



BMW Car Club
of America
Buckeye Chapter



L I V I N G T

D R I V E N G

News, Views and
BMW Stuff to Do

WINTER 2016-17



May Santa bring
joyful toys to all you
girls and boys...

70 degrees one day, 35 degrees the next. Welcome to Autumn in Ohio. I hope everyone had a chance to enjoy the warm weather. While temperatures are projected to go up a bit, colder weather is here to stay. I write this the day after a Buckeye Chapter Board meeting and the Annual Chili Party - the day it was 35 degrees, after the much warmer day previously. And although I threatened to cancel the Board meeting if he didn't show up in his new car, Dohn Roush did indeed arrive in his very, very nice 1974 3.0CS, even though there was winter precipitation earlier in the day. (*What's a few flakes among friends? – ed.*)

PRESIDENT'S UPDATE

by **George Saylor**

We discussed several important topics during the Board meeting. We have an ongoing challenge to maintain, or even increase, our membership ranks. Similar organizations have encountered the same ebb and flow of membership, so while this is not isolated to the Buckeye Chapter, we are engaged in discussions to determine what actions we can take to increase participation. You should see a survey very soon which we will use to gauge interest in the Chapter and the regional Areas, in an attempt to assess the level of interest in several areas. Of particular concern is attendance at the monthly meetings of each of our four Areas (Toledo, Dayton, Cincinnati, and Columbus). We are experiencing lower numbers across the board. We are required to have regular meetings to maintain our status as a

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make the most sense. I believe we are one of just a few Chapters nationally to operate in this manner. Just to put our situation into perspective, we have approximately 1,100 members in the Buckeye Chapter. The average monthly attendance of all the Area meetings is less than 60. That's a little over 5%. You should be able to appreciate our concern.

We will have local elections at the Area level in January for the positions of Governor and Vice-Governor. With anticipated "promotions" we will be in need of several new faces occupying these positions in at least

Chapter. With our diverse geographical situation, splitting the Chapter into separate areas to hold monthly meetings seems to

two of the Areas. Please consider running for one of the local positions. The pay is terrible, the food is pretty good, but the camaraderie is unmatched at our Board meetings. We try to meet several times a year and we are required to have a quorum for voting. That means no less than 5 of the 8 Board members must be in attendance at a meeting. Voting members are the Governor and Vice-Governor for each of the four Areas. While you do have to organize the monthly meetings and write a column four times a year for a prestigious automotive publication, it really is not too arduous and is actually quite rewarding. Your fellow chapter members who participate on the Board or one of the committees are enjoyable to work with. They are dedicated, knowledgeable, and very good people. Most of us have been doing this for many years. And it's not for the pay (it really is zero!). It is due to the dedication and the belief that what we are doing is for the good of the Chapter. And the Chapter is not the Board or the committees. It is you, the member. Please consider becoming involved. I guarantee you will not regret it. ■

WHAT'S IN THE BOX?



One of the joys of BMW ownership, if you enjoy working on your car, is ordering parts and having them delivered. The local dealers typically don't maintain inventory for older/classic BMWs, so on-line it is. With transportation costs continually on the rise, efficient packaging is a necessity.

We're trying to get the infamous (at least in Columbus Area circles) Red E30 back on

You are invited to a very special Buckeye Chapter

Holiday Party

6:00 pm, Saturday, January 21

Among the Lance and Diane White collection of BMWs and collectibles

7864 Camargo Road, Cincinnati (Madeira), Ohio

RSVP by January 7 with name and number attending to lwhite@dcs.ms

Casual Attire • BYOB • Not to be missed!



2014 party image
courtesy of
Mark Morris

the road. A minor off-track excursion during a driver's school resulted in sheetmetal relocation. We subsequently employed less than professional bodywork and generally removed anything bent that really wasn't needed anyway. A byproduct of the shunt was a reduction in the engineered clearance between the plastic fan blade and the radiator. One blade of the fan insisted on mating with the radiator and it suffered a sort of erectile dysfunction (it broke).

Our small group stood around and looked at each other. We were all in agreement that a new fan blade was needed. I drew the short straw and had the honor of ordering the new part.

Of late FCP Euro has been our go-to resource for all parts BMW. I just ordered some bits for the E39, destined to remain on the garage workbench for the next year or so, and I was comfortable with ordering from them again.

Having placed the order I noticed that not only did this particular part fit an E30, it would also work for an M5/M6. Having come late to the party as usual, I did not have the fan blade in hand for the scheduled work day (we had a few other issues to address in addition to the fan). Our group convened again and I had mentioned somewhat in advance to Jim that the fan blade would work on an M6 (which he happens to own). So he brought over the old blade and viscous coupling which he had replaced on his M6. We removed the dysfunctional fan

blade and it was a match for the old M6 blade. Another hour or so (I never said we were professional, despite over 40 years of experience) and the new blade was on the car. And it did not desire to couple with the radiator.

Three days later a box arrived at my door. I wasn't tracking my package delivery so I was not entirely certain the box was from FCP Euro. If it was, it mostly likely contained the fan bladed coupled to a complete engine. Pictures tell the story (grandkid's juice bottle for scale).

It was pretty light so I was fairly sure there wasn't an engine in there. Once I opened the boxes I found:
a fan blade. Just a fan blade.

I am confident that FCP Euro had heard about the infamous Red E30 and wanted to be absolutely certain that our part would arrive unscathed.

Since we have a functional fan on the Red E30, it looks like one of us will need to buy another E30, an M5, or an M6, to make use of this magnificent part. ■

— George Saylor



There it was, O'Fest time was approaching again. And, some would think that we didn't learn by the craziness encountered by driving to O'Fest in Monterey three years ago, but I like to believe we did. We learned that the camaraderie enjoyed on a long road trip was a unique thing and that there were many interesting and weird things we could learn about our vast country. Yes, you guessed it, it was the cross country redux. Bill Wade and I hopped in the car, his this time, and did the scenic tour across the country to O'Fest 2016 in Monterey. We were driving his 2009 3-series sport touring, a fine machine, but the new springs might be a little much. He did have his Sirius radio installed, providing varied accompaniment along the way. We were heading out a little early so that we could help with the other significant events of the week, Legends of the Autobahn and The Festorics at Laguna Seca. This was to be the 100th Anniversary celebration of BMW, combining the three best events in the country. Since we had so much fun three years earlier, my lovely wife Jaynee knew she wanted to be a part of this west coast O'Fest. But of course, she didn't plan on spending 12 days in a car traversing the country with Bill and me. She booked the services of Delta. She probably made a wise move. I think for this edition I'll offer up a more pictorial review of the highlights of the trip.

Jayne found a friend along Cannery Row in Monterey.
At first she thought it was Frank Patek, but
Frank's beard is a little scragglier.

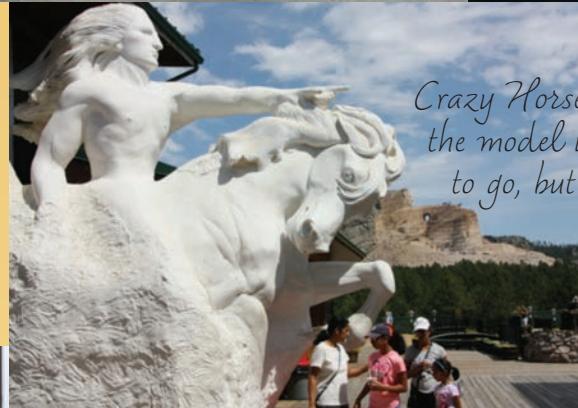
What I did on my Summer vacation...



Sometimes
it seemed all ahead of us...



Sometimes it seemed all behind us,
but between Cincinnati and Monterey
there was often a lot of nothing but
wide open spaces.



Crazy Horse sculpture in progress, with
the model up front. They have a ways
to go, but it will be impressive.



Don't want to be holding Aces and Eights
in here... Deadwood was awash with
motorcycles from the great Sturgis rally
that was just ending. We, of course,
stopped by Sturgis, also.

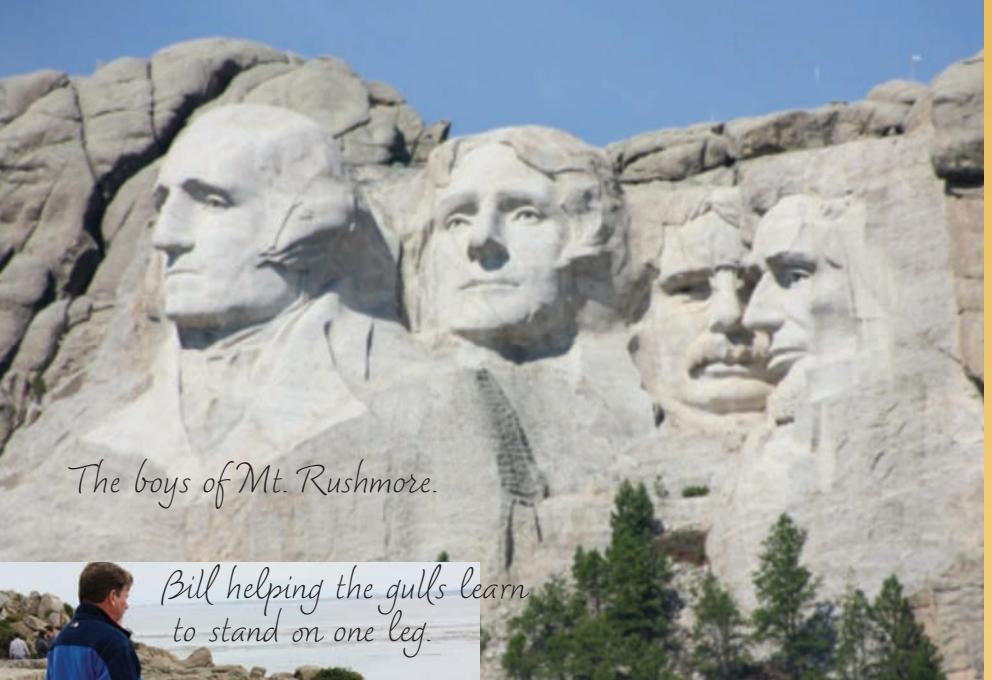


Old Faithful, as faithful
as promised. I was really
impressed by all of the
geysers in this area. Beautiful
scenery, crazy wildlife and
landscape not to be missed.



And, speaking of wildlife, one of our furry
friends up close and very personal.
Bill suggested I get out and pose
with him, but I declined.





The boys of Mt. Rushmore.



This is a not-to-be-missed two day exhibition of racing car pon. Just to see the older cars go pitty-pat.

Three of the best at the Laguna Seca Festorics. This is a not-to-be-missed two day exhibition of racing car pon. Just to see the older cars go pitty-pat.

Started home. Took a little effort to find Cobre, a well-hidden Nevada ghost town. Sage brush, not many buildings. May need to wash the car before being seen in public again.

I wish I had a good picture of our accommodations in Rawlins, WY. We have usually travelled using the plan of trying to avoid chain restaurants and chain motels. It's pretty easy to find some interesting local restaurants, and the food and conversations are enjoyable. Rarely do we regret the stop. Motels are a little different. We have been less fanatical about using no chain establishments; sometimes you just want a good night's sleep. Deciding to stop for the night in Rawlins, Wyoming, there were many options, both chain and independent. It was Bill's choice and he picked The Express Inn. This was a single level, exterior door, strip motel. Not overly intimidating from the outside, but once in the "lobby" we thought this might be an interesting night. Rate was \$45. Just \$45, no tax, nothing, and the receipt hand-written. When we got to the room, it appeared that the door had been kicked in at some time in the past. We considered sleeping in shifts to assure we would see the sunrise, but we made it through ok. I had posted a picture of the place on Facebook, so that if we weren't found in the morning, people would know where to start the search.

So, three weeks on the road, BMW's 100th anniversary, O'Fest, Legends and Festorics; what a great time it was. Would I do it again? In a minute. Travelling across the country with a good friend and good music is the ultimate way to spend your summer vacation. ■

"and I will find a way, and I will have you."

- Obsession, by the Human League

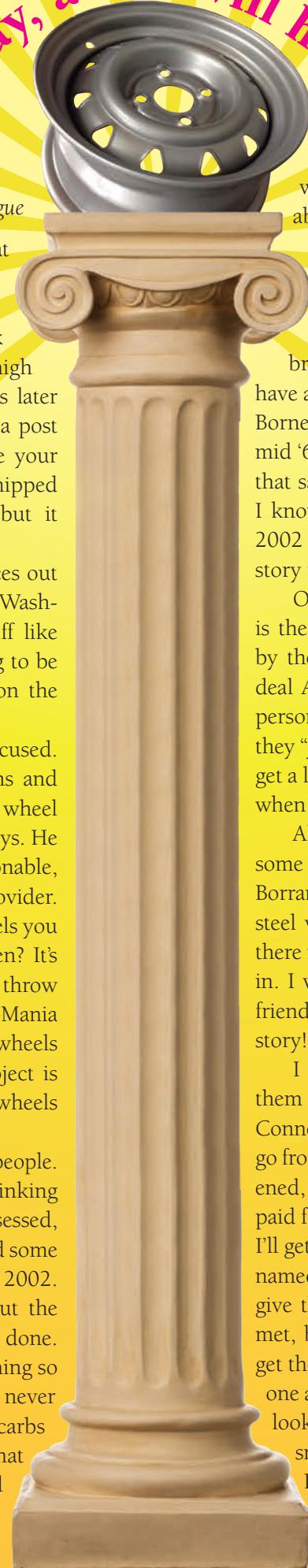
What is it about being a BMW enthusiast that takes people from being relatively normal, productive members of society, to trembling irrational obsessives? One day you're out back grilling, talking to your neighbors about the high school football game, and a mere six months later you've got an account on German eBay, and a post office box in Bremershaven so you can have your German-Market shift knobs or whatever shipped somewhere "in country". It sounds crazy, but it happens all the time.

I blame society and other, you know, forces out in the world (possibly Social Media and "Washington Gridlock"), and you know, other stuff like that. It's definitely not our fault. We are trying to be normal. While spending 13 hours per day on the Dinan website.

I've noticed obsessions usually are focused. The 2002 crowd is a petri dish of obsessions and manias. I have a friend that is a wheel guy. 13" wheel guy, specifically. Mostly steel, some period alloys. He seems like a regular person. Intelligent, personable, two cute kids, Steady-Eddie job. He's a provider. Solid. And he has a Mayflower van full of wheels you can barely buy tires for. How did that happen? It's either rescuing ("Hey, they were just going to throw these away!!") or some form of Completion-Mania ("I have a set of every cool and uncool 13" wheels made between 1966 and 1976. My next project is to get two sets of every cool and uncool 13" wheels made between 1966 and 1976.").

There are steering wheel people. And seat people.

I have another friend that is continually thinking of ideas for induction systems. He's carb-obsessed, but even beyond that. He's always trying to find some Japanese bike carbs from 1970 to adapt to the 2002. Or maybe some obscure Solexes. What about the ones that came on the ti? No. Too easy. Been done. The goal here appears to come up with something so clever, yet so obscure, that it is guaranteed to never have been done before. "This is the kind of carbs German tugboats have, and I thought 'Hey, that will work awesome.'" I call it the "No one will



have ever seen that before" syndrome.

The next mania I come across has to do with having self-referencing circular stories about every part and piece on your vintage car.

Like you stained your wood steering wheel with coffee. Coffee made from a small bag of coffee dated 1979, you found under the seats of your 2002 after you bought it. It's like blood-

brothers, only more... obsessive. Every part must have a story. "That radiator fan? Well I had a friend in Borneo whose uncle was a factory rally driver in the mid '60s..." "My shift knob is off one of the six 2002s that sank on the Andrea Doria. It was tricky to get." I know the Andrea Doria sank in the '50s, and the 2002 came out in the '60s, but that just makes the story that much more amazing.

Of course, for 2002 people, anything "Alpina" is the ultimate. In the ad, it always says "real deal" by the way. That's how you know it is good. "Real deal Alpina." These ads almost always read like the person writing it thinks the reader is an idiot, or that they "just wouldn't understand what this is." Like you get a little extra superior attitude, along with the part, when you buy this stuff.

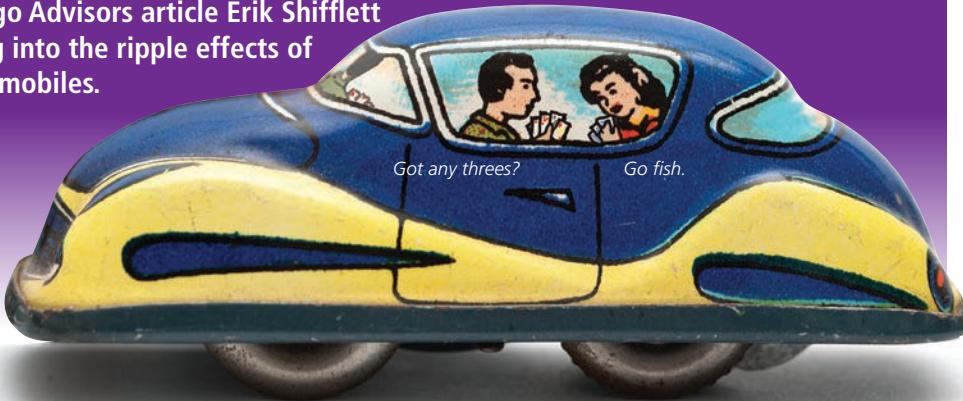
Alpina sold Borrani wheels for a bit. You see some old photos of 2002 rally cars with these Borrani steel wheels on them. They are very basic steel wheels. But because of the Alpina connection, there is Borrani mania out there. I admit, I got sucked in. I wasn't looking for them (no really, I wasn't). A friend of a friend had a set – and uh-oh, they have a story! It's not an interesting one, though.

I almost have them in my possession. I bought them a while ago. They were purchased by a guy in Connecticut, from a seller in Germany. They had to go from Connecticut to Maine to be stripped, straightened, and painted. Now they are in Maine. I have paid for them, and paid for the work on them. Maybe I'll get them around the Holidays? Hard to say – a guy named "Bob" I've never met could go get them, and give them to a guy named "Scott" whom I've never met, but who has a UPS account, so I could maybe get them that way. One thing I do know is that someone at some point will see these 13" steel wheels that look like something you got in 1974 if you bought snow tires, and say, "Dang, those are Borranis."

I wonder what the story is on those?" ■

AFFECTED BY AUTONOMOUS AUTOS

Last Summer Scott Scharadin authored a great article about the coming of autonomous autos. Beyond the impact on traffic and the cars we will someday drive, here is an excerpt from a Wells Fargo Advisors article Erik Shifflett provided looking into the ripple effects of self-driving automobiles.



The potential impact on other sectors

Financials

While the eventual emergence of autonomous cars could materially reduce claims frequency and thus demand for auto insurance, we believe it will be decades before a majority of the cars on the road are autonomous. Should autonomous vehicles develop faster than we expect and begin to negatively impact industry premiums, the companies most affected would be those that generate the majority of their earnings from auto insurance. Ultimately, smarter, more autonomous cars could lower loss costs by reducing accident frequency, although severity may rise due to the expense associated with replacing technologically advanced computers and sensors.

Real Estate

We believe the wide-spread adoption of driverless cars could have several longer term impacts on commercial real estate. Eliminating the negative impacts of a long driving commute may encourage people to live farther away from their place of employment, leading to a continuation of population growth in suburban areas.

Other potential impacts to real estate could include the need for less parking at retail properties, less tenant demand for "transit-oriented" properties, changes to industrial properties to accommodate driverless trucks, and potentially lower demand for self-storage properties as consumers utilize now-vacant garage space for self-storage.

Industrials

The potential widespread adoption of driverless cars could have several impacts on industrial companies. We believe companies that successfully

develop technologies necessary for widespread adoption of driverless cars will benefit. In addition, we anticipate many road networks will need to be modified to provide a driverless vehicle only lane, positively impacting companies involved. On the negative side, a trend towards lower private vehicle ownership could be a long-term negative for the traditional automobile producers, should their driverless vehicle offerings not become widely accepted.

Energy

The impact of self-driving cars on the energy market is, at present, highly uncertain. To be sure, there is no shortage of academic and industry opinion on the topic. However, the models being developed to analyze the impact on fuel consumption – whether through predictions of increased miles driven due to the benefit of autonomous driving on the passenger experience, or for reduced fuel consumption due to enhancements in fuel efficiency – do not currently present a uniform case for either greater or less energy consumption.

Consumer Discretionary

Self-driving cars may impact physical retail stores, especially if they are combined with other new advancing technology such as automated warehouses, drones, and 3D printing. They will "happily" work 24/7, 365 days of the year with no breaks, sick days, lateness, strikes, wage increases, overtime pay, etc., and only demand a salary equal to the cost of energy. This will allow products to be delivered to wherever you want, whenever you want, and much quicker and cheaper than currently possible, creating a new level of convenience against which some brick and mortar stores may struggle to compete.

Buckeye Chapter Officers

President

George Saylor
gsaylor@columbus.rr.com

Vice President

Nick Schumacher
nschumacher.1@gmail.com

Treasurer

Tanya Carter
tdcsys0@gmail.com

Driving Events

Chief Instructor

John Lochner
L8apexer@woh.rr.com

Coordinator

Lance White
lwhite@dcs.ms

Newsletter

Dohn Roush
dm3roush@earthlink.net

Cincinnati Area

Governor

Mark Jeanmougin
markjx@gmail.com

Vice Governor

Marshall Garrison
MHC@cinci.rr.com

Columbus Area

Governor

Mark Borror
mborror.cols.bmwcca@gmail.com

Vice Governor

Mike Laci
c230mike@gmail.com

Dayton Area

Governor

Nick Schumacher
nschumacher.1@gmail.com

Vice Governor

Mark Morris
bmw.cca@morries.com

Toledo Area

Governor

Phil Ross
rossviiiv@aol.com

Vice Governor

Jim Troknya
jctroknya@hotmail.com

(continued)

AFFECTED BY Autonomous Autos

(continued)



Telecommunications

In a world of self-driving cars, self-awareness and communication will be vitally important. A self-driving car will need to know what is nearby and

how it may need to interact with those things, either stationary (tree), mobile (another car), or other items (like re-routing to avoid traffic). In-car sensors will process incoming information from the surrounding environment; however, outgoing data relating to a car's expected trajectory will likely need to be sent to other nearby vehicles, particularly of the self-driving variety. This data transmission will need to be fast, accurate, and reliable. It is currently estimated that network connectivity will need the characteristics provided by next generation technology. 5G networks, while still in development, are estimated to provide latency levels that would enable the requisite speeds for cars to be able to communicate real-time while traveling. ■

CINCINNATI AREA NEWS

Mark Jeanmougin, Cincinnati Area Governor
WOW! What a crazy past few months!

Tire Rack Street Survival: Since the last newsletter, I've helped put on three schools, in Columbus, Cincinnati, and Bowling Green, KY. I had never been to Bowling Green. I knew that they made some fiberglass cars there. That seemed cool. But, that's about all I knew about the place. Turns out that it is a real, live town. With traffic lights and everything! Fruit of the Loom is headquartered there. (Unfortunately, I didn't have time for a picture) 

Normally I talk about what a great thing TRSS is for the students. Today, I'd like to talk about how it has helped me personally. Of course, I get a kick out of seeing the kids progress throughout the day. But, it has also helped my career. After building my confidence with public speaking in front of the students, I was inspired to give a presentation to 60 people at work. That led to a presentation for two different professional groups. That's lead to an offer to start (part time) teaching. All because Jaynee voluntold me to start helping out. Thanks Jaynee!

Snow Tires! Just a reminder: Many of us prefer a more aggressive summer tire. They don't work so well when it gets cold; braking distances really increase. Now is about the time to put on the winter tires! Also, did you

know that rubber gets harder and grips worse as it gets older? Even if you have plenty of tread depth, replace tires when they're over six years old. If your tires are old enough to ride a bike, it is time for new ones!

HPDE: I also had the chance to participate in another wonderful Buckeye BMW CCA High Performance Driving Event school at Mid-Ohio. For those that haven't done this yet: DO IT! :) It is a wonderful opportunity to improve your driving skills. You'll pick up things that you can use on the road to be safer to those in and outside your car. Eyes Up!

I'm putting the most embarrassing part right here in the middle, where I hope no one but Dohn (Hi Dohn!) will read it. I hurt my foot... on air. I stepped on air so hard that I needed x-rays and crutches. I limped for weeks. On air. To be fair, they were those little packing pillow bubble things that Amazon sticks in boxes. I was breaking them down to throw them away, stomped too hard, and broke my foot. Not my proudest moment.
I sure hope no one reads this...

(I'm pretty sure no one will notice, Mark. – ed.)



Got Brick?

Strengthen the BMW CCA Foundation, one brick at a time
Help save lives and save history by ordering your personalized brick today:
www.fundraisingbrick.com/bmwccafoundation.org

Remember, your brick order can help Buckeye Chapter win the Chapter Challenge!

A HUGE THANKS to MWorks for hosting the Cincinnati area October meeting! The guys there put on a heck of a party. They've got a wonderful shop. If you need work done in the Cincinnati area, add them next to Enthusiast Auto Group on your list of favorite independent shops. (If you know of another independent shop that may want to be included, hit me up at markjx@gmail.com)

I mentioned in my last update that my wife got a hankering for her first convertible. I'm happy to say that we're now the proud owners of a blue 135i. WoW! The paint is gorgeous! The original owner spec'd it out with an ivory leather and black carpets. I like how the carpets hide the dirt. Caitlin really likes her light colored seats. We both win! That turbo six is a wonderful engine. So much mid-range power! And the 7 speed DCT transmission is smooth when you want it to be and fast when you get sporty. Absolutely fabulous car. (Don't tell her that I drive it to work when she's out of town. Speaking of which, when is her next trip...?)

Finally, my wife is all done fostering cats. This 2016 only (I hope!) hobby of hers meant lots of early mornings, late nights, emergency vet trips, and countless adoption events. Ever try to give a pill to a cat? No? Here's how to replicate the experience: Put all your screwdrivers, knives, box cutters, and scissors into your dryer. Set it to run for just 5 minutes and hop on in there! When you get out, douse yourself in rubbing alcohol and roll around on carpet. Now, do that every 8 hours for a week. It's a joyous experience for everyone.

We did help five cats find their "forever" homes (while only keeping three). That's not too bad, right?

If you read this right off the press: Merry Christmas! If you're a little later: Happy New Year! If you're even later: Happy St. Patrick's Day!

Have a wonderful 2017! ■

COLUMBUS AREA NEWS

Mark Borror, Columbus Area Governor

Greetings Columbus BMW CCA members.

Another driving season is over and we had a blast at our Hocking Hills tour... Looking forward to next year! Thanks to everybody who continues to push the gas pedal.



The Hocking Hills tourers...

As always, we are only as strong as our membership participation. Your ideas are welcome and we would love for you to come out to a monthly meeting and share them. We meet every third Wednesday at the Winking Lizard, located off of Bethel Road at 7:30pm. If you would like to be on our email distribution list for meeting notices, please contact me at mborror.cols.bmwcca@gmail.com. ■

DAYTON AREA NEWS

Nick Schumacher, Dayton Area Governor

Hello Buckeyes! Is it winter yet? Maybe it's global warming, but I believe we've had an unseasonably warm fall. I personally wouldn't mind if this trend continued until spring. It wouldn't hurt to have a powdering of snow for the annual Buckeye Chapter Holiday Party in January, so I will get the E39 ready for whatever Ohio decides to bring to the table in the coming months.

The Dayton area has continued to meet at Brixx Ice Co. each month. Appetizers are complimentary and there is always good company, so you should come to our next meeting! This year we met at a few special locations. We had an excellent turnout for pizza at LaRosa's in Beavercreek, with a few 2002 owners in attendance. We also met under the covered porch at TJ Chumps in Huber Heights when it was a bit warmer and sunnier outside. During the O'fest in Monterey, those of us who were still in town met at Amber Rose to enjoy some Dayton-original comfort food.

(continued)

This fall we had the opportunity to check out the new showroom at Voss Village BMW. Dinner was provided and got to see some of the latest offerings from BMW. We were able to sit inside a new 7-Series, and it was absolutely stunning. The dealership allows members to test drive certain cars as well. Last time we took an M235i for a spin, which is my type of car. Next year we are planning to meet at Voss's dealership more often. Perhaps an M2 will be in the showroom by then?

In October the Columbus area coordinated a fall driving tour in Hocking Hills that was attended by a couple Dayton area members. In November we had our annual Buckeye Chapter Chili Party at the Scott Ontjes residence in Dayton. It was a great time, with a good variety of delicious food. Dohn drove his "new" 1974 3.0CSi, which is a feast for the eyes.

Next up is the annual Buckeye Chapter Holiday Party hosted at Lance White's. There will be more eye candy there, so don't miss it!

The Dayton area is looking forward to a new year of cars, events, and fellowship with like-minded enthusiasts. We will not be meeting in December, but in January we will resume meeting on the fourth Tuesday of the month.

Do you have an idea for a future social event? Come to the meeting and share it with us! Elections will be held in January, and the post of Dayton area governor will be available. Enjoy some free appetizers with your fellow Bimmerheads and let your voice be heard!

Have a friend who likes BMWs and is interested in the Club? Bring them to a meeting! Get connected to the Buckeye Chapter of the BMW CCA online. Follow us 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 to be added to the list. See you at the next meeting! ■



OK, you twisted my arm... here are a couple photos. I got my "joyful toy!" – ed.

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Candidates should make their interest known to me at rossviiiv@aol.com.

In case you haven't heard, our local BMW dealership is building a new, dedicated facility about two miles west of the existing location on Central Avenue. Look for a grand opening in Spring 2017.

Have you ever gone 600 miles on one tank of gas? I love the precision of digital computations provided by modern vehicle onboard computers. A month ago I was headed home and low on fuel. I stopped in Kenton to fill up. When I got back in the driver's seat the instrument panel showed that my Distance To Empty (DTE) was 540 miles. I got back on State Route 68 (speed limit 60 MPH, heavily enforced) and activated the cruise control. A long time ago I learned that I have a heavy foot and that I hate spending my money on speeding tickets, so I use cruise control to keep me under control while maintaining a healthy average speed. My set point on interstate routes is normally 6 to 7 MPH above the posted limit. Certain state roads only get 3 to 4. When accelerating up to open road cruising speed from city limits I use gravity to build velocity and boost mileage. In rolling terrain I bump my cruise control set point up as I go downhill and bump my set point down as I go uphill. So, for example, I gain 5 MPH going downhill and lose 2 MPH going uphill (essentially coasting uphill), thus achieving my desired cruising speed while coaxing that extra fuel mileage out of a gallon. This also has the added benefit of helping to keep me alert watching the numbers.

As I proceeded home, I noticed that I was getting unbelievable average MPG readings from the computer. I noticed that flagpoles along the way indicated a strong tailwind. My average MPG was climbing... 44.8, 45.2! Fuel DTE reading was 580 when I got home and I had traveled 28 miles. If I had continued North into Michigan and Canada, I would have made 608 miles on one tank of gas!

Before I forget, I'm going to be gone for the winter starting January 1, 2017. Home again late April. The Toledo Area has over 100 members who can run for office and guide local activities. Let me hear from you. ■

TOLEDO AREA NEWS

Phil Ross, Toledo Area Governor

Just when you thought Elections were behind us, I'm here to remind you that Buckeye Chapter elections are to be held in January. Any and all members of the Club are eligible to run for office. The Toledo Area has two positions up for grabs – Governor and Vice-Governor.

GIRLS GONE DRIVING

by
Nicky Schardt

Less Able-Bodied

"There's no good day to break an ankle," Dr. John Lochner replied after I mentioned that Thursdays or Fridays apparently weren't good days to hurt yourself. I wasn't going to be able to make the DE this year, anyway, but breaking my ankle wasn't part of the plan. And boy, it HURT! For you friends on Facebook, sorry for the graphic photo, but it was absolutely unbelievable how something that used to be my ankle was now just a black and blue stump. Of course I was down for the count for at least a few days, because 1) my bone doc was at the race track (how ironic) and 2) the swelling was out of control.

That also meant that I couldn't drive my 6-speed, which gave me a new perspective on how able-bodied people take a lot for granted, like shifting, or bathing, or sleeping, or any number of day-to-day activities that seem otherwise mundane. Being "less-abled" was a bit of an eye-opener for me, and, while this wasn't the first time I'd broken bones, I started a list of impediments that I challenge the group to think about:

- Crutches: Crutching downhill, over speed bumps, up curbs or on wet pavement is life-threatening. Trust me, I am not abnormally uncoordinated, contrary to some beliefs, but these aluminum sticks are NOT good extensions of one's limbs. Getting in or out of any vehicle is a feat in and of itself – where do you put the darn things once you're in!
- Clothing: Getting a boot versus an old-fashioned cast was a blessing, but it was difficult to find anything to wear. For six weeks I wore black leggings, which are comfy but grew old quickly. Shoes were also a problem, since the boot is not flat, so I wore the same right shoe every day. Once the boot was off I still couldn't wear my shoes, but that just meant I HAD to go shoe shopping, one upside that was tolerable.
- Doors: Going through doors, virtually any kind of door, was not easy to navigate. I was too wide with crutches to get through some doorways, or the door would snap shut too

quickly, meaning I'd get stuck (yes, quite a funny picture) half in and half out. The doors at work are security enabled, which meant I had to crutch

"...I had to crutch to the door, find my pass, then get through the door before it smacked me on the backside..."

to the door, find my pass, then get through the door before it smacked me on the backside when it automatically closed. Rotating doors were a no-go altogether. Car doors were the worst, because once I was in I couldn't reach to close the door.

Even though I missed out on a lot of fun over my six-week stint, like going to Mid-Ohio twice, a few pro races, and the SEMA show in Las Vegas, I realized that being able-bodied wasn't something to take for granted. I won't forget the kindness that many strangers showed as I slowly ambled, or how the maintenance man at work always held the door for me (and two other gals with gimpy boots). Now I make sure to hold the door for the elderly woman, or the mom shopping with kids, because I know how it feels. Returning the favor to similarly afflicted strangers is the best present I could give, and the return of the thankful smile makes it all worthwhile.

Happy Holidays! ■

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