

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

WINTER 2017-18



Santa, all I want for Christmas is...



by
Tim Beechuk

PLANES, TRAINS AND AUTOMOBILES

Or, how to really enjoy the trip to car week in Monterey. It started out innocently four years ago; Bill Wade and I drove my 135 to O'Fest in Monterey so that we could drive it at Laguna Seca, participate in O'Fest, and see a bit of the infamous Monterey car week. What a blast. Fast forward three years to O'Fest 2016, the 100th anniversary of BMW. This time, since it was his turn, we drove Bill's 3-series touring to the west coast so that we could drive his car on the track and do it all over again. Since it was the 100th and we talked about how

much fun it was the last time, Jaynee wanted to go, too. She was having no part of a long drive with the two of us, so she flew to meet us there. Both of these adventures were the typical buddy trip, utilizing multiple routes past numerous sights to see as much of the country as we could. Now arrives Car Week 2017 and we are asked to go back to the event to help the Club with Legends of the Autobahn and Festorics. Of course, we are looking for another interesting way to make the trip. A boat is out because we don't have eight weeks to spare, we also realize neither of

us has a pilot's license so we can't rent a bizjet or Zeppelin. They stopped running the stagecoach long ago and that seemingly only leaves a train as an interesting mode we can try. Actually, there were other suggestions, but they were dropped early on. And, due to reasonable thinking, we only want to try this one way. Amtrak's notably poor "on time" history, and a strong admonition to not show up late from our leader, Frank Patek, led us to believe that taking the train home would be the best plan.

So, the 'Planes' part is how we would get to the west coast, thanks to Delta and the need to be on time for Frank. Then the California



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Zephyr, Amtrak's most scenic route, would get us back to Chicago, and a rental car would then be the quickest way to our final destination, home. Thusly, we could do the planes, trains and automobile in the right order. Again, Jaynee's desire for adventure was low, so, after car week we dropped her at the airport in San

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Jose and I made our way to the Amtrak station in Emeryville, California, just east of San Francisco.

The route would take us northeast, to Sacramento, then on to Reno, Salt Lake City and Denver. This would be the end of the “scenic” part of the journey, but we would still have quite some distance to go across the flatlands to the end of the line. In reality, the flatlands had their own charm. Little towns that you would never see from the Interstate or even a major road. I just didn’t want our arrival into Union Station to be like the end of one of my favorite movies, *Silver Streak*. Amtrak had scheduled 52 hours for the complete journey, but as many blogs and forums said, this was only a prediction. The *Zephyr* has a pretty poor on time record, one of Amtrak’s worst. We arrived early, checked our

Donner Pass without incident. Plenty of food on board. More interesting viewing while crossing the rather barren lands of Nevada and Utah. But then the Rockies. Nothing can prepare you for the spectacle they present. The train travels through a lot of areas that you never see by car. One of the most scenic is Glenwood Canyon. I-70 runs through here on an incredible engineering marvel of highway suspended from the side of the canyon to preserve the ecology. I thought this was great when travelling on the interstate, but the train is mostly down at river level, where you can look out and up at the majesty. This gives you a view that you would only get by hiking the route. In other places the train is high up on the side of a canyon and looking down at fly fishermen; women, too, I suppose, in the river. When we were coming down out of the mountains into Denver, we were sitting in the dining car having dinner. It was dusk and quite a pretty sight. The dining car was quite nice with good food. We only ate dinner there, and hit the café car for breakfast and snacks for lunch. Food was pretty pricey but good. The dining situation is interesting. There are tables that seat four and since Bill and I were only two, we had dining companions each night. Some very interesting



main bags at the station, and waited for the train to pull in to the platform. Soon the train arrived, and we boarded our home for the next few days. Nice seats, not crowded, plenty of room and overhead storage. We were excited. We opted for the normal seats, not a sleeping compartment due to price and the assumption we could rough it for two nights. Yeah, what a couple rubes. Strange how the song “City of New Orleans” can run through your head for over two days on end. As the train pulls out from Emeryville, the good feelings build. We were on our way, and this was really cool. We were going to like this. And we did. Not to give away the end of the story, but, if you have the time, this is a great way to cross the country and see the best part of it. But, as mentioned earlier, you might want to opt for a sleeping compartment for a journey this long.

We saw some good sights in the Sierra Nevada range and managed to slide through

people. The first night, a mother and daughter headed to New York, where the daughter was about to begin college. The second night a father and son who had been looking at colleges on the west coast. Good conversations. Oh, yeah, they looked bright and chipper because they both had sleeping compartments and showers in their cars.

The seats are quite comfortable, and recline about 30 degrees. I spent most of each day in the observation car. Great windows, wi-fi and the occasional other passenger to talk to. The day would pass smoothly. Freight trains were an interesting diversion. Since the freight companies own the tracks, whenever we would meet one of the freighters, we would have to pull onto a siding to let it pass. They had the right of way. One of our stops was Ottumwa, Iowa. I was hoping Radar O’Reilly would be on the platform to wave, but no.

Arrival into Chicago, though not as spectacular as the *Silver Streak*, was a little bittersweet. Glad to be getting on to the last leg of the journey home, but thinking that I’ll be looking forward to doing this again. We took a cab to the rental car agency, hopped into a lovely Enterprise econobox and motored south toward a clean bed.

Amtrak may be somewhat maligned, but we loved it. It’s a part of Americana, and the opportunity to see the landscape pass by at a leisurely pace is worth the time. It’s a chance to pause a bit and take in the fabric of life. And that’s what matters. ■

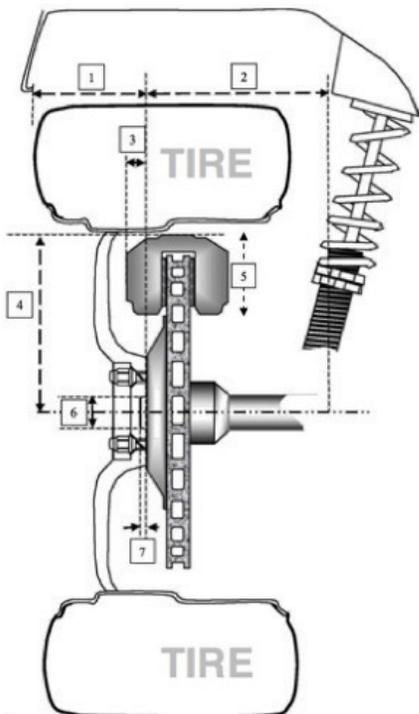
Wheel Tech – Finding the Right Fit

by **Team Schardt**

Cars come with wheels, and tires, and brakes, and all sorts of important stuff, but some drivers like to change things up a bit. Maybe they want to change the look of the vehicle, maybe the OEM parts are worn or sometimes we just want to upgrade a perfectly good car for other reasons – lighter weight, wider size, and stronger wheels can make a big difference in the performance of your car.

There are many types of wheels to choose from, so please consider the following as you make your decision:

1. **How much do I want to spend?** I suggest starting here because it will help keep other decisions in check.
2. **What do I want to do with my car?** Rally, autocross, drag race, road racing, or just “spirited” driving each have very different wheel requirements.
3. **What kind of tires will I need?** Racing tires/slicks create very different types of stress on a wheel versus short-lived high-speed drag tires or nubby high-impact rally tires.
4. **Will my car remain in stock condition or will I need to change OEM parts?** Once you stray from OEM, or similar aftermarket parts, your list of wheel choices are typically shorter and more expensive for a custom wheel.



Benefits of Custom Wheels

Unsprung weight is the part of a vehicle not supported by the suspension (i.e. wheels, tires and brakes) and therefore is the most susceptible to road shock and cornering forces. By reducing unsprung weight, your wheels provide more precise steering input and improved cornering characteristics. The added strength of a quality aluminum wheel can also reduce tire deflection in cornering. This is particularly critical in a car equipped with high performance tires where lateral forces may approach 1.0g. The lighter rotational weight of quality aftermarket wheels may even provide an increase in acceleration and fuel economy.

Better brake cooling is another benefit. Aftermarket wheels are typically excellent conductors of heat and improve heat dissipation from the brakes. The risk of brake fade is also reduced under demanding conditions such as spirited driving on a twisty mountain road. Additionally, quality aftermarket wheels are designed to allow cool air to flow over the brake calipers and rotors.

Useful Terminology

Hub-Centric versus Lug-Centric: A key thing to note is the size of your wheel's center bore, and whether your wheels are hub-centric or lug-centric. To get the center bore's size, measure the diameter of the hole that centers over the mounting hub. Your wheel is hub-centric if the center bore matches the mounting hub's size. If it doesn't, your wheels are lug-centric.

Fitment: If you are just swapping out the OEM wheels for a new look, then your wheel fitment remains the same, and your wheel vendor should have the correct specifications. If you have changed the brake package, lowered the car in some way, or changed the hub, then you will need a custom wheel fitment. The diagram on the left outlines key factors that make up the fitment for new custom wheels:

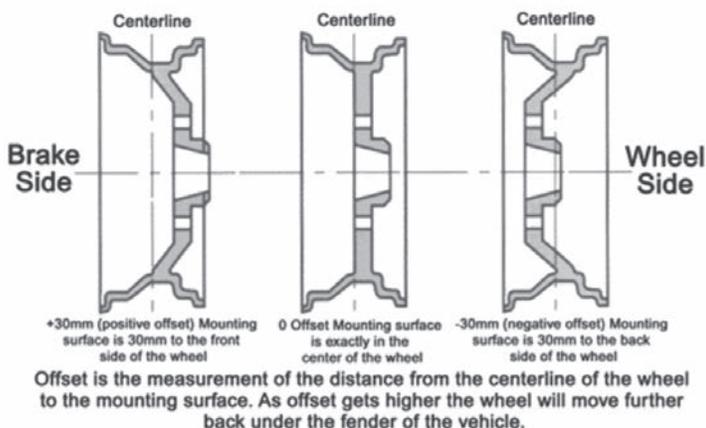
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| 1: Front Spacing | 5: Caliper Thickness |
| 2: Back Spacing | 6: Hub Diameter |
| 3: Caliper Clearance | 7: Hub Height |
| 4: Caliper Height | |

Offset: If the offset of the wheel is not correct for the car, the handling can be adversely affected. If you choose wider wheels than your stock wheels, you will need to choose the correct offset that will clear all suspension components on the inside of the wheel, plus they need to fit within the constraints of your car's fenders. When purchasing your wheels, make your offset choice a priority in your wheels decision.

Zero Offset: In this scenario, the hub mounting surface is even with the wheel centerline. In other words, there is equal distance from the hub to the face of the wheel on both sides.

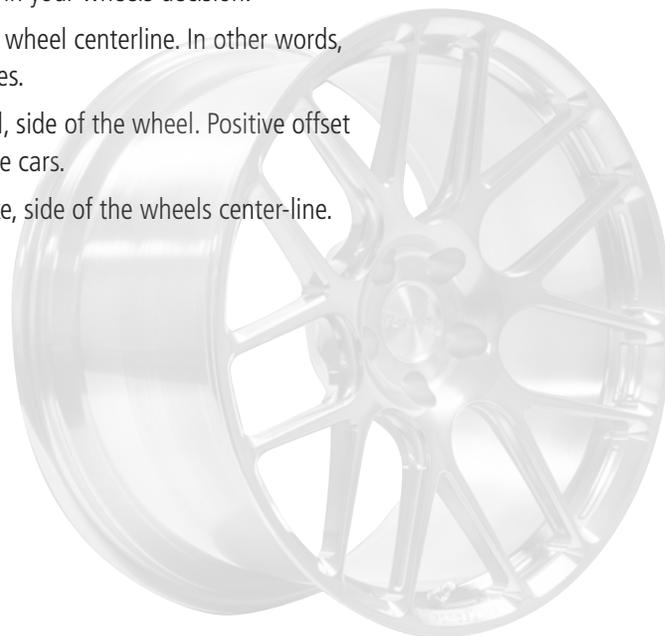
Positive Offset: The hub mounting surface is toward the front, or wheel, side of the wheel. Positive offset wheels are generally found on front-wheel-drive cars and newer rear-drive cars.

Negative Offset: The hub mounting surface is toward the back, or brake, side of the wheels center-line. "Deep dish" wheels are typically a negative offset.



Most mechanics, dealers, or online providers like Tire Rack can help you make the right wheel choice to fit your budget, activity, and lifestyle. Above all else, buy the best quality product you can for your money. You may have spent big bucks on the car itself, so don't skimp on the four things that make contact with the road and keep you safe (wheel failure is usually disastrous, but highly preventable). In other words, you get what you pay for, and, if you only do a couple HPDEs a year, then a cast or flow form wheel may work, but be sure to inspect them regularly for cracks. The life expectancy of a high-quality forged wheel is much longer, but check the warranty, not all applications are covered by all manufacturers.

If, after you've read this article, you still have questions, please contact Dayton-based wheel manufacturer, Forgeline, at 1-800-886-0093, during regular business hours. Forgeline belongs to BMW CCA and helps sponsor O'Fest each year, so they know your cars and are a great wheel resource. ■



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CINCINNATI AREA NEWS

Marshall Garrison, Cincinnati Area Governor

Greetings once again, Cincy Area and all other Buckeye CCA members! This time, it would be Season's Greetings, as it so happens, with a Thanksgiving just under our belts and the upcoming holidays also rapidly drawing nigh!

Our first fall season gathering, the September monthly meeting, found us at one of Cincinnati's newest local breweries, West Side Brewing. Aptly named, they're located across from the old Westwood Town Hall building on Harrison Avenue, just a few hopscotch jumps up the road from Cheviot. A pleasant evening made for decent beer-tasting weather, although not surprisingly, the hard-surfaced floors, walls, ceiling, and robust crowd of locals also amplified the inherent decibel-levels substantially. Fortunately, the group that had booked the much-quieter party room apparently had no inclination to occupy it, so a conversation with the manager resulted in us being able to retreat there, where we only had to talk over ourselves and the brewery's owners, who were pow-wow-ing in the room's opposite corner. West Side schedules-in food trucks in lieu of running their own kitchen, so we sampled the fare of the Caveman Crepes food truck with their savory entree crepes, as well as dessert crepes. They were pretty good, although I think the consensus was the dessert crepes overshadowed the entree-oriented ones for deliciousness!

For both October and November, we were back to Mac's Pizza Pub in Fairfax for our usual \$5/ pizza nights, with a good turn-out for both! The October meeting started downstairs, (the upstairs had been previously booked), but as it turned out that group had vacated the room early enough that we were able to head upstairs and have that quieter space to ourselves. Mac's manager was very accommodating, and really helped us out! Thankfully a bit more advance notice allowed me to hold the room for November. My thanks to everyone who was able to come to any of our fall meetings, I really appreciate your putting it on the calendar and making it out!

With December being so busy with holidays, we skip it and pick things up again in January. We'll be back at Mac's in Fairfax for the January meeting; Wednesday, January 10th - 7:00 p.m. We'll be doing our area elections, as we typically do for the first meeting of the year, so it'll be the usual camaraderie, pizza... and voting! Hope to see everyone there!

Check elsewhere in this issue for details on the holiday party, to be held in Dayton in early February.

Street Survival, Regional Roundup and O'Fest!

The end of October was busy! First, we had the last Cincy Area Street Survival teen driving clinic - another great day, clear weather, great volunteers and students, with the added bonus of new local sponsorship from Cincy area BMW dealer BMW of Cincinnati North! Also some additional cool swag, compliments of Bosch via local member Oscar Kawanishi, who also helped out volunteering - thanks to Oscar, and everyone else on hand, helping to make it another great day for our teens!

The Regional Roundup event we've been talking about all year was finally here. After weeks and weeks of unseasonably warm and fabulous fall weather, it was a shoe-in that the weekend prior to Halloween even further south would have perfect weather for us, right? Eh, not so fast there, bucko! Well, okay... in the same vein as the "Worse? How could it be worse?" "It could be raining" line in *Young Frankenstein*, I suppose it could have been even colder than it was. Anyway, with a cold front that plunged well south of us in Bowling Green, Kentucky, this weekend was brisk!

The weather chill aside, there was no lack of enthusiasm from everyone who came out. Ross Bentley, race car driver, Speed Secrets author, and driving coach extraordinaire, was on hand the entire weekend, with a seminar for advanced drivers Friday, sitting-in on classroom sessions for the weekend, and capping off the delicious banquet at the Corvette Museum with some fabulous stories and reflections of his life and career thus far. A number of hardy souls set the chill aside and took on the karting challenge too, enjoying

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the karts and the course. Touring the Corvette Museum was very interesting, lots to take in... and getting a first hand look at that sinkhole and damage done to the cars that fell in? Yikes!! It's really something to see in person - that sinkhole was deep! As for me, between coaching and track sessions, I was just saying thank goodness for diesel! I was variably idling my pickup, running the heat to stay warm - you know you've idled a diesel a lot when you see enough fuel used to move the gas gauge.

After the weekend's overcast wind chill, with some rain and even a bit of sleet, the end of Sunday, the clouds moved out and departing the track was bright and sunny, apparently the weather gods were getting the last laugh and just rubbing it in as the weekend wrapped.

No rest for the weary and slightly-chilled though, there were a few of us heading straight on down to New Orleans for O'Fest, the club's national annual get-together! Some of us faster than others though, since some had to get to N'awlins by early Monday afternoon for national meetings. Since I was trailering down, I wouldn't have been able to carry on at warp speeds even with a meeting deadline looming... and since you were asking, Sunday night in Birmingham, Alabama was in the 30's. I was beginning to wonder just how far south I'd have to go to see it warm up! That answered itself soon enough, my late-morning departure from Birmingham saw the temps moving out of the 50's - warmth at last!

O'Fest, as always, is a busy week - events every day, social and dining events every evening. The upcoming Roundel will cover it front to back - it's always a good time! I was on the 27th floor of the Hyatt, this year's host hotel - view, A+; water pressure... what water pressure?! The open lobby and glass-walled elevators made for a dramatic ride, though.



Highlights this year included the final night's banquet at the WWII museum with multiple BIG WWII bombers and fighters overhead, a roving Dixieland band on Casino night, chowing down at Muriel's restaurant in the French Quarter, a Halloween costume party, plus Tom Plucinsky, BMW NA's Product and Technology Manager, chatting it up with Bill Auberlen for the better part of an hour in a post-dinner interview. A snafu with the TSD rally had me finding one way not to experience a TSD rally - this was my view for about two hours the morning of the rally... (another whole story...)

Eventually it worked out ok though... and Friday and Saturday were two fun days driving NOLA Motorsports Park, including helping out instructing a bit. NOLA is a really fun track once you start to get it figured out - too bad it's so far away! I also did one of the CCA Foundation's charity rides in one of BMW's E46 M3 race cars - wow is that car fast! And loud!! I forgot to grab some earplugs at the sign-in for the rides, didn't have time to go get some, but the E46 wasn't painfully loud running by on track or in the pits. However, once sitting inside - dang! That thing's substantially louder inside the cabin than out! Sorry folks, you'll just have to speak up! If you ever get a chance to do one of these rides with folks from BMW's Performance Centers or pro drivers (Bill Auberlen was on hand driving one of the cars for the charity rides), even though it's a couple of laps - do it - trust me, you'll come away with a grin on your face - just don't forget the earplugs!

Oh, yeah - Saturday morning into the afternoon at the track, a multi-person on-site repair/install effort ensued. A club member who's first name is Krystoff, and his son, who were parked next to me in the paddock, showed me how his right-front control-arm bushing wasn't doing much controlling anymore. His polyurethane bushing insert had cracked into pieces, and so his 3-hour drive home wasn't going to be possible without effecting some repair, the plan being to install a stock bushing he'd obtained from the dealer. I volunteered that he was welcome to use anything I had that might be of help, since I had jack stands, a full-size race jack, electric impact, and some other stuff, although I'd left most tools at home since if anything went wrong with the E92, I figured I wouldn't be able to do much with it anyway. Things came apart and off easily enough, the eventual problem was the fix. He had an E46 M3, but the c.a.b. he'd gotten from the dealer was for a non-M E46, and although rubber, was juuuuust a bit too small to be an easy fit onto his control arm. The better part of a couple of hours later, which involved using one of my tie-down ratchet straps to put force on the bushing to help pull it onto the control arm, along with help from a multiplicity of others around and nearby in the paddock, and a whole lot of pounding with a 4lb dead-blow and 5lb sledge, multiple ratchet strap movings and tightenings, the darn thing got on the control arm just enough to barely get pried into position, and after multiple tries, get a bolt threaded-in which pulled the bushing into place enough for both bolts to be tightened and torqued - whew! In contrast to



NCM, that was the hottest and muggiest of the days down there all week, too! But, group effort got the job done, and Krystoff and his son were set to be able to drive home safely.

After wrapping up the week, that's what I did (driving home safely), getting back just in time to catch my breath before our November area meeting!

Also - a big congrats to our editor for his showing in this year's O'Fest concours with his fabulous black 3.0 CS coupe - second place in Classic Clean! Way to go, Dohn!

Finally, here's a pic of the post-O'Fest ritual - swapping back the street pads and tires. The Performance Friction 01 pads have the same track time as the tires, plus the 5k of

highway driving to and back from last year's Monterey O'Fest - not bad, holding up better than expected, definitely better than the tires!

Thanksgiving will have passed by the time this goes out, so I hope everyone had a great holiday, and best wishes to all for a Merry Christmas,

Happy New Year, and any other festivities!

Looking forward to catching up with everyone in the coming year! ■

COLUMBUS AREA NEWS

Mark Borrer, Columbus Area Governor

Hello Columbus BMW CCA Members! "Why join a car club?" is the question I asked myself three years ago, and here is the answer. To go

full Bavarian. No really, it's to build friendships, to laugh a lot, to smile and to have fun. It's a very simple formula. Our annual elections are in January and I ask you to get more involved in the club by leading us into the future. Mike and I have finally outdone ourselves in the photograph and it's time to pass the torch to new leader-

ship. The template is there, you just need to insert your fun into the equation.



We had a great turnout for the Hocking Hills Tour Drive this year. Let's do it again next year!



I also want to mention a big thanks to Gary Derian for hosting the OSU vs. Michigan State party. Not only did OSU dominate the game, so did Mrs. Derian's guacamole. It was delicious! 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 mborrer.cols.bmwcca@gmail.com. ■

DAYTON AREA NEWS

Alex Watts, Dayton Area Governor

Winter is here. Time to work on our cars and take care of some of that maintenance or at least start gathering parts. Last year we had a gas heater installed in the garage and I wish I would have done it years ago. Old people, like me, get cold easily.

The Dayton area October meeting at Voss Village BMW was very interesting. Aaron, our inside guy, was hoping he would have the new X3 to show us, but it had not yet been shipped to the dealers. Instead, he arranged for us to look at an M2, two M3's and an M4. No, we did not get test drives, but we were allowed to check them out and explore the interiors. We also met Matt Caylor, who will man a new position at Voss Village. His title has the unfortunate name of "BMW Genius." That is a lot to live up to. Matt's job is to

answer or research any question a BMW owner has about their vehicle and to explain vehicle controls and accessory functions to new owners. Sounds like a fascinating, but never-ending, quest to learn about all of the models BMW manufactures.

My son, Ian, and I used my 2002 to attend the Regional Roundup HPDE in October at the National Corvette Museum Motorsports Park. Ian took the beginners school and really enjoyed the experience. I think he may be hooked. I took the advanced school and added the Ross Bentley extra coaching. Mr. Bentley incredibly approachable and insightful. He not only coached the advanced groups, but also advised at every level from beginners to advanced. As far as the number of cars, this event did not fill the school as hoped. However, that does translate to more open track for those who did attend. The track is over three miles with 24 turns that thoroughly explore your skills and challenge your driving. Oh, did

we mention that it rained most of all three days and was unseasonably cold? Ian, Kyoyoung, my wife Rebecca,

and I ran the Go-Kart course and really enjoyed it. Cold but fun. There was also BMW CCA Club Racing alternating with HPDE events. Dayton's Scott Ontjes finished first in his class in the feature race under very difficult racing conditions. Way to go, Scott.

We are still trying some new sites for our monthly meetings, so look for an email about one week prior to our meeting date. As usual the meeting is on the 4th Tuesday of each month, except there will be no meeting in December. If you are not receiving reminders, please let me know at ahwdvm49@gmail.com,

and I will add you to the list. We are also open to suggestions of places to visit that might be interesting to our members. If you would like to recommend any guest speakers, please let me know, so we can arrange a meeting to have them share their information and skills with us.

The Holiday Party will be hosted by the Dayton area, and we are trying something new. On Saturday, February 3, 2018, we will meet at the Amber Rose Restaurant for a buffet dinner. The restaurant is located at 1400 Valley Street, Dayton OH 45404. We will meet at 4PM for drinks and dinner will begin at 5PM. There will be a cash bar available throughout the evening. Our Buckeye Chapter Board has granted us the funds for dinner for 50 people, so please let me know as soon as possible to reserve your space. Hope to see you there. Please email me to make your reservation: ahwdvm49@gmail.com.

Be careful out there. ■

TOLEDO AREA NEWS

Phil Ross, Toledo Area Governor

While many were making plans to go south to O'Fest in "Narlins", Rhonda and I went east to visit family in the Washington, DC area and then down to Myrtle Beach for a few days. It was turtle nesting time, and we met a group of ladies that were going to the beach to guard a nest overnight in case hatching occurred. When it came time to leave and head home I did some quick navigating to find an interesting route and BMW CCA Mecca appeared on the map, in Greenville, SC!

It had been over ten years since I visited the National Office, and I was thinking that they might be in their new office space next to the BMW CCA Foundation. I called ahead to verify the location and office hours. It sounded like they were still in the previous location which is in picturesque, downtown Greenville. We arrived about an hour before closing time on a Friday afternoon. We parked nearby and made our way to the address. The entrance looked different with new doorways to several quaint businesses on the ground floor. I did find a wall directory with BMW CCA and

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several other businesses on it, but CCA was located on the 2nd floor. No elevator insight and a lone, long stairway up was hiding behind one unlabeled door with a small window. Rhonda's Segway doesn't do steps very gracefully, so I climbed up, found the CCA offices and learned there is no elevator, but the rear entrance was a level pathway into the 2nd floor due to the hillside location. So back down and outside to walk around the block to get up to the rear entrance we went.

Once inside it was déjà Vu. Just the way I remember it from a decade ago. The place is a treasure trove of all things BMW. Banners, Posters, display cases full of trinkets, doodads, paraphernalia and boxes and boxes of hidden gems, no actual cars. Edward welcomed us to the Shrine which was interspersed with cubicles for 6 to 8 staff... fairly Spartan accommodations for a National Headquarters, and a space bursting at the seams. We felt like we got the VIP backstage tour.

We loaded up on gift shop apparel and bid farewell after taking a picture of staff that were popping out from the cubicles. Edward said that visitors are fairly rare and infrequent, about one per week. I'm sure that will change when the new offices are built. That reminds me, we saw three unpublished Artist's Conception Sketches. We were privileged characters to get a glimpse of the future.

Since it was Friday afternoon, and the weather was pleasant, we decided to enjoy the ambience of the Rock Falls city park in a valley. We had two boxes of food in the car from the previous evening meal and decided to picnic on a public bench and watch the people go by. A bee visited me several times and I shooed him away before closing the box which was then empty. Rhonda was finishing up and BANG, she got nailed on the forearm with a bee sting. Immediately, she yelped and began having an allergic reaction. Itching sensations growing and getting worse. We headed back to the car, a ten minute walk, and decided that medical attention was required. A shopkeeper offered first aid and directed us

Perfect

There we have it, the results are in! Of course, 50% of the population already knew it, and thankfully Ole Johansson, from the Institute of Transport Economics in Norway, has confirmed, **WOMEN ARE BETTER DRIVERS THAN MEN**. Technically, the survey measured driver distractions and driver personalities, concluding that women experience fewer distractions while driving, hence they are safer and **BETTER THAN MEN** at driving. Those prone to distraction were discovered to be largely males with neurotic and extroverted personalities (say it ain't so).

Insurance carriers already know that **WOMEN ARE BETTER DRIVERS THAN MEN**, which is why your son's insurance rates far exceed your daughter's policy. In this case, age is what matters most. If you've ever attended a Tire Rack Street Survival event you'll learn that young men were more likely

to a "nearby" hospital. The itching got worse with hives and welts forming on the neck and scalp. Another 15 minutes of frantic searching until an Emergency Room sign appeared. Rhonda fainted while transferring from the car to a wheelchair and I rushed thru a busy waiting room. No stopping for Security, Registration or Admission while saying "Bee sting, allergic reaction". A team of staff swarmed her (NPI) and promptly began cutting off her clothes. (She never lets me do that!) Injecting shots of allergy, steroids and adrenalin to get her blood pressure up. All scary stuff.

Our road trip home was delayed by an overnight stay in the ICU until they were satisfied that things were stabilized and we were released with a two-pack of Epi-pens for future emergency use. The next morning I took the opportunity during a lag in the action to visit the BMW Foundation by myself near the factory in Greer, SC. Duty prevails, but that's another story.

See you at Tekela's, second Tuesday of the month, 4:30 PM, for the monthly meeting. ■

to die in an accident, due largely to their aggressive manner and their propensity for risk. I might also guess, in a very unscientific way, that young drivers in general are not always making good choices since their brainstems are not yet fully connected to their brain.

Earlier this year a long time/old school World Challenge driver made a comment on Facebook about some guy "driving like a girl" (cue the smoke coming out my ears). I drive "like a girl" every day, but that doesn't mean I'm not capable so, of course, I had to respond... In a moment of unabashed opinion I proceeded to mention that women are indeed very capable and accomplished (Katherine Legge, Simona DeSilvestra, Pippa Mann, Susie Wolf and of course Danica Patrick). Not to be one-upped, the WC driver commented that none of these women had actually won a championship. Touché, but the gloves were off! Once the rabbit hole was open, I was happy to see that I wasn't the only

woman, or man for that matter, that felt the original post was indeed unfounded and derogatory. When archaic notions prevail, like that women aren't good drivers, it's no wonder that more women don't participate in motorsports!

A few years back I conducted a brief survey of my amateur racing peers that I'd like to share:

- Most of the women were introduced to motorsports through a male counterpart (Husband, brother, uncle), so having good role models are important
- The advantage that these women have is that they are good listeners/learners but fiercely competitive. Sound like anyone you know?
- While there is a perceived hurdle for women to enter motorsports, in reality, we are only holding ourselves back. Why?
- The overwhelming advice these women had to give to other women was "Just do it!" Take your Camry, Jetta or e30 to the track, and if you get the bug you can always upgrade.

Now that there is undeniable data, and a great support group to work with, what's holding you back?! Because we all know, **WOMEN ARE BETTER DRIVERS THAN MEN.** ■



The biggest news for this year is we had our 1,000th school this October at the Tire Rack facility in South Bend Indiana. What a great facility; students ready to learn, with plenty of coaches to go around. The weather was iffy, but that is always good for the students. They go from dry pavement, to wet, to even wetter, with lots of wind. 18 students had a real life experience. It was a terrific day for all.

Buckeye Chapter did four schools this year. Two in Cincinnati, plus two in Columbus. Again Mother Nature played a role in Cincy, with horrendous lightning and rain. We had our first cancellation mid-morning, then went back in July to start again. The Ohio History Connection in Columbus opened their doors for us for two schools. Each school had a wait list, so there is definite opportunity there. The Mid-Ohio Region of the Porsche Club of America really helped out with many coaches in Columbus.

Tim and I participated in many other schools throughout the Midwest. Plus we had a Car Control Clinic, the infamous Street Survival for adults, in New Orleans at O'Fest this year. We had 26 adults eager to learn how to improve their everyday driving, and we even had a wait list for this event.

It's been another great year for Street Survival and we look forward to doing more in 2018. It's about more than driving.....it's about living.

Jayne Beechuk
Tire Rack Street Survival Ambassador



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