheel with the usual thought of, if we stare at it long enough, maybe it will fix itself, or at least look different. There was some bit of possibility in this. I was told there was a crack in the left rear brake rotor, a small crack. Random "expert" advice believed this may or may not be a real problem. Well, I decided, let's take off the wheel and look closer. Hmmmm, it was a really small crack, but since there were two new rotors that had magically appeared from the Paddock Fairy lying there, I figured it wouldn't hurt to take off the rotor and check the backside. Whoa Nelly. On that side there was another small crack in the braking surface, in the same location as the front side, but then this one continued down into the hub, went circumferentially about 140 – 150 degrees around the hub and then back out onto the braking surface for about ½ inch. Now this could have led to a really exciting braking experience. Exploding rotors make for dramatic track exits. So I changed both rear rotors and the WEE-mobile was back in service in time for the next session. Then fellow "Monkey" Dave breaks two wheel studs, and not only are there new replacements wafting thru the air, but the offending studs are easily removed so that the replacements can be inserted, and the car is good as new. Well, as good as it was the day before.

This is where the Karma transformation may have begun. I'm afraid that Dave and Jaynee had selfishly used up too much of the good Karma, so that the bad Karma had to flow in to fill the void.

by **Tim Beechuk**

## It's all about timing...

by **Scott Aaron**

**S**o, I've been doing more work on the 2002tii myself. Not because I'm really competent and brilliant at it. In fact, I'm more or less a novice. I took a couple of classes in school when I was a kid in California. (Note only for young people: Schools used to have classes such as "Metal Shop" or "Wood Shop" where you could learn important life skills, like how to make a Chinese Throwing Star, and How to Cut Your Index Finger Off With A Band Saw,



Returning to the compound after an instructor session, we find Billy sitting on the side of his trailer with a sad look on his face. He motions us over and points to the Red Rocket's right front fender.

Horror clouds my face as I notice that the car is a little shorter in that area. Seems a bit less aerodynamic, too. He had overcooked it a bit in turn 11 and found himself somewhat snuggled up to the guardrail. This was doubly unfortunate because he was running a new motor that was performing extremely well, and he was having a great weekend. This probably made him an easy target when Karma was looking around for someone to fill the void. She is pretty lazy, and probably didn't feel the need to roam the entire paddock for a scapegoat, so she scanned the compound and picked someone close by. Karma evened itself out like a pile of melting ice cream on your new Recaro track seat. Bill will bounce back with a little body work, but it was sad that day.

All of this took place at one glorious track weekend at Mid Ohio Sports Car Course. It was our usual August Driver's School, but this year it was part of the Bridgestone Potenza RE-71R HPDE Tour. Try and say all of that while sipping an adult beverage! Bridgestone had selected seven good tracks with Chapter HPDE schools to introduce their new high performance tire, and we were proud to be one of them. They brought representatives and a truck with tire equipment to help out the drivers at the school. They also talked a bit in the classrooms sessions and passed out a lot of swag. It was great to have them as a part of our event. The weekend couldn't have been better, minus the bad Karma part of course. Weather unlike the typical Mid-Ohio randomness, with blue skies and moderate temperatures. The track was in great shape and the track people ever helpful. It was a full school, and we had to close registration more than a week before. A large and super group of instructors were able to help the students become even better drivers. A tasty and fun-filled dinner on Saturday night kept us sharing stories until we needed to get to bed, so that we could have even more fun on Sunday. Even coffee and tea was available at registration, and enjoyed my many, to get us started in the morning. It was the HPDE we all want to attend; again, minus the bad Karma...

So, remember to use your good Karma sparingly, because someday you might get picked to fill in the void for another's good fortune. I'm glad to say that I'm sure that the good stuff is much more plentiful, and is more compact, so that it only takes a little of the bad stuff to make things right. And having a lot of friends there to help in either case is most important, and the only thing that really matters.

*Really, Really Fast. School Districts now have attorneys, which in their first meeting with the administration, recommended not so much offering these types of classes).*

In seventh grade Power Mechanics class I had to take apart a lawn mower engine and put it back together. If it ran, you got an "A". In High School, I took an Auto Mechanics class, where I learned what all the parts on a car do, especially the engine parts and pieces. I also learned that most of the kids in that class may not have been planning on going to college, but were having an awful lot of fun.

At any rate, I'm a little bit, er, thrifty with my money, so I am learning to work on my car, so my old car budget can go a little farther. Also being self-sufficient seems like a good goal if you are going to drive a car that was made when Elvis was playing Vegas.

In about 1989 I had some gentlemen work on my car that, let's just say, maybe didn't even take metal shop. At any rate, they put a new distributor in my car, that I much later found out was not ideal for a tii – it was more of a regular 2002 distributor in terms of the curve. It was pretty close, but not exactly right. *(Note for young people:*

*Cars used to have a device call a "distributor". If you owned a Volkswagen made between 1975 and 1987, and if it rained where you lived, you got used to drying out your distributor cap, a lot). So I had a nice man named "Jeff," in Minnesota, rebuild that distributor with the proper curve. He figures out the proper curve via having you fill out a worksheet that is more complicated than filling out your tax forms, assuming you had a year where you worked for two weeks in 25 different countries. This is all part of the joyful ownership experience of owning an old car. Charming, isn't it? *(continued)**



# THE SHINING

Well-known pro auto detailer and Buckeye Chapter member Mike Trevor has agreed to author a continuing series of articles on the proper care and feeding of your favorite ride. Articles will cover all aspects of car care, from basic washing through interior care and those special little tricks that will make your BMW stand out at the next Cars and Coffee, concours, or just cruising down the street! Naturally, we call it:

**The Wash** - When washing your vehicle, it is easy to ruin a perfectly corrected vehicle finish by not taking proper steps to eliminate the chance of swirling and marring the paint. Here are three simple steps to use

when washing your pride and joy. While this process seems basic, the key to a proper wash is simply separating the clean from the dirty.

**1. Wheels:** I typically start with the wheels using two buckets, each with one grit guard at the bottom to trap any dirt/debris that comes off the wheels. One bucket has clean water and the other has water with a car wash agent. I will use a tire brush (made by Morthor's), a long wheel brush to get into the barrel of the rim (by Daytona), a short wheel brush (also by Daytona to get into the caliper area), a very soft pile wheel facing brush (similar to brushes often used for painted surfaces), a lug nut brush and a wheel well brush. Spray the wheels and wheel wells with water to rinse off any loose debris. Follow up with a good, safe wheel cleaner such as Sonax Wheel Cleaner or IronX decon products. Spray each wheel with the cleaner and let it sit for one to three minutes, but don't let it dry. You'll see the cleaning agent change color as it interacts with the dirt and iron on the wheels. Use each brush as intended, making sure to rinse the brush in the clean water bucket before placing it back into the soapy water bucket. Once you've cleaned all wheel and tire surfaces, you can now rinse and move onto the exterior of the vehicle.

**2. Exterior:** Make sure you use three buckets for the exterior of the vehicle and at least two different colored wash mitts along with a soft round brush with bristles approximately 2" to 3" in length and a wooden or plastic handle (with no metal components). One bucket should have an appropriate amount of car wash shampoo that is super soft, slick and safe



## timing... continued

I had someone put the distributor in last fall while some other things were being done. I remembered from Auto Mechanics class that setting timing didn't seem that difficult. Use the timing light to see where the timing is set, turn the distributor a tiny amount until it is where you

want it, then lock the distributor down. So I decided to start doing it myself. My car was running better after the rebuilt distributor was put in, but I had a sense that it could run a little better if the timing was adjusted.

I had to mark the crank pulley for top dead center, so I could set the timing from the front of the engine. The 2002 has an arrangement where there is a mark on the flywheel, where at 2400 rpm on a tii, it should be visible through a small hole on top of the bellhousing, which can be seen



for all surfaces, while the other two should have plain water. All three buckets should have at least one grit guard each. Label the buckets 1, 2 and 3. Bucket three should have your wash mitts, soapy water and a grit guard. Buckets one and two should have the water and grit guards. Use one wash mitt for the centerline of the vehicle up to the top. Start from the top and work your way down. Make sure each time you use the wash mitt, rinse it in bucket one, then again in bucket two and then soak it in the clean soapy water in bucket three before applying it back to your vehicle. Repeat the steps with your other, different colored wash mitts for the lower portion of your vehicle and bumpers. Follow up in the hard to reach areas with the soft 2" brush, such as bumper gaps, window trim, fuel filler compartment and other areas that a wash mitt can't reach.

**3. Rinse** your vehicle thoroughly, ensuring you have removed all soap and dirt from the surface. To eliminate the chance of swirling and marring, dry your vehicle with an electric blower, similar to what you'd see at a hardware store, or use the Master Blaster, which is a high-powered blower designed for drying vehicles. To ensure the air coming out of the blower is clean, never use the blower for anything other than drying your vehicle(s). The Master Blaster has an air filtration system, as well as a heating element, to help dry the water quicker.

**4. Spray** a light mist of your favorite spray sealant or spray wax (I prefer Menzerna Paint Refresh or Blackfire Midnight Sun) on the vehicle surface and wipe clean with a soft, thick-pile microfiber for a scratch-free finish.

\*another option during the washing process is to use a foam cannon after you rinse the car off and before starting the washing process. There are multiple soap solutions you can use in a foam cannon, however, I prefer the Chemical Guys Honeydew, which is super slick and creates a lot of suds. When used properly, it creates a thick foamy white soap solution over the entire vehicle. You can then wash the car as normal, or if your car has been protected with certain types of coatings, you can simply rinse off. A foam cannon can be used with either a conventional garden hose, or with the preferred method, a pressure washer. ■



**Mike likes:** **Wheel and Tire Brushes and Cleaners:**

- Mothers Tire, Wheel and Well Brush Kit
- Speed Master Two Brush Combo
- Recessed Wheel Lug Nut Brush Kit
- CarPro IronX Iron Remover, 500 ml
- Sonax Wheel Cleaner Full Effect

**Car Wash Products**

**Car Wash Soaps**

- Chemical Guys Mr. Pink Super Suds Shampoo
- Blackfire Wet Diamond Conditioning Shampoo
- Optimum No-Rinse Wash & Shine
- Meguiars's D111 Shampoo Plus
- Pinnacle XMT Gel Shampoo & Conditioner

**Foam Cannon Products**

- Chemical Guys Honeydew Snow Foam
- Wolfgang Pressure Washer Foam Cannon HP Kit

**Post Wash Detail Sprays**

- Menzerna Paint Refresh Professional Grade Detail Spray
- Blackfire Midnight Sun Instant Detailer
- 3D Final Touch Detailer

All are available through [autogeek.net](http://autogeek.net)

from above. The ideal way of seeing the ball is to have someone hold the rpms at 2400 while you lie on the roof of the car and shoot your timing light down through a hole in the body, then through the bellhousing hole until you can find the mark, which is the same color as the rest of the flywheel. Good design is good design, people. So I wasn't going to do that, and Jeff told me what to set the timing at, so who the heck knows where that ball would end up, anyway.

I looked to the internet (mistake)

for advice on what amount of advance I should use. Luckily my friend Paul gave me the low-down on how to think about it. The key is to have about 32 degrees of advance at 3,000 rpm; a point at which the distributor is past being fully advanced. Where the setting ends up at idle isn't relevant. The key is when you are sailing down the freeway at 4,000 rpm, the timing is correct. At that speed, if it isn't, all kinds of issues can manifest. I played with settings, and ended up right where Jeff said to set it. It drove the

best at that setting.

While I was doing that, I put a new set of spark plugs in, after gapping them. The car is running great just in time for fall, the best O2 driving season. You have to be ready for fall driving season.

I do think I need to sync the injection pump and the throttle linkage next. Lots of great advice on that on the internet. That will be another thing I can do myself. Maybe next year.

(Note to young people: This entire article is irrelevant.) ■

An Evening with  
**Rob Siegel,**  
the Roundel's famous  
Hack Mechanic



**October 3, 2015**  
**Canton, Ohio**

Buckeye Chapter invites you to enjoy dinner and the inimitable storytelling of Rob Siegel at the historic McKinley Grand Hotel in Canton, Ohio. We've invited chapters from Pennsylvania, Michigan, Indiana and more, so come make some new friends! Two car museums and the Pro Football Hall of Fame are here, too, but that can be our secret.

Sign up today at:

[www.motorsportreg.com](http://www.motorsportreg.com)

## CINCINNATI AREA NEWS

*Mark Jeanmougin, Cincinnati Area Governor*

Hello Southwestern Ohio Buckeyes!

This year, we've been focusing on trying to do things to appeal to those members which aren't hard-core petrol-heads. Our last meeting was a cookout at Sharon Woods. We had a pretty good showing. We had not one, but two Grillmasters. If I would've been on the grill, you'd have been better off just eating the Charcoal Briquettes!

I'd ask everyone to take a look at going to our event in Canton, Ohio, on October 3. It'll be a interesting presentation, from a wonderful speaker, in an historic venue. See the ad at left, or check [buckeyebmwcca.org](http://buckeyebmwcca.org) to join us!

As I'm writing this, I'm finalizing plans to attend the High Performance Driving Event at Mid-Ohio on August 23-24. Since you'll be reading it after that event, "Could you believe what happened to that X1!?! That was hilarious!", or maybe, "I've never seen an E30 chase down a Z06 like that!"

This club is what we make of it. If there's more, or less, or just different, that you want to do, Speak Up! Speak Out! We need more ideas and involvement. What's the worst that can happen, you get elected Governor? ■

## COLUMBUS AREA NEWS

*Mark Borror, Columbus Area Governor*

I'm proud to report a renewed excitement happening in the Columbus Area. Five months ago the Winking Lizard closed its doors to renovate the interior décor. We were forced out of our comfort zone and had to quickly find a new meeting location. Luckily, we all decided Hofbrauhaus, located in Grandview Yards, would be an opportunity to weave Bavarian themes into our little car club. We had a few hiccups along the way, but we have settled nicely into the German Bier Haus architecture.

Now, the inside of the Hofbrauhaus isn't perfect in any way. The inside can be noisy at times, and mishaps can happen; our reservation for 20 seats somehow was trumped by a wedding party. But all things work out, and we were able to relocate to the patio and enjoy the beautiful weather. The Hofbrauhaus is working for us right now, and we plan to stay there for a couple more months, until the snow starts to fall. One can only take sauerkraut, pork and sausage for so long.

When I first joined the club I was very excited to see and hear the different car models members had to offer. Maybe you have seen my monthly email notices for meeting locations and times, and just maybe you saw a gathering called "Pop the Bonnet"? It's a gathering for all members to tell stories about how they acquired their cars, and the quirks of car ownership, before our scheduled business meeting. I must confess, I have never noticed or had seen a 2002 in person until our gathering. Remember, I'm still a newbie! Where else can you see a vast diversity of models? CarMax?

Thank you to all the "new to me" members who have taken the time to arrive early and talk about the history of their cars. If you follow the BMW CCA Facebook account you might have seen some pictures I recently posted. Overall, to sum up the last 5 months, I think

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some excitement has entered the building.

Another exciting announcement is we have a Twitter page. Thanks to Columbus Area member Mike Laci for setting up a Buckeye BMW CCA – Twitter account. The following paragraph was written by Mike for us Twitter newbies:

*If you get most or all of your BMW CCA club and automotive news online, like I do, you'll be happy to know that the Buckeye BMW CCA Twitter account is now live! While Facebook is undoubtedly the most popular social media service, Twitter has a great user base and is better suited for broadcasting news and events in short information-packed messages. Our Twitter page, @BuckeyeBMWCCA, is an excellent complimentary communication vehicle to the Buckeye BMW CCA Facebook page. We're currently working on connecting the Twitter to Facebook accounts so posts to either service are seen by both users.*

*Just like Facebook account membership, the Twitter account has administrators who weed out spam and potential users who have no interests to the Buckeye BMW CCA, and control the Twitter account. That being said, following the Buckeye BMW CCA Twitter account is easy; just search for Buckeye BMW CCA and click on the "+Follow" button on the right side of the page. This will automatically send a notification to the administrators to review and approve your request, typically in a few hours.*

*If you're a new Twitter user, or have had an account and just didn't get the "@" or "#" lingo, go to <https://support.twitter.com/articles/215585> for a great overview and intro into the social media service. Happy Tweeting!*

Thanks, Mike, for taking the time to get us on the cyberspace map.

One more announcement: I have been working with Tom Scott to plan a fall driving tour through the colorful landscape of Hocking Hills. We have tentatively scheduled it for October 24th. I hope you can join us; I will be providing more specific information in the following months. If you have not received my emails in the past, or would like to be on the distribution list, please contact me at [mborror.cols.bmwcca@gmail.com](mailto:mborror.cols.bmwcca@gmail.com).

Lastly, I had the opportunity to travel up I-71 to the rolling hills of Lexington, Ohio, to hang out with other BMW CCA members at the Bridgestone Potenza BMW CCA Buckeye Chapter HPDE. I had no idea there is another side of BMW ownership. Jim Heckman asked if I would like to take a ride in his red 2002 track car. How could I resist? I can describe it in only one word... unbelievable!!! Come to the next monthly meeting and I might be able to lift my jaw off the floor and tell you a few stories.

Until next time... ■

## DAYTON AREA NEWS

*Nick Schumacher, Dayton Area Governor*

Is it really almost time for fall? It can't be already! The Dayton Area had a busy, action-packed summer, and it has flown by quickly. Although I would not mind a couple extra months of the summer sun and heat, there are plenty of things to look forward to in the coming months. Soon there will be beautiful autumn colors and a milder climate, which sounds perfect for an outdoor driving adventure. And we have some fall activities planned that should keep you (and your BMW) occupied.

We were on the road in July and went somewhere new for our meeting. TJ Chump's in Huber Heights is right next to The Rose Music Center, a new concert venue. They have a huge covered porch that let the breeze come through, good food, and an outdoor bar. This all worked out very well for us. It was a great summer getaway from downtown Dayton. We like to explore what is available in the Dayton area, so if you want to suggest something that is in your neck of the woods, bring it up at a meeting! It is refreshing to see what is out there and try new things every so often.

The Germanfest Picnic was a huge success. The Buckeye Chapter had a tent at the festival this August at Carillon Historical Park in Dayton. The official Chapter flag was unveiled and was staked next to our tent for the weekend. Dohn did an excellent job designing the flag. It is a real eye-catcher!

*(continued)*

## Buckeye Chapter Officers

### President

George Saylor  
[gsaylor@columbus.rr.com](mailto:gsaylor@columbus.rr.com)

### Vice President

Scott Scharadin  
[sscharadin@yahoo.com](mailto:sscharadin@yahoo.com)

### Treasurer

Tanya Carter  
[tcdsys0@gmail.com](mailto:tcdsys0@gmail.com)

### Driving Events

#### Chief Instructor

John Lochner  
[L8apexer@woh.rr.com](mailto:L8apexer@woh.rr.com)

#### Coordinator

Lance White  
[lwhite@dcs.ms](mailto:lwhite@dcs.ms)

### Newsletter

Dohn Roush  
[dm3roush@earthlink.net](mailto:dm3roush@earthlink.net)

### Cincinnati Area

#### Governor

Mark Jeanmougin  
[markjx@gmail.com](mailto:markjx@gmail.com)

#### Vice Governor

Mike Trevor  
[miketrevor1@gmail.com](mailto:miketrevor1@gmail.com)

### Columbus Area

#### Governor

Mark Borror  
[mborror.cols.bmwcca@gmail.com](mailto:mborror.cols.bmwcca@gmail.com)

#### Vice Governor

Charlie Grafton  
[charlie.grafton@gmail.com](mailto:charlie.grafton@gmail.com)

### Dayton Area

#### Governor

Nick Schumacher  
[nschumacher.1@gmail.com](mailto:nschumacher.1@gmail.com)

#### Vice Governor

Mark Morris  
[bmwcca@morris.com](mailto:bmwcca@morris.com)

### Toledo Area

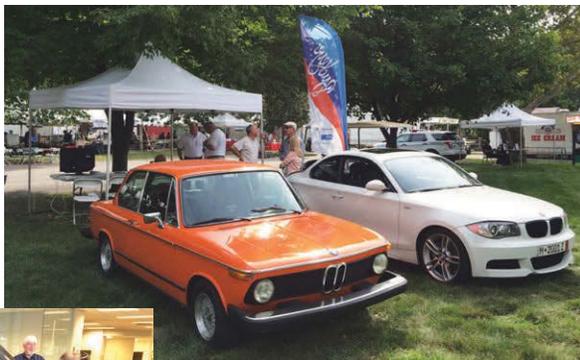
#### Governor

Phil Ross  
[rossviii@aol.com](mailto:rossviii@aol.com)

#### Vice Governor

Jim Troknya  
[jctroknya@hotmail.com](mailto:jctroknya@hotmail.com)

*Der Booth at Germanfest.  
(And no, the banner is not  
printed backwards.) Eye candy  
supplied by George Thielen  
and Tim and Jaynee Beechuk.*



*Yes, the back seat  
is tight. And no, it  
doesn't matter.*

Photos courtesy of  
Nick Schumacher

Our volunteers handed out window decals and information about the advantages of membership and Street Survival. We spoke with many BMW enthusiasts and owners who were interested in the club, as well as current members who we hope to see at some of our upcoming events. Thanks to our volunteers, we had a presence throughout the whole festival, and had several of our members' cars on display for people to check out. At one point a woman with a full glass tried to get inside Tim's 135i, and another couple decided to use Tanya's car trunk as a table, but we had no real mishaps. It was great to support a Dayton Original Event and promote the club, while simultaneously having some bratwurst and good old German beer. Quite a bit of the latter, actually.

Our August meeting was at Voss Village BMW, and we had a large turnout. I jumped on the opportunity to test drive the M235i. What a machine! I would not mind owning one of those. Although we were not able to test drive the i8 (I wonder why), we got an up-close look at one. It is definitely a thing of beauty inside and out. I may be a bit less practical than the M235i, though. The back seat is a bit of a tight squeeze, but you get a good view of the cockpit from back there.

A big thank you to the Voss dealership for hosting us! We will be back at Brixx Ice Co. in downtown Dayton for our September meeting. Although a number of our members will be at Oktoberfest in New Jersey, I am looking forward to seeing a good crowd.

The Chapter has a special social event planned this fall. In October we will meet at the McKinley Grand Hotel in Canton to hear Rob Siegel, The Hack Mechanic. I have been told that you do not want to miss him speak! Dinner will also be provided at the hotel, and we will get to view the hotel's car museum. Other local attractions include the Classic Car Museum two blocks away, and don't forget

the Football Hall of Fame. Check out the event calendar on the Chapter website for details!

Stay connected! You can request to be part of the Buckeye Chapter of the BMW CCA on Facebook. Alternately, subscribe to the Dayton Area e-mail distribution list to get updates on meetings and events. Just e-mail Mark or me and ask to be added to the list. See you at a meeting. ■

## **TOLEDO AREA NEWS**

*Phil Ross, Toledo Area Governor*

Greetings from Akureyri, Iceland! I know - I can't pronounce the name either. Most of the towns in Iceland are that way. I'm cruising the North Atlantic, following the Path of the Vikings from Boston to Norway and back, via Labrador Canada, Greenland, Iceland, Norway, Netherlands, Dublin (with a beautiful pint of Guinness at brewery tour) and the Faroe Islands. Last night we briefly crossed the Arctic Circle while I slept. The days are long, and nights short, with sunset now about 10 pm and sunrise at 4:30 am. The locals tell us that the weather for our visits has been the best of the summer.

I've been looking for examples of BMWs along the way, and have spotted a shiny black GT (reminds me of a Pontiac Aztec), a dirty i3, and a nice, old 3-series Cabriolet. Also saw three different Teslas in Norway... But mostly I've been looking at volcanoes, below-sea-level continental rift valleys, fjords, snow-covered mountains, glaciers, icebergs, steam geysers, and old wooden structures with grass-covered roofs. We did drive from North America to Europe on a tour bus, crossing the continental rift in Iceland.

The Pagan Vikings converted to Christianity in 1100, but stories of trolls, monsters and Hidden People are perpetuated by locals and amuse the tourists.

In parting, I'm reminded that this newsletter is more than a mechanism to stay in touch with others. It's a necessary thing for the Buckeye Chapter to remain in good standing with BMW CCA National. Say thanks to our selfless editor at your first chance. ■

# GIRLS GONE DRIVING by Nicky Schardt

## Keeping the shiny side up...

By no means am I trying to induce panic. In fact, the odds of you crashing your car are very low. Experts found that drivers only crashed every 18 years or so, and only three out of every 1,000 accidents involve a fatality, so your odds of living a long and rich life are pretty good. Speed accounts for the majority of fatal crashes, and if you're a male between the ages of 15-24 you're more apt to have a fatal crash, especially in inclement weather. Thankfully I'm a middle-aged woman, and my last wreck was only a few years ago, so my odds are pretty good that I won't see trouble for at least another dozen years; fingers crossed.

In the past 25 years some 520 drivers have died in racing accidents in the U.S. Two out of three deaths occurred on a short track, which is what some might call "controlled chaos." Unfortunately, racing for the majority in this class is run on the cheap, which means resources first go to tires, gas and disposable parts before money is spent on safety equipment. In fact, safety regulations for short track racing are loose at best.

At one point, Formula 1 was the most dangerous sport, with drivers dying regularly. It's a thrilling sport, and thankfully driver deaths' have drastically reduced since 1994, when Ayrton Senna lost his life. Safety equipment, track conditions and staff have vastly improved, thanks to the efforts of individuals like Sir Jackie Stewart, to the point that drivers can walk often away from the most horrible of accidents with hardly a scratch. Unfortunately, Jules Bianchi was caught in a tragic situation that no one could have predicted, and lost his life as the result of a crash in July at Suzuka. Similarly tragic and unpredictable deaths came for Maria de Villota, test driver for Williams; Allan Simonson at Le Mans in his Aston Martin; and Sean Edwards, leading Porsche Cup star, as he was coaching a student.

The BMW CCA has hosted High Performance Driving Events for over 20 years with nary a scratch, (*don't jinx us, Nicky – ed.*) although accidents do happen on occasion, (it is, after all, cars going fast) and some are more serious than others. We require a helmet, long pants and loads of in-car training matched to your level of expertise. Safety is key, while we strive "to enhance the BMW experience for our members by providing services, support, information, and activities that promote camaraderie and encourage social awareness and responsibility." And that's what we do, with our expert band of volunteer instructors and staff, who routinely jump into incredibly fast cars with nothing but a 3-point seatbelt keeping their bottoms in place. Even though I have a HANS device, and wear it when driving my track-prepped car, I can't wear it in most

***"...our expert band of volunteer instructors... routinely jump into incredibly fast cars with nothing but a 3-point seatbelt keeping their bottoms in place."***

student's cars because it requires at least a 4-point belt system to work properly.

Cars are most definitely faster than they were 20 years ago, and although safety standards in modern cars are better, they aren't necessarily as effective when going 120+ down the back straight at Mid-Ohio. When I give students a ride in my M3 they are thankful that I've invested in safety equipment (seats, hoop, bar, and 6-point harnesses), but don't give it a thought when I jump in their car to instruct them. I can't do much from the right seat if something goes wrong, so we have to rely on the minimal stock equipment to keep us safe. We take a lot for granted and hope for the best.

I don't intend to scare anyone, because I want everyone to have a great time at the track, but I also want to be safe in your car, and I promise to do the same for you.

Safety equipment is probably the best go-fast investment you can make, because safe IS fast, and I am proof! ■

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