

# D R I V I N G

BMW Car Club  
of America  
Buckeye Chapter



News, Views and  
BMW Stuff to Do

AUTUMN 2018

EMBRACE

THE

TWISTS

AND

TURNS

OF

AUTUMN

Welcome to the Autumn edition of the Driving Light! In short order we will begin to see the foliage change to the colors of fall, and the weather will become cooler and crisper. It sounds like a good time to get out and drive, if you ask me. In this edition you will read about exciting events taking place in the Buckeye Chapter, and get some key insights about how to spend your fall season with fellow BMW CCA members. Each area of the chapter has their own social events and activities that have transpired this summer, as well as future plans to pique your interest!

## PRESIDENT'S UPDATE

by **Nick Schumacher**

Needless to say, it has been an eventful summer. A big accomplishment was the 2018 BMW CCA Buckeye Chapter HPDE at Mid-Ohio Sports Car Course. This event was held in August, and it is a spectacular high-performance driving school. The track, which features 15 turns in 2.4 miles, has earned its reputation over fifty years among many of motorsport's legendary competitors. I had the opportunity to take my E39 5-series onto the track a few years back, and found that, even in a big "tank" of a car that by no means competes with the likes of a M3, you can still go fast and catch up with other drivers, if you learn how to follow the line. Now that I've acquired a 1-series with the M Sport package, I am excited to learn about the capabilities of this car and how to properly and safely drive it on the track. The HPDE at Mid-Ohio is an annual event, so keep your eye on the calendar next year if you were not able to go this year. Thank you to Bud Dornette and the Driving Events Committee for another job well done!

Another exciting event was this year's O'fest in Pittsburgh, during the Pittsburgh Vintage Grand Prix (PVGP). The 10-day festival of races, car shows and automotive events benefitted PVGP charities, and BMW was celebrated as the marque of the year. The BMW CCA has been part of the PVGP since its inception over 35 years ago, and the event gathered BMW enthusiasts from all over the country. Oktoberfest provided all the great social and driving events that members are accustomed to, including the famed vintage race weekend held in Schenley Park, with more than 150 sports cars competing. If you missed this year's event, keep an eye out for announcements about O'fest 2019.

Looking for something to do close to home this fall? Each Area of the Buckeye Chapter is very active, hosting monthly social gatherings for food, beverage, and enthusiast activities at venues throughout the region. It may be a drive, a baseball game, or just meeting to have dinner at a local restaurant and talk about cars. Contact your area governor to find out what's happening in your neck of the woods near Toledo, Columbus, Dayton, or Cincinnati. If you have any questions about who your area governor may be, feel free to reach out to Jaynee Beechuk, your membership chair. You can also see what's happening across the Buckeye Chapter by visiting our website or joining our Facebook page. This year, we are visiting a wider variety of venues for our social events. Local dealerships such as Jake Sweeney BMW and Voss Village BMW are also kindly hosting events in their showrooms that give our members insight into the latest BMW models. Food is often provided at the dealership, and a car is available to test drive. It is a great way to keep up with the latest technology and, if you are in the market for a new car, to learn about the car that is right for you. The BMW CCA offers more benefits on car purchases from BMW centers now than ever

before. For example, if you purchase a 3-year membership package, there is an instant rebate available for cars purchased from a dealership. This is a good opportunity to stay connected with your fellow car buffs and get the car of your dreams. More details are available on the BMW CCA's national website.

For the younger generation, the autumn season means returning to school. Some of us Buckeyes have teens who will experience driving this fall and winter for the first time. One thing that I can remember vividly as a teen was my grandmother's annual "wet leaves are slippery, so be careful driving" lecture. While I heeded this warning, you don't have to let your teen find out the hard way. The Tire Rack Street Survival school (TRSS) is a teen safe driving program, designed to go beyond today's antiquated high-school driver education programs.

The primary emphasis of the TRSS program is a hands-on driving experience in real-world situations. Students use their own car to learn about its handling limits and how to control it. They become more observant of the traffic situation they find themselves in and will learn to look far enough ahead to anticipate the unwise actions of other drivers. As students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. TRSS school is being held in Cincinnati this October. You can find the link to register on the Buckeye Chapter website.



The Buckeye Chapter has made some big improvements to our website to improve our service to our valued members. If you haven't already, take

a moment to check it out and view the new content and social media links. The site is kept up-to-date with recent news, photos, and BMW-related adventures from our members. Check out the calendar and newsfeed for local, club-wide, and BMW CCA national events. Safe travels. ■

# part 2

## Built From Scratch

by **George Saylor**

In the first of many anticipated articles covering our 1975 2002 build, we recounted the beginnings of restoring a car from a bare body shell. While it took a little longer than anticipated, we now have all the metal work and paint completed. Along the way we have learned a few valuable truths:

- if you have a 2002 sitting out in the elements for any length of time, there will be mice;
- if you dislike wiring harnesses, you'll find a 1975 4-cylinder car is still, well, #?!\*&%.



*This is what we found UNDER the fuse box of our donor car. It's not sound proofing, and although we wore gloves, I really wanted a HazMat suit.*

*While the Taiga car (the Green Monster Truck, as my grandkids call it) did not have this same material under the fuse box, it did have the same dining area as the donor car behind the dash (complete with paint-removing mouse urine).*



*How do mice get into these areas? I hate wiring. While a basic 1975 shouldn't be a problem, it is still waaaaay too complicated. Everyone on-line says it's easy. Well, it must be, because I could not find a replacement harness, so we're using the one from the donor car. There are two harnesses - engine and body. One comes through the firewall back into the interior, and the other from the dash into the engine compartment. We did it twice, and the second time I did not try to pull both harnesses into the interior. That's why we practiced.*



*We have the rear subframe in and most connections. We had to fabricate the hard brake line to each rear wheel using a 20" premade line from the auto parts store. Too bad the actual distance covered by the line is more like 21". We have one completed but I'm only half way through bending the crap out of the other one. I may not be great at fabrication, but I know enough to buy extras for when I screw up the first one. The hard line from the master cylinder back to the "tee" by the rear subframe was much easier. Working in a larger scale helps.*



*The metalwork and paint turned out great. Here are a couple shots from when we rolled it into my garage. Right now it is covered in \$100-worth of Harbor Freight moving blankets (yeah, a lot of blankets).*

*We got spoiled working on 2002 racecars for many years, as I could easily fabricate a custom wiring*

*harness because we wouldn't need to deal with silly things like headlights, useless gauges, a clock, and a cigarette lighter. But if you saw how I hacked the racecar harnesses you would probably volunteer to help us with rewiring the Taiga car. I can see this is going to take a looong time.*

*Next article (Part 3) will probably have to be heavily redacted due to my interaction with the wiring harness and reintroducing it to the car. ■*



# Oh, what a 'Fest it was...



# Dust, Sweat and Cheers in the Steel City

Photos and story by **Scott Aaron**



My friends and I took a little trip over to Pittsburgh earlier in July, to help celebrate the 50th anniversary of the launch of the 2002, everyone's favorite little Bimmer. The CCA and Allegheny Chapter were trying to get as many 2002s there as they could. I decided I couldn't miss it.

Lord almighty, it was a hot weekend. It was great fun, but it was hot. Nothing like a black vinyl interior on a hot, humid day, with temperatures over 90. In a car with a lot of glass area. Jeez.

On the drive from Cincinnati to Pittsburgh I kept seeing in my mind a Facebook post Rob Siegel did a few days earlier. It was a photo of a thermometer stuck in the AC vents of his 2002tii. I think the thermometer read forty degrees, maybe lower. The previous owners of my tii also put a thermometer on the dash. An old, 3M thermometer that looks like it is from 1982. It is in Celsius, of course, because the previous owners were German, and lived in Europe when they owned the car. On the way to Pittsburgh, it read 39 degrees. I had no idea what that meant. Same with the speedometer, for that matter. It's in kph, so I'm always wondering, "how fast is 130 kph, again?" So I didn't know how hot it was, or how fast I was going, exactly, but it was so hot I couldn't really do anything with that information anyway.

I vowed not to look up how hot 39 degrees Celsius was until I got home. I really felt the information would not be beneficial in any way.

I arrived at the host hotel on Friday evening, with my caravan, Jake Metz (1600), Ray Daley (2002), Jonathan Tinker (E28 M5 w/AC — hate you) and Sarah, Jon's girlfriend. Oh my God, it was so hot. I felt like I had been shoveling coal into a steam locomotive for six hours. Forget cars and the people that love them, where are the showers?

On Saturday morning, I noticed it was really hot out. We went over to Schenley Park, and were ushered into parking formation by the volunteers from the Allegheny Chapter, who do a great job, despite having all the issues associated with being from Western Pennsylvania (mainly that a lot of



their parents died in the Jamestown coal mine disaster coupled with the steel mill explosion/fire bad thing that also happened). It occurred to me, while watching these volunteers cling to small, shady spots on the sun-baked landscape, that a perfect white-collar-crime extra punishment would have been to make the convicts help direct traffic, and direct parking of shiny BMWs on this brutally hot day. Yes, you used to have a car like this, yes, you used to have access to a nice beer tent like that, yes you used to not stand out in a burning hot field all day. I think it would be a good deterrent; encourage good behavior in white collar jail. Especially if the only beverage allowed on-site was a thermos of hot coffee.

There were many, many 2002s there, as predicted. The BMW Corral was in a great location, on a large, gently sloped hill, with the race track winding through one side of it. And by the way, racing cars on these park roads... I mean, are there not lawyers in Pennsylvania? Holy smokes, it looks like something that would be going on in Paraguay or something. In 1958 (until that racing car lost control and tragically killed the Mayor's pig). It is super compelling, though. Truly a "must see" in terms of vintage car events. The setting is gorgeous, and the old racing cars blasting and blatting through the woods is incredibly exciting to see. Those folks are brave.

As always, it was great to meet up with old pals, and to meet new ones. Of course, life in our times means meeting people you "know" via social media or forums in real life, which is always kind of like a 50% blind date. Most of the time, with vintage BMW people, the person sort of looks like their profile



picture, is taller than you thought, and is funnier in person. It was great to see you all — you know who you are.

Sunday morning was extremely hot, but held one of the highlights of the weekend in store. The lap around the track! The track was really fun — elevation changes, tight corners, sweeping curves, runs over long bridges, and most terrifyingly, running on a barely-two-lane road through a stone walled canyon. Most of the time there appeared to be 4" to 5" of run-off room before you hit something immovable. You can see why, if you ever did drive on the track at speed, you'd be hooked. It was that interesting, beautiful, challenging, and flat-out cool.

Finally, Sunday afternoon we headed home. The peak in-car temperature reached about 40 degree Celsius, right before we hit a huge thunderstorm that briefly lowered the temperature. When I got home, I looked it up. 104 degrees Fahrenheit.

I do want to thank the folks of the Allegheny Chapter for hosting this event — it is a big event, and looks like lots of work. I appreciated their hard work in hosting the event at Schenley, and Oktoberfest earlier in the week. ■

Most of the reading I do about cars happens at the barber shop while waiting for a haircut. Since personal grooming is not a priority for me, I admit to being poorly read on the topic. I do, however, like to skip to the summary page of car reviews straight to the chart that shows the car's performance. I like to look at certain quantifiable data like speed records, quarter-mile drag times and 0-to-60 mph passes. With wanton envy, I've noticed from my barber's *Car and Driver* collection that super-fast cars now make 0 to 60 mph passes in times so low they barely register as natural numbers.

As soon as there were two cars there must have been the first car race; one that would spawn a sort of automotive Darwinism, where victorious owners could beat their great ape-chests in manly triumph in public display, and perhaps to overcompensate for those things that they cannot.

My brother-in-law wanted to own the fastest Corvette ever made, so he bought one, then, a year or two later, Chevy produced an even faster Corvette, so he bought one of those, too! He rarely drives them, and to date, has never let me so much as gaze upon their fiberglass sheaths, let alone drive them. Instead, they are idle assets that sit prophylactically wrapped... probably in his rumpus room.

Since I live in a city that produces cars, I sometimes run into auto workers and retired auto workers, who, thanks to their toil, sweat, and daily drudgery, made the U.S. one of the world's greatest auto manufacturers. One of the absolute beasts produced by an American car maker is the Dodge Hellcat. A quick peruse of the barber shop's collection revealed that the Hellcat makes 707 hp and 3.6 second 0 to 60 passes!

by **Tom Konz**

I recently met a retired auto worker, who, in his quest to claim ownership of the fastest American car bragging status, Mopar style, forked over \$60 K of his hard-earned retirement savings for a Hellcat. It seemed less than three haircuts later, I was reading that Chrysler had introduced the Dodge Demon; a car that's even faster than the Hellcat. Now what? My friend refinanced his house so he could park both a Hellcat and a Demon in its garage! But by god, he's got America's fastest car.

Or so he thought. He forgot about the new kid on the block that makes cars that are just as fast, or even faster... Those cars can't be American, the company's owned by a dude named Elon... and here's another thing; those cars not only don't have behemoth fire-breathing engines, hell, they don't even HAVE engines!

According to a January 2016 *Car and Driver* feature, The Tesla Model S P90D is "The first sub-3.0-second sedan we've ever tested". Its "Ludicrous Speed" is achieved by the conversion of lithium-ion juice in an electric motor that's about as big as pony keg. It reminds me of the slot cars I had as a kid.

# Splitting Hairs





I was combing through the pages to find phrases like: “This Tesla’s exploitation of Newtonian physics tops anything you’re likely to encounter this side of an amusement park, or the Navy’s flight school” or “Nailing the right pedal vents a massive torque gush, and weird, wonderful, and addictive bursts of dopamine flood your brain’s pleasure center when this tsunami sloshes the juice in your inner ear”!

Not bad for those concerned about their carbon footprint...however rapidly distributed.

In my Mopar pal’s defense, the article goes on to say that after the Tesla’s “orbital escape velocity... peters out, roll alongside a Dodge Charger SRT Hellcat at 40 mph, for example, and the Mopar beats the Tesla to 150 mph by more than six seconds”.

Whatever blows your hair back!

In defense of the Green movement, the article continues: “An interesting consolation race would be to see whether the Hellcat or the P90D would be the first to deplete its fuel supply”.

A friend of mine, call him Sparky, recently acquired a Tesla. He didn’t go to a dealer, heck, there are no Tesla dealerships; he bought his Tesla at a mall...a mall! Right next to Sunglass Hut and across the way from Panda Express. Sparky scratched a check for \$90 K, then went for Kung Pao chicken to await delivery.

I saw Sparky and his wife, call her, "Still-drives-an-Escalade", at the grocery store the other day. They offered to show me their alluring electric vegetable-acquisition vehicle. As we approached the car, Sparky “summoned” the S from his iPhone; driverless it crept forward a few feet, stopped and blinked. It was stunning, gunmetal gray aluminum (note: don’t try to take aluminum or fiberglass cars on funeral processions; you’ll be flagless). With storage under the empty hood compartment, the batteries ride low under the car, for power and center of gravity. The interior: call it grained wood and Google Earth.



What does all this have to do with BMW? Well, I’ll tell you. I went for a trim and a little off the top the other day, and there atop the stack of *Car and Drivers* was an article about the 2018 BMW M5. Right there in black and white it read: “the new M5... the quickest sedan we’ve ever tested, tying a Tesla Model S P90D to 60 mph but pulling ahead by 100 mph and in the quarter-mile!”

During an instrumented test: “In 2.8 seconds you’re at 60 mph, and in 10.9 you’re whisked through the quarter-mile at 129 mph”. Not bad for a car with back doors!

Ok, it’s not that the two cars went mano-a-mano at the strip, with bleach burnouts and John Force at the wheel; but a fair comparison still.

Thus, the pursuit of high performance enthusiastically continues. Thanks to blogs and forums, so do the arguments. The devout champions of their favorite brands, avidly defending their positions with statistics, anecdotes, what-ifs and all sorts of hair-splitting, all of which must be lost upon salon and hair stylist’s patrons (Mercedes!). Anyway, at the end of the track, it’s all about bragging privileges, which comes from shaving times. ■



*But wait, there's more...*



◀ A Baur and the famous Vern  
 ▼ Three 507s!

More eye candy from the O'fest concours...



▲ Top: Satch's Nancy Drew with a friend  
 Below: Lance White's 1939 321 Drauz Cabriolet



▲ Until you send me more photos I'm going to keep showing my car...

## CINCINNATI AREA NEWS

Marshall Garrison, Cincinnati Area Governor

Aaaand... that was a quick summer, yikes! For our June meeting, we dropped back in at Mac's Pizza in Fairfax, sampling several of their yummy pizzas, all as delicious as usual, and with a good turnout, too! June also marked yet again the annual arrival of the Cincinnati Concours d'Elegance in Ault Park; always a standout show. More importantly though, with Jaynee Beechuk's dedication and organization, we were able to host another of our coaching and education Street Survival events for teen drivers, this time at a new venue in Mason. Despite a hot day, everyone endured and made it a successful day to help all the teens in attendance take the next steps towards becoming better-skilled and safer drivers! A big shout-out and thanks to all our volunteers and sponsors, especially Oscar Kawanishi, all the extra help from the Bilstein crew, and The BMW Store for generously providing bottled water for everyone! Our next one is coming up

October 6th in Blue Ash; sign up at <http://www.streetsurvival.org/>.

July meant Oktoberfest, this year in Pittsburgh, in conjunction with the Pittsburgh Vintage Grand Prix vintage racing, with a car show and BMW corral capping O'fest's week of events. The Buckeye Chapter was charged with organizing the two driver's school days at the Pittsburgh International Race Complex (aka Pitt Race, formerly BeaverRun). I could only make it for the tail-end of the week, but did get a day in at Pitt Race and can report it's worth getting to if you can – both challenging and fun; a very nice facility in our region of the country!

The Allegheny Chapter's corral for the PVGP though... wow! Seven-HUNDRED BMW's all together in one place, a massive tent for lunch and shady relief from a very hot, muggy, and sunny couple of days, biergarten area, complete with German oom-pah band, and prime viewing of one of the Schenley park roadways doubling as racetrack for the weekend.

Talk about pulling out all the stops; very nicely done! A near record-breaking 1300+ O'fest attendees too! With 2019 marking the 50th anniversary of the club's founding, next year's O'fest in Greenville/Spartanburg also promises to be memorable, and in October too!

Since O'fest was the same week as our usual meeting, and with most of our area regulars there instead of here, the July area meeting was bumped to a week later, this time heading back to the Silver Spring House in Blue Ash. A popular eatery, this – talk about jam-packed parking lots! Another great turn-out for some good chow and company, I appreciate everyone making it out, especially as busy as it was.

August brought us to our annual pot-luck picnic in Sharon Woods, with thanks again going to Jaynee Beechuk for coordinating everything, as well as reserving our picnic area. Also thanks to everyone for coming out and bringing something so everyone could all have some great chow! August has been unusually rainy, with no exception for our picnic as it turned out, thankfully with the rain holding off just long enough for us to enjoy the evening, get everything cleaned up, and on our way just as the first raindrops were hitting. We got out of there just in time too; those first raindrops were just a precursor of a near-monsoon rolling in!

If you happened to see your August *Roundel*, you also saw our very own Lance White's name on the cover, with an awesome feature article about both him and his collection! Fortunately we Buckeyes have already been appreciating Lance's avid BMW enthusiasm and generosity in sharing all that with us for years, so it's great see one of our most-deserving, long-time, and most-active area members receive much-deserved recognition in our national magazine. Lance, congratulations and thanks for your support of the club, Foundation, Buckeye Chapter, and all that you do!

That wraps up the summer, with the fall season coming up rapidly; This fall's meeting plans are still in the works, I'll relay what's next via email and Facebook! In the meantime, I hope everyone enjoys what's left of summer and the beginning of fall! ■

## COLUMBUS AREA NEWS

*Mike Laci, Columbus Area Governor*

It's been an incredibly busy summer, with work, vacations, meetings, O'fest and PVGP, and HDPE, so I'm going to keep this update short and sweet. I'm very happy to report that the Columbus area has continued to grow this summer, both in terms of membership and in repeat attendance at our monthly gatherings. We have consistently drawn 18-25 Columbus (and a few Dayton) members to our monthly meetings. Among those attending the meetings every month are new BMW CCA members and ones who haven't attended in years. We've discovered that changing up the meeting night from a Wednesday to a Thursday has had a positive effect. Also, the change of venue, which was forced upon us with the closure of the Bethel Road Winking Lizard, has not dampened any enthusiasm. Chuck Grafton and I are continuing to make small tweaks to the meeting schedule to keep the momentum going.

The redesigned Chapter website, [www.buckeyebmwcca.org](http://www.buckeyebmwcca.org), has continued to receive positive comments from our members. The BIGGEST challenge has been and continues to be getting new content from the Chapter. Please send me any ideas, posts, photos of club events, or anything that you feel members would like to see and benefit from knowing. My request for website content goes out to ALL Chapter members, not just the area leaders. Please send your thoughts and content directly to me at [c230mike@gmail.com](mailto:c230mike@gmail.com). However, there is one caveat, we will not be maintaining a "For Sale" section or discussion forum on the website. Please continue to use our Facebook page, Buckeye Chapter, BMW CCA, to list items for sale or get feedback from members.

Finally, just a reminder that this is YOUR Buckeye Chapter. Chuck and I need YOUR ideas, YOUR participation, and YOUR help with event planning to continue to make the Buckeye BMW CCA experience enjoyable and worthwhile. Keep checking the website, Facebook page, and your email for new events. We're looking forward to a great Fall 2018. Drive safe! ■

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## DAYTON AREA NEWS

Alex Watts, Dayton Area Governor

Well, as this appears before you in September, I just have to ask. Where did our summer go? I hope you had a great summer and enjoyed the mostly beautiful weather. Our members who went to Oktoberfest certainly enjoyed the combination of O'fest and the Pittsburgh Vintage Grand Prix. The 2002 was the feature car of the weekend, in celebration of the 50th anniversary of that historic BMW's introduction.

Our Dayton Area visited Voss Village BMW in June and got a look at the new X4. BMW considers this SUV to be the sporty version of the X3. We also had an interesting discussion with Jeremy Singleton, one of the BMW Genius guys at Voss. Basically they try to know your car model to help you get the most out of all the options new BMWs offer. Voss has also offered to host our September 25th meeting at 6pm. I do not know what our contact, Aaron, has planned, but Voss always welcomes our club with dinner and new BMWs. Hope to see you there.

Our July meeting at the Troll Pub on Wayne Ave was well attended, possibly because the Buckeye Chapter was paying for everyone's entree. You still had to buy your drinks, appetizers, or desserts, though. You never know, someone may bring birthday brownies again. On a positive note: longtime member Jim McCullough is doing well in his recovery and was at the July meeting, looking great. Welcome back, Jim and Margie.

If you receive the *Driving Light*, but are not getting my email reminders, please email me at [ahwdvm@aol.com](mailto:ahwdvm@aol.com) so I can add you to my list.

Again, hope your Summer was wonderful, but the Fall offers great chances to get out and see the trees change, as well as fewer bugs to clean off that beautiful wax job you put on your car this summer. So, get out and drive. ■

## TOLEDO AREA NEWS

Phil Ross, Toledo Area Governor

If you missed Oktoberfest in Pittsburgh in July, it was a doozy! It was so close to home! Sorry I wasn't at the area meeting in July, but I was at O'fest, representing the Toledo area! It had been over ten years since I last attended, when it was in Fort Worth, Texas.

O'fest is a little different every year, but the usual cast of hard-core attendees never miss a good show. One devoted soul has attended every one of the 49 O'fest events.

The Buckeye Chapter was heavily involved with the High Performance Driving Event (HPDE, also known as a Drivers' School) and should be congratulated for its success.

Lots of vintage model 2002 BMWs were present, and were honored as the car of the year for both O'fest and the PVGP. My wife, Rhonda, took a hot lap charity ride with Bill Auberlen in an IMSA GTLM race car, at full tilt speed! Now she appreciates what forces are exerted on drivers, and their passengers, on a closed course race track.

I'm working at increasing the value of club membership for Toledo area folks. Ideas include door prizes and food at monthly meetings. Suggestions are welcome. We have resources, but need creative thinking to make it work. ■

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# GIRLS GONE DRIVING

by  
**Nicky Schardt**

## **"I give, therefore I am."**

Albert Einstein said *"Not everything that counts can be counted. And not everything that can be counted, counts."* Volunteerism isn't about money, accolades, or plaques of distinction. You might get a free lunch, or a t-shirt, but you'll most definitely get your hands dirty, perhaps a sore back or a blister or two, however, the joy a volunteer experiences can be an addiction. People volunteer for a variety of reasons, because, although not all reasons are pure-of-heart, most folks want to help promote a worthwhile activity. Maybe you want to meet new people, acquire new skills, or network for a future career move? Maybe you have extra time on your hands because you're retired, the kids are out of the house, or you just need a break from the mundane? Regardless of the reason, volunteers do it because it just feels good!

When I first joined the BMW CCA, it was because I was single, had just enough disposable cash, loved cars, and had just purchased my first BMW. As an adventurous gal, I thought driving on a race track was an amazing opportunity, one I couldn't pass up – attending my first HPDE and meeting my best friend definitely helped. From that first HPDE I started to experience the "family" of folks who volunteered to help me learn the track, how to maintain my car and how to have fun at the end of the day.

I can't remember a time when I wasn't volunteering for something, whether spontaneous or planned; it's just a part of my upbringing, a part of my DNA. When you don't have a lot of money, as when I was growing up, time is often the only thing you can give, and my parents also were great inspirations.

Volunteerism is working with like-minded folk to make a meaningful contribution to the greater good. Volunteers don't keep a list of accomplishments, nor do they compare their worth to others. They jump right in to do whatever it takes to do the

right thing, without applause. Like Einstein said, volunteering isn't measurable, but the smile on one's face at the end of the day, while sipping an adult beverage, reminiscing with your peers, is the reward itself. The value of volunteering is far deeper than any measurement or monetization, both to the organization and the volunteer.

Volunteering to me also means no regrets. Pour your heart and soul into your passion and when your passion has served its purpose, there is no shame in moving on\*.

***"Volunteers don't keep a list of accomplishments, nor do they compare their worth to others."***

As I see it, volunteers are ordinary people doing extraordinary things, so if you have some time to spare, we definitely need your fresh perspectives; whether at a track event, teaching teens valuable car control, or helping set up for a monthly meeting. Your local Governor/Vice Governor, both volunteer positions, can match your talents with local activities anytime throughout the year – we always need folks to help – and what a great way to meet someone new! A healthy and vibrant organization doesn't happen accidentally, especially when the organization is 100% based on volunteer support.

The cars may attract us, but it's really the people who matter the most! ■

*\*While bittersweet, this is my last article for the Driving Light's **Girls Gone Driving** segment. I still may contribute occasionally, when inspired, but I leave this opportunity for another passionate person to fill with new ideas.*

**Editor's note:** On behalf of the chapter and the *Driving Light*, I'd like to recognize Nicky for her years of contributions both to this newsletter and to the Buckeye Chapter. I hope someone will heed her call and submit a regular column, no matter the subject. The newsletter, and the chapter, can only survive through the efforts of people who see a need and step up to fill it. Thank you, Nicky.

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